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GEORGE LORD DARTMOUTH

Pub^d as the Act directs Aug^r 12 1797. by R. Foulde Bowd 8^o.

BIOGRAPHIA NAVALIS;

OR,

IMPARTIAL MEMOIRS

OF THE

LIVES AND CHARACTERS

OF

OFFICERS OF THE NAVY OF GREAT BRITAIN,

FROM THE YEAR 1660 TO THE PRESENT TIME;

DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A
CHRONOLOGICAL ARRANGEMENT.

By JOHN CHARNOCK, Esq.

WITH PORTRAITS, AND OTHER ENGRAVINGS,
By BARTOLOZZI, &c.

Nautæque, per omne
Audaces mare qui currunt, hæc mente laborem
Sefe ferre, fenes ut in otia tuta recedant.

HORACE, Sat. 1. Lib. 1.

IN FOUR VOLUMES.

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BIOGRAPHIA NAVALIS, &c.

1709.

BEVERLEY, Thomas,—was appointed captain of the *Strombolo*, on the 10th of June 1709, as successor to captain Brown. We do not find any other mention made of him, during the reign of queen Anne; nor, indeed, in that of George the First which succeeded, till the year 1718, when he was appointed captain of the *Montague*, a fourth rate of sixty guns, and ordered for the Mediterranean under sir George Byng. He very much distinguished himself in the engagement with the Spanish fleet off Messina, one of the enemy's ships having struck to the *Montague*, supported by the *Rupert*. Captain Beverley remained in the Mediterranean during the continuance of the war, but without meeting with any opportunity of distinguishing himself beyond the ordinary routine of service. He did not long survive his return to England, where he died on the 26th of June 1721.

BROWN, Charles,—was introduced into the navy, as it is said, under the special protection and patronage of sir George Byng, afterwards lord Torrington. He was appointed captain of the *Strombolo* on the 18th of March 1709, but experienced a fate common to a number of brave and distinguished characters, for a very considerable

part of the early period of his service passed on, and he remained totally undistinguished and unnoticed. The first mention we ever find made of him, subsequent to his first appointment, is in the year 1717, when he commanded the *York*, of sixty guns, one of the fleet sent into the Baltic under sir G. Byng. He did not long continue in the above ship, nor do we know any to which he was afterwards appointed, till the year 1726, when he was made captain of the *Advice*, a fourth rate of fifty guns, also one of the Baltic fleet, but now under the command of sir Charles Wager. This ship was, on the return of the fleet, ordered for Sheerness to be laid up; and captain Brown was, in the month of February following, appointed to the *Oxford*, of sixty guns, in which we believe him to have served again, under sir C. Wager, during his expedition to the Mediterranean, for the protection of Gibraltar, which was soon after formally besieged by the Spaniards.

His next appointment appears to have been to the *Buckingham*, of seventy guns, about the year 1731, one of the fleet which had been previously kept in a state of equipment for a considerable space of time, and was in the above year ordered again for the Mediterranean under his former admiral, sir C. Wager. We find no notice taken of this worthy and brave man after his return till his appointment, about the year 1738, to be commander of the *Hampton Court*, in which ship he was ordered immediately for Jamaica; on which station he commanded as senior officer, with a small squadron, till the arrival of Mr. Vernon at the latter end of the year 1739. Previous, however, to this taking place, the Spaniards having manifested strong and frequent indications of an hostile disposition, Mr. Brown resolved at least to retaliate on them for insults so frequently repeated, and battered down a fort which they were then erecting between the *Matterfes* and the *Havannah*. Lest it may be thought he acted with too much precipitation on the foregoing occasion, it may not be improper to observe, he acted not merely in conformity to his own feelings but in strict obedience to instructions he received from England, for as soon as it was foreseen a war was unavoidable, the British ministry took the proper measures for attacking the enemy in the *West Indies*, the *South Seas*, and every other part of the world where

where they were thought to be most vulnerable. Orders were specially sent out to Mr. Brown to make every possible reprisal, and neglect no opportunity of distressing the enemy to the utmost of his power. Mr. Brown having joined the vice-admiral at Port Royal on the 28th of October, the attack and conquest of Porto Bello took place immediately afterwards. This having been already generally related, and at some length, it is needless to take notice of this event otherwise than in such parts as the commodore was more particularly engaged in.

The attack of the iron fort was led by the commodore, it being generally customary, in small squadrons, to assign that post of honour to the second in command. Unfortunately when the ship came within a cable's length of the object of assault, it was suddenly becalmed by the high land to windward, and before the guns could be brought to bear on the enemy, was exposed to a very smart cannonade. As soon, however, as the ship could get to its proper station and was brought to an anchor, it seemed, in an instant, as Campbell expresses himself, a cloud of perpetual thunder, and appeared to the rest of the fleet to be all on fire. This may easily be credited, if we believe, and as we have no reason to doubt, the assertion of the same author, that four hundred cannon-shot were fired from that ship in the space of twenty-five minutes. All historians are unanimous in bestowing the highest commendations on this very brave and experienced officer; and there are not wanting those who, with much appearance of reason on their side, assert, without the smallest wish of taking away from the merit of the renowned and popular Vernon, that the commodore contributed, in at least an equal share with him, to this very speedy and important conquest.

After the reduction of the place; the demolition of the Gloria castle, and St. Jeronimo fort, were particularly committed to the commodore's superintendance by the vice-admiral. The whole of the service intended to be effected by the foregoing expedition being completely carried into execution, the squadron returned to Jamaica; and when Mr. Vernon failed in the month of February following intending to bombard Carthagena, and to annoy the Spaniards still farther by an attack on fort Chagre, he

left Mr. Brown to command in his absence, with the Hampton Court, Worcester, Diamond, and Torrington, that force being deemed sufficient for its protection and security. Mr. Brown did not long remain at Jamaica, returning to England, in the course of the summer, with a convoy, having removed his broad pendant, as we believe, into the Diamond. He, almost immediately on his arrival, again hoisted a broad pendant, as commodore, on board the Duke, of ninety guns: but nothing material took place in the European seas.

On the promotion of Mr. Mathews to the Mediterranean command, in the month of March 1741-2, the office of commissioner of the navy, resident at Chatham, which he had previously enjoyed, became vacant. Mr. Brown was appointed his successor, and continued till his death, which happened on the 23d of March 1753-4, to fill that station with the same unblemished reputation which had, in the more active line of service, attended all the former appointments he had ever received.

CARLTON, or CHARLTON, St. John. — His name being thus variously spelt on different occasions, was appointed captain of the Gosport on the 10th of November 1709. He was very soon afterwards promoted to the Montague, a ship, which we believe, he continued to command during the war, being principally employed as a cruiser in the Channel. He met with tolerable success having captured several prizes, which, although they were of inconsiderable value and consequence, prove him to have been at least an active, if not a fortunate commander. We find no mention made of him after the conclusion of the war till the year 1716: he then commanded the Lively frigate, one of the cruisers stationed off the western coast of Scotland to prevent the introduction of any supplies into that kingdom for the support of the Pretender and his adherents. Here also he was equally active and much more consequentially successful than when employed on a similar service in the preceding reign, having intercepted several vessels*, laden with arms and ammunition, intended for the rebel army. We find no mention

* The most consequential of these was a ship called the Duc de Vendôme, mounting fourteen guns, taken about the latter end of April.

made of him after this time till 1720, when he commanded the *Kingston*, of sixty guns, one of the fleet ordered for the Baltic under sir J. Norris. He quitted this command on the return of the fleet to England, at the close of the year; and we are again ignorant of any particulars concerning him till he was, in the year 1734, appointed captain of the *Norfolk*, of eighty guns, one of the fleet collected for Channel service under his former admiral, sir John Norris. This is the last commission we have any proof of his having held, and we believe him to have retired soon afterwards from the service. He died in England some time in the year 1742.

CLARK, William,—was, on the 8th of March 1709, appointed captain of the *Hector*, and soon afterwards was ordered for Barbadoes, on which station he made several prizes, and we believe continued during the remainder of the war. We find no other mention made of this gentleman, the mere date of his death excepted, which happened on the 27th of August 1727.

DRAKE, Francis,—was, on the 21st of August 1709, appointed captain of the *Hunter* fireship. No other mention is made of him till after the accession of king George the First. In 1715 he commanded the *Swallow*, of fifty guns, one of the fleet sent to the Baltic under sir John Norris: after which time we are again ignorant of any particulars concerning him till the year 1718, when he was appointed to the *Dunkirk*, of sixty guns, one of sir George Byng's fleet on the Mediterranean expedition, and was consequently one of those fortunate commanders who had, by their bravery and good conduct, the happiness of contributing to the very memorable victory obtained over the Spanish fleet. No mention is made of his having been re-appointed to any other ship after his return to England. He died, as some say, in the year 1726; but, according to other accounts, not till the year 1729. In Hardy's list he is said to have been appointed an admiral, and to have received the honour of knighthood: the first is evidently a mistake; and the latter we do not entirely credit. A sir William Drake, who was a baronet, was one of the commissioners of the admiralty during the latter part of the reign of queen Anne. This

circumstance may probably have occasioned the confusion, and the addition of the above spurious honours.

EATON, Nicholas, — was, on the 11th of March 1709, appointed captain of the *Winchelsea* frigate; and this is the only mention we find made of him during the reign of queen Anne. A considerable time, indeed, elapsed, after the accession of king George the First, before we find him holding any commission: the first is in the year 1717, when he was appointed to the *Chester*, of fifty guns, one of the ships ordered to be equipped for the Baltic under sir George Byng. We believe, however, owing to his having received his commission very late in the season, that the ship was not in a condition to proceed on that service by the time the fleet sailed. His next command appears to have been that of the *Dartmouth*, which, as well as the former, was a fourth rate of fifty guns. In this ship he accompanied sir John Norris to the Baltic in the year 1720, as he did again in the following year, and, on the return of the fleet, was promoted to the *Kingston*, of sixty guns.

In 1726 he sailed, for a third time, on the same kind of service under sir Charles Wager, being then commander of the *Assistance* of fifty guns. This is the last mention we find made of him except the mere date of his death, which happened, in England, on the 5th of April 1729.

GAY, or GRAY, Charles, — is known only as having been appointed captain of the *Nightingale* on the 23d of March 1709, and of the *Dolphin* early in the year 1712. He died some time in the course of that year.

GORDON, George, — was, on the 9th of April 1709, appointed to command the *Lowestoffe* frigate. He was ordered immediately afterwards to North America; and in the following year served under commodore Martin in the fortunate expedition against Port Royal, since called Annapolis. Involved as he is in one common fate with a multitude of other brave men, we can only repeat the regret we have before frequently expressed, at having so little to record concerning them, except the account of the services on which they were from time to time employed. In 1715 he commanded the *Advice* of fifty guns, one of the fleet ordered for the Baltic under sir John Norris. In

1717 he commanded the Pearl, of forty guns, one of the ships ordered to be equipped for the same service as the preceding, under sir George Byng; but we doubt whether he ever proceeded thither. We have no account of his having held any commission after this time; nor, indeed, have we been able to procure any other information concerning him, except that he died on the 12th of July 1732.

HARDY, Sir Charles,—was, on the 28th of June 1709, made captain of the Dunwich, and stationed as a cruiser in the German Ocean. The most consequential information we have to record of him during the time he was thus employed is, that in the month of February 1709-10, he captured a privateer which, though of no greater force than ten guns, had done considerable mischief among the coasting trade. He was afterwards sent to the West Indies with the squadron under the command of commodore Littleton; but we have been unable to discover the name of the ship he was captain of. Although we believe him to have had many appointments in the intermediate time, yet we find no mention whatever made of him till the year 1719, when he commanded the Guernsey, of fifty guns, one of the squadron sent to the Baltic under sir John Norris. In 1720 he was captain of the Defiance, a fourth rate of sixty guns, one of the fleet again sent on the same service, and also under sir J. Norris. He quitted that ship on the return of the fleet to England, and we are again ignorant of the services on which he was employed, till the year 1726, when he commanded the Grafton, of seventy guns, one of the squadron intended to be sent, under the orders of sir Charles Wager, to the same quarter with the preceding. On what particular account we know not; but, either owing to indisposition, or some other cause, he quitted this command before the squadron failed, and was succeeded by Mr. Vernon.

He was very soon after appointed to the Stirling Castle, of seventy guns, and ordered for the Mediterranean, where he served, during the two succeeding years, under the admirals, Hopson and sir Charles Wager, the latter having been, in the month of January 1727, sent out with a reinforcement, and to take upon him the command, in consequence of the attack menaced by the Spaniards on the fortres

fortress of Gibraltar. The events of this expedition were almost too uninteresting to require any particular detail, even in the memoirs of the admirals who commanded it. But so much is it the less necessary to enter on it in the present instance, or to record a dull routine of cruises undistinguished by any event so memorable as to be worth relating.

He returned with sir Charles Wager to England in the month of April 1728; and we find no other mention made of him previous to his being, on the 6th of April 1742, promoted to be rear-admiral of the blue, except that, during a part of the above intermediate space of time he was captain of the Royal Caroline yacht, a station he held when he experienced the above advancement. Just before the time of his promotion to be a flag officer he received the honour of knighthood: and after having been farther advanced, on the 7th of December 1743, to be vice-admiral of the blue, was, on the 13th of the same month, appointed one of the commissioners of the admiralty. Early in the year 1744, he was sent to command a squadron, consisting of eleven ships of the line, ordered to the Mediterranean to convoy wither a considerable number of victuallers and storeships for the relief of the British fleet in that sea. Sir Charles put into Lisbon, where he was for some time detained by contrary winds; and the French, having intelligence of his arrival there, dispatched a squadron of fourteen ships of the line, from Brest, which blocked him up till he was relieved, in the month of July, by admiral Balchen: they proceeded together to Gibraltar; and the object of sir Charles's expedition being effected, he returned back to England. During his absence he was, on the 19th of June 1744, again advanced to be vice-admiral of the red. He did not long survive and enjoy these so rapidly-progressive promotions, dying at his house, in the admiralty, on the 27th of November 1744, with the universal reputation of a truly honourable and worthy man.

HERBERT, James,—was, on the 30th of September 1709, appointed captain of the Looe. We find no other mention made of him in the service, which he quitted on May 22, 1716, resigning his half-pay at the same time. He was immediately afterwards chosen representative in

parliament for the town of Queenborough. The time of his death is unknown to us.

HOULDING, William,—was, on the 15th of June 1709, appointed captain of the *Adventure*; but no other mention is made of him in the service. He died on the 15th of November 1731.

HUBBARD, Nathaniel,—is a gentleman whose misfortune it is to be equally unnoticed. He was, on the 27th of May 1709, appointed captain of the *Fortune*; and died on the 30th of December 1731.

JACOBS, Thomas,—was, on the 26th of April 1709, appointed captain of the *Sweepstakes**. During the time he held this command he was principally employed in convoying the trade to and from Portugal and the West Indies. No mention is made of him after this time till the year 1717: he was then captain of the *Diamond*, a fifth rate of forty guns, ordered to be equipped for the Baltic, but which, not being ready in time, we believe never proceeded thither. We do not find him mentioned as holding any command after this time, and believe that, during a considerable part of the latter end of his life, he had totally retired from the service. He died at Greenwich on the 15th of February 1748.

LISLE, Toby,—was, on the 2d of September 1709, appointed captain of the *Success* storeship†. He was in the following year promoted to the *Diamond* and ordered for the West Indies, where, in the course of the ensuing summer, he had very considerable success against the

* Captain Mead was taken, on the 16th preceding, in a ship called the *Sweepstakes*, so that this vessel must either have been retaken, of which circumstance no mention is made in history, or that, to which this gentleman was appointed, must have been a new ship just launched, and so named to supply the place of that which had been captured.

† A gentleman of this name commanded the *Resolution*, a third rate, one of the ships lost on the coast of Sussex, in the Great Storm, on the 26th of November 1703. All the persons on board were saved. No other person of the name of Lisse appears to have been a naval commander previous to this time: but supposing this gentleman to have been one and the same person with the commander of the *Resolution*, he could at that time having been only an acting commander, without the permanent rank of captain in the navy, the date of his first commission being as above given.

enemy,

enemy, having captured many valuable ships under circumstances which reflected on him the highest honour. He returned to England soon afterward. In 1711, he still continuing to command the *Diamond*, was ordered to accompany sir Hovenden Walker, 'an hundred leagues to the westward of Scilly, when he failed on his unfortunate expedition against Quebec: he then parted company, together with the Bedford galley and Experiment, having under their protection a fleet of merchantships bound for Lisbon. Little mention is made of him in the line of service after this time; nevertheless we are confident he was scarcely ever unemployed.

He commanded a frigate on the West India station in the year 1719, and very unluckily fell into some dispute with the master of a merchant-ship: in consequence of it, an affront of so gross a nature passed between them, that, what are called the laws of honour, rendered it necessary they should appeal to the most common, but at the same time the worst of all modes, of deciding such differences. Captain Lisle fell a victim to it, proving that at least he was not deficient in spirit, however he might have himself offended, or been offended, according to the laws of decorum or politeness.

NORBURY, Conningby, — was, on the 12th of January 1708-9, appointed captain of the *Lark*. We do not find any other mention made of him during the reign of queen Anne, but in 1715 he was commissioned to the *Bonadventure*, of fifty guns, one of the fleet ordered to the Baltic under sir John Norris. In the following year he was appointed to the command of the *Argyle* of fifty guns, under rear-admiral Cornwall, who was sent out to the Mediterranean as successor to Mr. Baker. He continued on that station several years; serving, in 1718, under sir George Byng, Mr. Cornwall on the arrival of the former having removed his flag into the *Shrewsbury*. Captain Norbury distinguished himself exceedingly in the memorable action with the Spanish fleet, having led the detachment, ordered under captain Walton, to pursue the division of six ships of war, with the galleys and smaller vessels, commanded by the marquis de Mari, which separated from the Spanish fleet previous to the commencement of the engagement.

Mr.

Mr. Cornwall removed his flag back into the Argyle after the victory, being ordered to convoy the captured ships into Mahon: and nothing memorable enough to merit recital took place during the time Mr. Norbury continued captain of the above ship. We do not find him in any other command till the year 1727, when he was appointed to the *Revenge*, of seventy guns, one of the ships composing the squadron, under sir John Norris, which was ordered to the Baltic. On his return from this service he was sent to Gibraltar to convoy thither some victuallers and storeships; and was instructed to put himself, on his arrival there, under the command of sir Charles Wager. He continued there till the siege of Gibraltar was raised, and the dispute with the Spaniards was concluded; but without any opportunity of distinguishing himself, as the naval transactions during the whole of the period alluded to, even when taken collectively, afforded not sufficient interest to excite particular attention, or require any enlarged detail. Captain Norbury returned to England with sir Charles, his admiral, in the year 1728; and was, in the month of July, appointed to the *Kent*. In the following year he commanded the *Berwick*, which was also a third rate of seventy guns, one of the fleet collected, also under sir Charles Wager, for the purpose of checking those depredations which the Spaniards had most wantonly begun to renew. This fleet, however, did not proceed to sea. Captain Norbury retained the same command several years, and in 1731 accompanied sir Charles Wager to the Mediterranean, on his being sent thither with a fleet to settle the dispute which appeared to be arising between the emperor of Germany and the king of Spain, and to put the Infant Don Carlos into possession of the Italian dominions bequeathed him by the duke of Parma. We do not find captain Norbury to have enjoyed any command after the above time, nor do we meet with any other mention made of him, except that he died on the 12th of July 1734.

OCKMAN, William. — We know nothing of this gentleman till his appointment, on the 8th of March 1709, to be captain of the *Folkstone*. We do not find any mention made of him, after the time above-mentioned, till the year 1734, when he commanded the *Orford*, of seventy guns; so that at least the major part of his
inter-

intermediate appointments must have been of very little consequence, as none of them are particularly mentioned. Captain Ockman did not long retain his command, for in the month of June following we find captain Man, his successor in the Orford. No other particulars concerning him have come to our knowledge, except that he died some time in the course of the year 1740.

PASTON, Robert,—was, on the 8th of June 1709, appointed captain of the *Feverham*, a frigate of thirty-six guns. He was, not long afterwards, sent on the North American station; and very much distinguished himself in the following year, under commodore Martin, in the attack of Port Royal in Acadia, now called Nova Scotia. He was ordered to join sir Hovenden Walker, who, in the year 1711, commanded the unfortunate expedition against Quebec. The frigate, having been previously sent to Virginia for some provisions which had been collected and stored in that colony, and being moreover miserably deficient as to her complement of men, was not able to reach Cape Breton, his appointed rendezvous, till after misfortune had compelled the remains of that once formidable armament to return to England. This unavoidable delay did not, however, preserve captain Paston from being involved in a more miserable and untimely fate; hastening to carry his instructions into execution, and join sir Hovenden, his ship foundered in a gale of wind off Cape Breton, near the entrance of the river St. Lawrence, on the 7th of October 1711, the greater part of the crew perishing with himself and the ship.

PURVIS, George,—was in the year 1707, made commander of the *Dunkirk's Prize*, a frigate of twenty-four guns, but which was only rated as a sloop of war, and consequently did not entitle Mr. Purvis to the rank of captain in the Navy. He was immediately ordered to the West Indies, where he served with very distinguished reputation, under commodore, afterwards sir Charles Wager. In the following year the commander-in-chief received instructions to send captain Purvis to England with the squadron and convoy returning home under commodore John Edwards. The ship, however, was in so bad a condition that Mr. Wager did not think it prudent to trust it on so dangerous a passage at so critical a season

of the year; and accordingly changing its destination, ordered captain Purvis out on a short cruise, in company with the *Monmouth*. In this little expedition, if it may be so termed, they had the good fortune to capture two valuable prizes, bound from Rochelle to Petit Guavas. Captain Purvis being ordered out soon afterward to cruise on the north side of Hispaniola, unfortunately, through the ignorance of the Pilot, ran on a ledge of rocks, being at that time in chace of a French ship which just before, in hopes of saving herself, ran ashore near Cape Francois. The *Medway's Prize* being in very bad condition, and extremely weak, very soon bulged. This accident, unfortunate as it was to the service in general, proved the foundation of the highest honour and fame to captain Purvis, for having got, with some of his men, on a small key, or low uninhabited island, within gun-shot of the French ship, he prepared to attack the enemy with his boats, and a canoe which he had got possession of, supported by a platform he had hastily constructed, and on which he had mounted two or three of the ship's guns. The French seeing these cautious, and at the same determined preparations, were too timid to resist any longer; they demanded quarter and surrendered the ship on the single condition of being set on shore. The spirit of Mr. Purvis on the foregoing occasion was the more deserving of praise, as upwards of twenty of his people refused to assist him and join in the attempt, which they timidly supposed it was impossible to succeed in. These captain Purvis left, very properly, to pursue their own inclinations; and having embarked all his gallant followers and supporters on board the prize, which they got off from the shore without much difficulty, arrived safe with them at Jamaica. Commodore Wager having transmitted the account of the foregoing very gallant transaction to the commissioners of the admiralty, they very properly promoted Mr. Purvis to the rank of captain in the navy, appointing him, on the 22d of May 1709, to command the *Coventry* frigate. He did not long remain in this vessel, being advanced, on the 24th of September following, to the more consequential command of the *Portland*, a fourth rate of fifty guns. In 1710 he was employed in this ship, under the orders of captain Aldred, on the *Newfoundland* station, and very much distinguished himself

self in the attack of the French settlements on that coast, of which sufficient mention has been already made in the lives of captains Aldred and Pudner.

We do not, extraordinary and singular as it may appear, find any mention made of captain Purvis after this time, till the year 1721, when he commanded the Dursley galley, a small frigate fitted out to accompany the Squadron under the admirals Wager and Hosier, but which the timely and prudent concession of the Portuguese prevented from ever putting to sea. He continued captain of the same vessel, without interruption, for several years, occasionally employed on such services as the necessities of government require in time of peace. In 1726 he accompanied sir Charles Wager to Gibraltar; on which station he continued to serve during the siege, but without meeting with any remarkable occurrence. After his return from thence, in 1728, he was appointed captain of the Monmouth, of seventy guns, as successor to Mr. Balchen; but the fleet never appears to have put to sea during the time Mr. Purvis retained the above appointment, and we have no proof, that we can depend on, of his having held any naval command after this time. In 1734-5 he was appointed comptroller of the treasurer of the navy's accounts, an office he held till the year 1740-1, and in which some inform us he died; but the date of his decease, as given us in rear-admiral Hardy's list, is 1748.

REYNOLDS, Thomas,—was, on the 21st of September 1709, appointed captain of the Coventry; and, in 1715, we find him captain of the Royal Anne galley, a frigate of thirty-four guns, one of the fleet in the North Sea under sir Geo. Byng. No other mention being made of him we have reason to believe he never obtained the command of a ship of the line. He died on the 10th of March 1719.

SAPSFORD, John,—is known only as having been appointed captain of the Suffolk Hag boat on the 18th of March 1709. Even the time of his death is unnoticed.

SAUNDERSON, Ralph,—was the eldest son of sir W. Saunderson, of Combe near Greenwich, in the county of Kent, knight banneret, of whom we shall have hereafter to give some account, and Drury, one of the daughters and coheirs of sir William Wray, of Ashby in the county of Lincoln, baronet. Mr. Saunderson having entered

entered into the sea-service, and regularly passed through the several subordinate stations, was, on October 17, 1709, promoted to the command of the *Mary* galley. He continued captain of the same vessel, we believe till the end of the war, principally employed, during that period, as a cruiser in the Channel, a service he executed with advantage to his country and emolument to himself. We do not find any other mention made of him after the accession of king George the First, except that he died in England on the 30th of April 1718.

SMITH, Nicholas,—was, on the 8th of March 1709, appointed captain of the *Enterprise* frigate. He continued commander of this ship till the conclusion of the war, employed nearly during the whole time as a cruiser, a service in which he had very singular success, particularly in the year 1712, having, in the month of February alone, captured two valuable merchant-ships, and a frigate, belonging to Rochfort, mounting 36 guns, called the *Loire*.

After the accession of king George the First he was promoted to the *Centurion*, of fifty guns, and sent to the *Baltic* with the fleet under sir John Norris; as he was again in 1717, with sir George Byng, being then captain of the *Jersey*. After this time we are ignorant of any particulars concerning him, except that he died in England on the 7th of July 1721.

STOREY, Edward,—was, on the 17th of June 1709, made captain of the *Charles* galley. It is not improbable he was the son of captain James Storey, whom we have formerly had occasion to give some account of*; but of this we have no proof to be implicitly relied on. This gentleman is taken no farther notice of till the year 1717, when he commanded the *Chatham*, a fourth rate of fifty guns, one of the ships ordered, under sir John Norris, to the *Baltic*, from whence he returned in the beginning of November, a few days before the body of the fleet, having, in conjunction with the *Gloucester* and *Hampshire*, the homeward-bound trade under convoy. Captain E. Storey, as well as the former gentleman of the same name, is said to have been a man possessed of an uncommon fund of natural humour, aided by the strongest, though at the same time most innocent excentricity of

* Vol. I. p. 298.

mind. A number of anecdotes, which it is foreign to our purpose to relate, all exemplifying the above character, are still traditionally preserved among seamen. The remembrance of his innocent gaiety and lively spirit caused universal lamentation at his death, which happened on the 14th of June 1727, and excited a degree of public grief, which the most popular character might have beheld with envy.

STEWART, James, — was, on the 14th of January 1709, appointed captain of the Greyhound: he was afterwards promoted to the Dartmouth, of fifty guns, and sent to the Meditterreanean, where he continued during the remainder of the war, but without meeting with any memorable opportunity of distinguishing himself beyond others his brave cotemporaries. In 1716 he was captain of the Aldborough frigate, and employed in cruising among the Hebrides, or islands off the western coast of Scotland, to prevent the introduction of any supplies into that country for the use of the rebel army. In 1717 he was captain of the Royal Anne galley, a frigate attached to the squadron under admiral Aylmer, which convoyed the king to Holland. Few men who have lived to attain the very high rank in the service which this gentleman afterwards very deservedly reached, ever passed that part of their time, during which they were private commanders in such complete obscurity, no mention being ever made of him, nor can we find his name inserted in any of the lines of battle made out, during the above period, as commander of any ship of two decks till the year 1741, at which time he commanded the Cumberland, of eighty guns*. We are persuaded notwithstanding, that he was very frequently employed, most probably in the command of guardships, or stationed frigates, which pass totally unnoticed in time of peace, unless some very extraordinary occurrence should bring them forward to public view. The extreme difficulty, not to say impossibility of developing the employments,

* He commanded this ship during the whole year, it was one of those composing the fleet under sir J. Norris; and in some of the lines of battle we have seen, is said to have accompanied sir C. Ogle, in the same station, on his expedition to the West Indies.

and tracing the different transactions of persons whose conduct has not been in some degree conspicuous, may easily be credited, and has proved one of the most insurmountable bars to the completion of the biographical history of any particular class of men. The defect is not, as we have before observed, to be remedied by any other means than private communications from the immediate relations or descendants of the person in question; and, as in the present instance, where that is wanting we can only lament the deficiency.

At length, after a long service of near thirty-four years in the station of a private commander, he was, on April 6, 1742, promoted to be rear-admiral of the blue. His advancement was now as rapid as it previously had been slow; on the 9th of August 1743, he was appointed rear-admiral of the white, and on the 7th of December following vice-admiral of the blue. In 1744 he served as second in command of the fleet sent to Lisbon, under the unfortunate sir J. Balchen, to relieve sir C. Hardy, who was blocked up in the Tagus by a very superior French force; and, previous to his sailing on that service, was, on the 19th of June, advanced to be vice-admiral of the red. He does not appear to have ever gone to sea as a naval commander after his return to England; but, on the 15th of July 1747, was made admiral of the white, and declared, as it is said by some, on November 22, 1750, admiral and commander-in-chief of the fleet. We rather apprehend the above date to be erroneous as to the year, the appointment having, as we believe, taken place on the 22d of November 1751, in consequence of the death of sir Chaloner Ogle, who previously enjoyed it. Admiral Stewart died in the above very elevated station on the 30th of March 1757.

TREVOR, Robert,—was, on the 2d of March 1709, appointed captain of the Royal Ann galley. No other mention is made of him till after the accession of George the First; a considerable difficulty then arises, there having been two naval commanders of the same name, and no discrimination being made in any account that is given of their services: this confusion continues till the year 1723, when captain Robert Trevor is particularly distinguished as commander of the Bredah, of seventy guns;

but of so little consequence was the purpose for which that and other ships were at the same time put into commission, it is not even known whether they ever went to sea. In 1726 he commanded the Northumberland of seventy guns, one of the fleet sent to the Baltic under sir Charles Wager. No other particulars have come to our knowledge concerning this gentleman, except that he died at Jamaica in the year 1740, being at that time commander of the Chichester, of eighty guns, in which ship he had sailed with sir Chaloner Ogle, when sent out with the reinforcement to Mr. Vernon.

VANBURGH, Charles,—was, on the 21st of February 1709, made commander of the Feversham frigate; but no other mention is made of him during the reign of queen Anne, nor indeed after the accession of George the First have we any proof of his having commanded a ship of the line till the year 1718, when he was appointed to the Burford, a third rate of seventy guns, one of the fleet ordered to the Mediterranean under sir George Byng. He there had, with his other brave contemporaries, a signal opportunity of distinguishing himself in the action off Cape Passaro. This he appears to have improved to the utmost of his power, which may readily be credited even from our simply relating that he was one of the commanders detached under captain, afterwards sir Geo. Walton, in pursuit of the division commanded by the marquis de Mari, the whole of which was either taken, burnt, or destroyed. He is not known to have had the good fortune of meeting with any second opportunity of materially benefiting his country, or acquiring renown to himself, during his subsequent continuance in the Mediterranean; nor have we, after his return from thence, any account of him till the year 1729, at which time he commanded the Nassau, a third rate of seventy guns, employed as a guard-ship. He quitted that employment early in the summer; and we do not again find him in any command till the year 1733. He was then captain of the Cornwall, an eighty gun ship; but we cannot find any trace of his being employed in any service worth commemorating. The relative situation of Britain at that time, as well with respect to Spain, which nation was the principal object of jealousy, as other countries which were held in an inferior light,

light, compelled government to keep a formidable fleet in an almost perpetual state of equipment. The political appearance of affairs conveyed the idea of an armed truce with a constant preparation for renewing hostilities, rather than what it was called, a time of profound peace. A period like this is tiresome to the nation itself, irksome as well as distressing to the officer, and painful to the historian; nothing occurs but a dull repetition of uninteresting events and preparations, which have just consequence enough to awaken the attention, which is no sooner roused than disappointed. Captain Vanburgh is not mentioned as having held any command after the above time, nor any other notice taken of him, except that he died in England on the 2d of November 1740.

WADE, Caleb,—was, on the 18th of November 1709, appointed captain of the *Adventure*. He continued commander of this ship till the conclusion of the war. In the early part of the year 1711 he was principally employed as a cruiser at the entrance of the Channel, a service in which he had some success, having made two or three prizes of no inconsiderable value. He was afterwards ordered to Newfoundland, from whence he returned in the month of November without having met with any extraordinary occurrence. His name does not again occur in the service till the year 1720: he was at that time appointed to the *Falmouth*, a fifty gun ship, one of the fleet sent into the Baltic during that and the ensuing summer, under the chief command of sir John Norris. After the end of the latter season he was ordered to join the fleet collected under sir Charles Wager. This armament, as we have already observed, was prevented, by the submission of the Portuguese, whom it was intended to chastise, from ever putting to sea; and captain Wade not long afterwards retired from his former line of service, being appointed master-attendant at Portsmouth on the 3d of November 1722. He died, according to the information afforded us by rear-admiral Hardy, some time in the year 1732; but, according to other accounts which we believe more authentic, not till the year 1738.

WALDRON, Beaumont,—was, on the 14th of December 1709, promoted to be captain of the *Loo*. He never was fortunate enough to obtain any command more

consequential than that of a frigate, or to be employed in such a line of service as was likely to procure him renown. He died on the 20th of March 1718-19, being at that time commander of the Gibraltar, a frigate stationed as a cruiser in the Channel.

1710.

BASILLE, or **BESSILLE**, William,—was, on the 29th of August in the above year, appointed captain of the Roebuck. His name again occurs as taking post in the Seahorse from the 1st of Jan. 1712-13. We entertain, however, some doubts whether he is properly entitled to a place here as having had his rank in either instance confirmed. No mention is made of the time of his death.

CHUNDWICK, or **CHADWICK**, Robert,—was, on the the 23d of February 1710, appointed captain of the Powey. He continued to command this frigate many years, at least till after the year 1714. We find no other notice taken of him, except that he died in England on July 10, 1719, being at that time captain of the Guernsey.

COLE, Ambrose,—was, on the 24th of March 1710, made commander of the Ludlow Castle, being quickly afterwards promoted to the Ranelagh. He died on the 27th of October 1711.

COLLIER, William, — was, on the 10th of May 1710, appointed captain of the Mermaid. We do not find his name again occur till the year 1717, when he commanded the Falmouth of fifty guns, one of the fleet ordered for the Mediterranean under sir George Byng; but we believe he never sailed on that expedition in consequence of his ship not being in a proper state of equipment when the rest of the fleet put to sea. No other notice is taken of him, except that he died captain of the Fubbs yacht on the 4th of December 1736.

ELFORD,

ELFORD, William,—was, on the 10th of October 1710, appointed captain of the *Hector*. He continued to command this ship till the peace of Utrecht, being principally employed as a cruiser, in which service he met with some success. His prizes were, however, more to be remembered on account of their number than their consequence, the most conspicuous of them being only a privateer, belonging to Bourdeaux, mounting eighteen guns, which he captured in the month of February 1712. His name does not again occur till the year 1720, when we find the *York*, a fourth rate of sixty guns, belonging to the fleet ordered for the Baltic under sir John Norris, to have been commanded by a captain Elford, but have been unable to fix, with precision, whether it was the identical William Elford, of whom we are now speaking, or his brother captain Matthew Elford, of whom we are hereafter to give some account. Captain William Elford is no farther mentioned than as having died in the West Indies captain of the *Lynn*, on the 31st of March 1723.

FUZZER, or FURZER, John,—was, on the 16th of March 1710, appointed captain of the *Shoreham*. No farther notice is taken of him during the war; but after the peace at Utrecht he was made commander of the *Kinsale* frigate, and sent to the Mediterranean, where he continued some time. In 1718 he was appointed captain of the *Dorsetshire*, a third rate of eighty guns, under rear-admiral Delaval, who was commander in the third post during the expedition to the Mediterranean under sir George Byng. After his return from that service, in which he was engaged till the conclusion of the war, he was appointed to the *Hind*, and was unhappily drowned, off Guernsey, on the 7th of December 1721. The ship having struck on a sunken rock, the greater part of the crew most unfortunately perished with her.

JERMY, Seth,—had a commission as a naval officer before the revolution; and, as far back as the year 1692, served as second lieutenant of the *Northumberland*, of seventy guns, commanded by captain Cotton. He did not, however, obtain the rank of captain till the 25th of April 1710, when he was appointed to the *Antelope*. He had attained so advanced an age, that in the year 1712 he was put on the superannuated list with a pension equal to

the half pay of captain of a fourth rate. He enjoyed this till his death, which happened on the 3d of August 1724.

LEY, Andrew, — was, on the 26th of January 1710, appointed to the command of the Bedford galley. On the 23d of December 1712, this gentleman also was put on the superannuated list with a pension equivalent to the half pay of the captain of a fifth rate. The time of his death is unknown.

MASTER, Streynsham, — the great-grandson of sir Edward Master, of East Langdon, in the county of Kent; governor of Dover castle, was the only son* of James Master, of Gray's Inn, esq. and Joice, only daughter of sir Christopher Turnor, of Milton Earnest, in the county of Bedford, knight, one of the barons of the exchequer in the reign of Charles the Second. He was born in the year 1682, and was originally intended for the law; but at the pressing instance of sir George Byng, who had married his eldest sister, he entered into the sea service. Having regularly passed through the several subordinate ranks, and acquired a competent and full knowlege of every branch of his duty as an officer, he was appointed by his honourable relative, sir George Byng, to be master and commander of the Fame Prize†. This commission was dated on the 15th of July 1709; and, on the 22d of March following, 1709-10, he was advanced by sir John Norris, to the rank of post captain, and appointed to the Ludlow Castle. Both these appointments were progressively confirmed by the board of admiralty. From the manner in which the war was suffered to languish after this time, particularly in the European seas, captain Master had no other opportunity of distinguishing himself than all men have who are attentive to their duty. He appears to have been almost constantly in commission, and employed as actively as the temper of the times permitted,

* His uncle, who was also named Streynsham, was a director of the East India company. Vide Gazettes, No. 3416 and 3453.

† During a part of the time Mr. Master was captain of this vessel, he was employed under vice-admiral Baker in cruising off Messina, and had the good fortune to capture a French ship of some force. This event is said to have happened in the month of May 1710; if so he could not have taken upon him the command of the Ludlow Castle till some considerable time after the date of his commission.

and the service of his country required. On the 7th of April 1712, being then on the Lisbon station under the orders of vice-admiral Baker, he was appointed by him to command the *Ormond*, a fourth rate. From that general poverty of naval events which continued for some years afterwards, we have been able to collect nothing relative to this gentleman till the year 1716, when he removed into the *Dragon*, of fifty guns, one of the fleet ordered for the Baltic under sir George Byng; but we are doubtful whether he proceeded thither, owing to its having been impossible to put the ship in a proper state of equipment by the time the admiral received orders to sail.

On the 14th of March 1717-18, he was appointed captain of the *Superbe*, a sixty gun ship, one of the fleet ordered for the Mediterranean, as that for the Baltic had been in the year before under the command of sir George Byng. On the arrival of the fleet off cape St. Vincent, captain Master was dispatched by the admiral to Cadiz with a letter to the British envoy; and he returned with the first accurate and positive advice of the immense preparations for war the Spaniards had been making at Barcelona.

His gallantry in the ever memorable action with the Spanish fleet off Cape Passaro was highly conspicuous, and historians have not neglected to do justice to his merit. "About one o'clock the *Superbe*, (says Mr. Corbet in his account of the expedition to Sicily) commanded by captain Master, supported by the *Kent*, captain Mathews came up with and engaged the Spanish admiral, of seventy-four guns, who, with two ships more, fired on them, and made a running fight till about three. The *Kent* then bearing down under his stern, gave him her broadside and fell to leeward. The *Superbe*, then putting forward to lay the admiral a-board, fell on his weather quarter: and the Spanish admiral then shifting his helm, the *Superbe* ranged up under his lee quarter, upon which he struck his flag." The above glorious victory was obtained on the 31st of July 1718. The Spanish navy was nearly annihilated by it; and captain Master had not only the honour of having most eminently contributed to the defeat of the enemy, but, as we believe, was the first, and indeed only private captain

captain who ever had the honour of making a commander-in-chief of so high a rank his prisoner.

Captain Master continued in the Mediterranean till the conclusion of the war; and we have no reason to suppose he ever had any appointment after his return to England. In the year 1724 he married Elizabeth*, only daughter and heir of Richard Oxenden, of Brooke, esq. He unhappily died † of a fever on the 22d of June in that year, after having been married only four months. He was interred in the Brooke chancel, in the church of Wingham, in Kent, where a monument is erected to his memory. As to his character, suffice it to say, that as his public conduct and courage justly entitled him to the highest rank as a popular man, so did the noble steadiness of his friendship and true benevolence of heart render his premature death universally and sincerely regretted by all who ever had been happy enough to be acquainted with him.

A fracas, which happened between him and his cousin colonel Turnor, when they were both unhappily heated with wine, may, from the singularity of the circumstance attending it, deserve relation. Captain Master broke an inch and a quarter of the point of his sword in colonel Turnor's forehead, between his eyes. It remained there eighteen years; and what is, perhaps, more extraordinary, the colonel lived two years after it was taken out by Small the surgeon: the piece of the sword is preserved as a curiosity by Edm. Turnor, esq. F. R. S.

PEARSON, Robert,—was, on the 25th of December 1710, appointed captain of the Portland. We can meet with no other information concerning this gentleman except that he died in England, and we believe unemployed, on the 30th of August 1723.

VANBRUGH, Philip,—brother to captain Charles Vanbrugh, whom we have already noticed, was, on the 27th of November 1710, appointed captain of the Speedwell. His next commission, far as we have been able to

* This lady died in the year 1759, leaving the manor of Brook to Sir Henry Oxenden, baronet, the present owner of it.

† In the forty-third year of his age, leaving no issue. His portrait, late in the collection of Lord Torrington, is now in the possession of Edm. Turnor, esq. of Pantou House, in Lincolnshire.

investigate, was to the Charles galley, of forty guns, to which he was appointed in the year 1716. He sailed immediately afterwards under the orders of vice-admiral Cornwall, who was sent to Gibraltar with a small squadron for the purpose of overawing the Salletines. Nothing remarkable happened till the year 1718, when the rupture took place with Spain: and on the arrival of sir George Byng, with the fleet, off Gibraltar, the vice-admiral joined him with the Argyle, his flag ship, and the Charles galley.

Captain Vanbrugh was consequently present at the well-known engagement with the Spanish fleet, though, from the inferior size of his ship, it could not be expected he should have it in his power to effect any very consequential service in such an encounter. After his return from the Mediterranean, where he continued till peace was concluded with Spain, he was, in 1721, appointed to command the Breda, a third rate, under rear-admiral Hosier, who was to have accompanied sir Charles Wager on his expedition to Lisbon, had not the submission of the Portuguese rendered it unnecessary for the armament to put to sea. We do not find him in any command after this time till the year 1731, when he was captain of the York, of sixty guns, one of sir Charles Wager's fleet sent to the Mediterranean in support of Don Carlos, and his claim under the duke of Parma's will. In 1734 he was captain of the Burford, of seventy guns, one of the fleet put under the command of sir John Norris; and after he quitted that ship, is not known to have held any naval command. In 1739 he was appointed commissioner of the navy resident at Plymouth, and died in that office on the 22d of July 1753.

1711.

BOYLE, Charles,—was, on the 27th of January 1711, appointed captain of the *Strombolo*. We have no account of his ever having commanded a two-decked ship till the year 1720, when he was appointed to the *Worcester*, of fifty guns, one of the fleet ordered for the Baltic under the command of sir John Norris. He died soon after the fleet had reached the place of its destination, on the 28th of June 1720.

COOPER, Francis,—was, on the 27th of January, appointed captain of the *Folkstone*. There is a wonderful similitude between the earlier events of this and the preceding gentleman's life, for being both appointed to the rank of captain on the same day, we are, equally in respect to both, unacquainted with any events of their lives for the same period of time. In 1720 captain Cooper commanded the *Suffolk*, of seventy guns, and was employed on the same service with captain Boyle. The parallel here however ceases, for captain Cooper survived the expedition, and returned in the following year to the same station, captain of the same ship. We do not find any mention made of him after that time, except that he died on the 27th of January 1733.

DOUGLASS, or DOUGLAS, Andrew.—We have already given the best account we have been able to collect of this gentleman*. His name occurs in the navy lists as having taken post in the *Arundel* on the 25th of January. This circumstance, as well as his former dismissal, together with the cause of it, have been already stated in the place alluded to: nor should we have again inserted his name were it not to add some farther particulars concerning him, which have come to our knowledge since the former account was printed. He continued captain

* Vol. II. p. 287.

of the Arundel during the war; but the misfortunes which his misconduct had before brought on him were not sufficient to work a reformation in him. He was fined three months pay by the sentence of a court martial, held on him in the river Medway, on the 15th of December 1712, for using improper language, highly unbecoming a commander, to his officers, and confining some of them to their cabins without having any just cause of complaint. There is no trace of his having been again employed; nor is any mention made of him except that he died on the 26th of June 1725.

ELFORD, Matthew,—the brother of captain William Elford, of whom we have before given some account, was appointed captain of the Experiment on the 5th of March 1711. His ship was employed, during the remainder of the war, as a cruiser at the entrance of the Channel; and in this service he had tolerable success*. We are under considerable difficulty after this time to discriminate between this gentleman and his brother: this originates, as we have already observed, in the proper want of distinction between them, in such documents as we have been able to procure, we shall not, therefore, take upon us to decide which of the two was, during the years 1720 and 1721, captain of the York, of sixty guns. The name of Elford does not again occur in the service; but we find this gentleman to have died on the 20th of September 1733.

FIELD, Arthur,—was, on the 22d of October 1711, appointed captain of the Ormond. He continued in this vessel only till the month of April following, being then succeeded by captain Master. No other mention is made of him till the year 1718, when he was appointed to the Rupert, of sixty guns, one of the fleet sent into the Mediterranean under sir G. Byng. He very much distinguished himself in the engagement with the Spanish fleet; and had the good fortune, assisted by the Montague, captain Beverly, to capture the Volante, one of the smaller two-decked ships belonging to the enemy. After his return from the Mediterranean he was, in 1721, removed into the Defiance, a ship of the same force with that he before

* See Gazette, No. 5009.

commanded, and one of the fleet ordered for the Baltic under sir John Norris. In 1723 he was made captain of the *Superbe*, and continued in the command of that ship till his death. In the year 1726 he was ordered to the West Indies as one of the Squadron sent out under vice-admiral Hosier, and was one of the multitude of brave and ever-to-be-lamented persons who fell victims to that climate, so generally injurious to European constitutions. He died on the 26th of June 1726.

FLETCHER, John,—was, in the year 1709, commander of the *Rose*, a pink or sloop of war, employed principally as a coasting convoy. On the 7th of March 1711, he was promoted to the rank of captain, and appointed to the *Roebuck*. No other mention is made of him, not even to inform us whether he ever afterwards obtained any appointment. He died, having to a certainty retired from the service for many years, in the month of May 1758.

GRAY, John,—is to be noticed only as having been, on the 26th of January 1711, appointed captain of the *Folkstone*. He is said, in Mr. Hardy's list, to have died in England in the year 1736; but every manuscript list we have seen is silent concerning him.

MABBOT, Thomas,—was, on the 2d of February 1711, appointed captain of the *Mary* galley. Towards the close of the year he was ordered to accompany captain Riddle, who commanded the *Falmouth*, to the coast of Guinea. On the 11th of March 1711-12, they fell in with two French ships of war, of force infinitely superior to their own; and a very spirited action took place in consequence. The enemy's ships were fortunate enough to effect their escape; and captain Mabbot, after having exerted himself with the utmost gallantry, had the misfortune to fall in the encounter.

MAYNE, Covill,—entered into the navy immediately after the revolution, under the very honourable protection and patronage of that great and gallant man sir Cloudesley Shovel; among whose papers we find the following letter, strongly recommending him to the notice of Mr. Russel, afterwards earl of Orford, who was at that time first commissioner of the admiralty.

“ Having

“ Having had the opportunity to examine the bearer, Mr. Covill Mayne, touching his qualification to perform the duty of a lieutenant, I find him to be a very pretty seaman; and knowing him to be a very brisk forward active young man, I believe him to be a person very deserving of preferment, and one that will prove an extraordinary officer and a brave man: and I must needs say, it would be much for the honour of the service, that all persons employed therein were so completely qualified. I know having given him this character (which he really deserves) I need use no other motive to recommend him to your favour, so remain,

“ Sir, &c.

“ To admiral Ruffell,
Crutched Fryars, Feb. 22, 1695.

“ C. S.”

Notwithstanding this powerful support, a support his subsequent conduct proved him in every respect highly deserving of, he was not advanced to the rank of captain in the navy till the 11th of May 1711, when he was appointed to the *Dolphin*. During the long and uninteresting period of peace, and languid hostilities which succeeded the peace of Utrecht, we find no other mention made of him except that, in 1717, he commanded the *Strafford*, of fifty guns, one of the fleet sent into the Baltic under sir George Byng, who left him to continue, for the better protection of trade, on that station, with the *Severn* and *Lynn*, as long as the weather would permit them, after the return of the main body of the fleet to England.

In 1718 he commanded the *Prince Frederic*, on the same station as the foregoing, under sir John Norris, as he did also, under the same admiral, in the following year. We find no mention made of him after this time till the commencement of the war with Spain, in 1739: he then commanded the *Lenox*, of seventy guns, one of the squadron which sailed from Spithead, in the month of July, under the command of vice-admiral Vernon, who, as it is well known, commanded the memorable expedition against Porto Bello. Captain Mayne did not proceed with him to his place of ultimate destination, but was left with the captains Durell and Falkingham, in the *Kent* and *Elizabeth*, each of equal force with his own ship, the *Lenox*, to cruise, for thirty days, off Cape

Ortugal, in hopes they would be able to intercept the Spanish Azogues ships.

In this expectation they were, however, disappointed; and after having continued on their station during the time prescribed in their instructions, returned to England successful. As soon as captain Mayne had properly recruited his stock of water and provisions, he was again ordered out on a cruise, in company with the Kent, commanded, as before, by captain Thomas Durell; and the Orford, also a third rate of seventy guns, by the Lord Augustus Fitzroy. His present cruise was a much more successful one than his preceding, for the English ships had the good fortune to fall in with the *Princesa*, a Spanish ship of war mounting seventy guns, commanded by an officer of the highest estimation in the enemy's service, who had under him a chosen crew of six hundred and fifty-four men. The ship itself was equal in size to a British first rate, and of a strength more than proportionable, for her sides were of so uncommon a thickness, that few of the balls penetrated. Even those which they received from the lower-deck guns of the British ships, were, generally speaking, lodged; while those fired from the Spaniard passed through and through. This circumstance, added to the wonderful advantage she derived from her height out of the water, which laid the upper decks of her antagonists open to her, reduced the great apparent superiority in numbers and force to a mere nonentity,

Captain Mayne, who being the senior officer acted as commodore, got sight of the enemy about nine o'clock in the morning. The Spaniard confiding in the strength of his ship*, and the uncommon weight and size of his guns

* The following description of the ship and action may not prove unentertaining.

“ The *Princesa* was a sixty-eight gun ship, high built, and therefore had the uncommon advantage of using her lower tier of guns in bad weather. There were on board her at the time of the action near seven hundred men. The ship was larger than the British first rates; her guns were of an uncommon size, and most of them brass. In short, she was universally deemed one of the finest vessels in the Spanish navy. As the British ships approached the commander called together his men and addressed them in nearly the following words;

” When

guns appeared neither to shun nor to seek an action. Gallantry forbade the former, prudence the latter; for the superior numbers of his antagonists certainly precluded all hope of his being able to effect more than his own preservation. Under this idea, being a man of approved courage, and a knight of Malta, he resolutely brought his ship to. And the English captains, on their parts, considering their victory as certain, crowded all the sail they could to close with him.

The action commenced about eleven o'clock, the *Lenox* bringing to on the weather quarter of the enemy, while the *Kent*, who followed immediately, ran to leeward and engaged broadside and broadside. The *Orford* soon afterwards got into action; but such was the strong construction of the *Princessa* that she received very little damage from the two latter ships. The *Lenox* was very adroitly kept during nearly the whole of the action in a position where the enemy was somewhat more vulnerable; but the contest was long and obstinate, the Spaniard not permitting his colours to be struck till a quarter past five in the afternoon. The hardly contested-for prize was carried into Portsmouth; and the captors, as well as all those who beheld her, scarcely knew which most to admire, the admirable form and immense size of the ship itself, the great damage she had sustained before she had surrendered, or the gallantry with which she had been so nobly defended.

Captain Mayne afterwards accompanied sir John Norris on his short and unsuccessful cruise in the year 1740; and we believe remained in the same ship during the ensuing summer: but we do not find him to have been happy enough to have achieved any exploit sufficiently prominent to be recorded in history. After he quitted the

“ When you received the pay of your country you engaged yourselves to stand all dangers in her cause. Now is the trial; fight like men, for you have no hope but in your courage.”

The ship was brought into Portsmouth; and when the people saw her strength, and the damage she had sustained before her commander submitted, they applauded, in the highest terms, the gallantry of her captors, notwithstanding the superiority of their numbers might appear to have lessened the glory of the action in the eyes of those who were not thoroughly acquainted with the circumstances attending it.

Lenox we believe him to have retired from the service, he never having been raised to the rank of an admiral, altho' at the time of his death many, who were his juniors in service, had been promoted to be flag officers. Of the reason why this honour was not extended to him we are ignorant; but shall beg to remark, that whatever it might be, it certainly reflected no discredit on captain Mayne himself, who on this account, at least, was "*a man more finned against than finning.*" He died on the 25th of August 1746, having attained an old age, rendered truly venerable by a long and honourable service.

PULLEY, Joseph,—was, on the 28th of Oct. 1711, appointed captain of the *Launceston*. No other mention is made of him except that he died in the Mediterranean on the 2d of July 1715, remaining, as it is said, captain of the ship above-mentioned.

ROSS, Walter,—was, on the 2d of February 1711, appointed captain of the *Garland*. Nothing farther is known of him except that he died in England on the 6th of January 1714.

N. B. It appears rather a matter of doubt, whether this gentleman's rank, as a captain in the navy, was confirmed by the admiralty board. His name is notwithstanding given in all the navy lists, and on that account we have thought it best to follow their example, particularly as no observation of this kind is made in them.

ROUSE, Augustus,—is almost in the same predicament on the score of innotoriety with the gentlemen just mentioned. He was on the 27th of June 1711, appointed captain of the *Dunkirk*, and died on the 5th of October 1714, being at that time captain of the *Sapphire*, a frigate employed as a cruiser off the coast of Scotland.

COWLEY,

1712.

COWLEY, William, — was, on the 11th of July 1712, promoted to the command of the *Feverham*. After this time no mention is made of him till the year 1715, when he commanded the *Moor*, a ship of fifty guns, belonging to the fleet sent to the Baltic under sir John Norris. History is totally silent concerning this gentleman after the time above-mentioned; we only find it noticed in some of the lists of naval officers, that he died in the course of the year 1740.

DALZIEL, James, — was the descendant of a very ancient and honourable Scottish family*. His naval life was unhappily of very short duration, having been appointed, on the 13th of February 1712, captain of the *Seahorse*. He was unfortunately killed in a trivial encounter with a French privateer, off the rock of Lisbon,

* This noble family is of great antiquity in the shire of Lanark, where they flourished; and matched with several of the most considerable families before they settled in Dumfries shire, where they now have their chief residence.

Some are of opinion that this is a local surname, and was first assumed by the possessors of the lands and barony of Dalziel; but the account of their origin, given by Mr. Nisbet, and other historians, is,

“That in the reign of king Kenneth II, a kinsman and favourite of that king, being taken prisoner by the Picts, was put to death, and hung up upon a gallows in view of the Scotch camp. King Kenneth being highly provoked and incensed at the affront, offered a considerable reward to any of his subjects who would take down and carry off the corpse. But, for some time, none would venture to undertake the dangerous enterprize. At last a gentleman of more spirit and courage than the rest said, “dal zell,” which, in the old Scotch language, signifies “I dare.” He effectually performed it to the king’s satisfaction; who accordingly rewarded him nobly. His posterity assumed the word Dalzell for their surname; and that remarkable bearing, of a man hanging on a gallows for their arms, with “I dare,” for their motto, in memory of the above brave action, though they now bear only a naked man proper.”

on the 14th of September following. What tended to aggravate this accident was, that the peace of Utrecht was then actually concluded, and the articles themselves were on board the Seahorse. A spirit of honour, it may be presumed, prevented captain Dalziel from parleying with a quondam enemy and making this circumstance known.

HOOK, Edmund,—in the year 1711, commanded the Jamaica sloop, on the West India station, under commodore Littleton. He was, on the 30th of November 1712, appointed captain of the Garland. In Hardy's list of naval officers he is mentioned as having taken post on the 24th of June in the above year; but a note is added, informing us that he is said to have obtained that rank on the 30th of November 1711, exactly twelve months before the true date. We do not find any subsequent mention made of him till the year 1723, when he was appointed to the Dunkirk, a sixty gun ship, ordered to be fitted at Plymouth. He was, not long afterwards, promoted to the Bedford, of seventy guns; and, in 1726, served in the fleet ordered for the Baltic under sir Charles Wager. At his return he was ordered to Portsmouth, where his ship was put out of commission and dismantled.

We do not find him holding any command after this time till the year 1731, when he commanded the Canterbury of sixty guns, one of the fleet ordered for the Mediterranean under the command of sir Charles Wager. In the month of November 1733, he was appointed to the Ipswich, a third rate of seventy guns, which is the last command we have any proof of his having held. Mr. Hardy asserts that he died in the year above-mentioned; but other accounts, with greater appearance of probability, state his decease to have happened in the year 1745, he having for some years retired altogether from the service.

OGILVIE, The Honourable John, — is supposed to have been the second son of David, third earl of Airy*,

* This noble family, remarkable for many instances of loyalty to their sovereigns and attachment to the interest of their country, is descended from Gilbert, second son of Gilibred, and brother of Gilchrist, earl of Angus, a man of high distinction in the reign of king William the Lion, who succeeded to the crown of Scotland, anno 1165; and died anno 1214.

and the lady Grizel Lyon, daughter of Patrick, earl of Strathmore. By the death of his elder brother, who, having unhappily engaged in the rebellion of 1715, was attainted, but afterwards pardoned: he became the representative of the family. No other particulars are known relative to his naval service, except that he was, on the 29th of February 1712, appointed captain either of the *Garland* or the *Greyhound*.

RICHARDS, James, — was, on the 10th of March 1711, appointed, by captain Ryddel, to be commander of the *Mary* galley, as successor to captain Mabbot, who fell in action with two French ships of war on the preceding day. He died on the 12th of July following, not having, as it is said, lived to have his rank confirmed by the board of admiralty at home.

TEMPLE, John, — was, on the 24th of March 1712, appointed captain of the *South Sea Castle*. He was immediately ordered to the West Indies with the small squadron sent thither under sir Hovenden Walker. The day after they left Plymouth captain Temple had the good fortune to capture a French privateer of fourteen guns and one hundred men, which he carried into Lisbon, and afterwards pursued his voyage according to his original destination. The above circumstance, trivial as it was, was, perhaps, as consequential as any that occurred during the whole of the expedition. We do not find any other mention made of him, nor is it by any means certain at what time, or in what manner he died. In Hardy's list he is said to have been killed in *England* sometime in the year 1734: while, in some manuscript collections relative to naval officers, he is said to have died in the year preceding. By other persons he is evidently confounded with captain Dalziel, and is said to have fallen in an action with a French privateer after the conclusion of the peace.

1713.

ARUNDEL, Charles,—with thirty three other gentlemen, took rank as post captains, by a general order, from the 1st day of January 1712-13. We state this circumstance merely to avoid the dull repetition of giving the same date to their several commissions. Captain Arundel was appointed to the Seahorse; but no circumstance relative to him is known, his death excepted, which happened on the 8th of November 1723.

BAKER, Hercules,—was the son of vice-admiral Baker*, of whom a short account has been already given. This gentleman was appointed captain of the Seahorse on the same day the preceding gentleman was, so that a prior command of a few hours only constituted Mr. Baker his senior in rank. He was, not long afterwards, removed into the Fox frigate, which ship we find him captain of, in the Mediterranean, in the month of October 1715. Although there cannot be any doubt of his having obtained many appointments subsequent to that just mentioned, yet we do not find any of them so particularized as to warrant our mentioning them. In 1736 he was appointed treasurer of Greenwich-hospital, an office he held till his death, which happened on the 27th of October 1744.

BRISCOE, John.—The name of this gentleman is inserted in rear-admiral Hardy's list of naval officers as having been appointed captain of the Success on the same day with the gentlemen above-mentioned, and as having died commander of the same ship sometime in the year 1714.

BLACKET, Sir Edward,—was the second son of sir Edward Blacket, in the county of York, baronet; and Mary, daughter to sir John York, of Richmond in the aforesaid county, knight. Having entered into the naval service he was made captain of the Phoenix; but we do

* See Vol. II. page 379.

not find any other mention made of him. His elder brother, William, dying in the lifetime of his father, he succeeded to the title on the decease of the latter. This happened on the 23d of April 1718; and it is most probable that the retirement of sir Edward took place at that, if not at an earlier period. He married the daughter of the Rev. Thomas Jekyll, of Westminster, D. D. This lady was the niece of the late sir Joseph Jekyll, knight, master of the rolls, and relict of sir Nicholas Roberts, of London, merchant. Sir Edward died at Seaton Delaval, of a mortification in his leg, on March 1, 1756.

CAYLEY, or CALEY, Tyrwhit, — was appointed captain of the *Rose* frigate. So undistinguishable were the services and commands on which this gentleman was employed, that we find no mention made of him till the year 1741, when he commanded the *Lancaster* of eighty guns. We believe this to have been a guardship, as its name is not inserted in any of the lines of battle made out at that time. On the 7th of May 1745, he was appointed a commissioner for sick and wounded seamen, and for exchanging prisoners of war. On the 9th of January* 1748, he was appointed one of the commissioners of the victualling office, a station he held till the time of his death, which happened on the 6th of December 1751.

CAMPBELL, James, or Joshua, — was appointed commander of the *Squirrel*; and, after a very unnoticed service of six years, died on the 2d of November 1718, being at that time captain of the *Winchester*, or, as others say, the *Winchelsea*.

CAMPBELL, Matthew, — was appointed to a frigate called the *Dunbar Castle*. No mention is made as to what subsequent commissions he held, or even whether he was afterwards employed. He died at Leith on the 27th of April 1723.

CODNER, John, — was appointed to the *Deal Castle*, and was soon afterwards ordered to the *West Indies*. He died there on the 23d of April 1714, still retaining the command of the *Deal Castle*.

DAVERS, Thomas, — was made captain of the *Sea-ford*; after which time his services are so unnoticed that we hear nothing of him till the year 1734, when he was

* Some accounts say on December 16, preceding the above date.

made captain of the *Grafton*, of seventy guns, one of the fleet collected at Spithead under the command of sir John Norris. After the commencement of the war with Spain, in 1739, he was appointed to the *Suffolk*, also a ship of seventy guns, and sent with sir Chaloner Ogle to the West Indies, on the expedition against Carthage. He was one of the commanders ordered to remain there under Mr. Vernon, after the unfortunate failure of the above enterprise; and was left commodore of the ships at Jamaica when the vice-admiral sailed on the expedition against Cuba. He does not, however, appear to have been concerned in any very material or consequential service. Returning to England about the year 1742, he was, on the 7th of December 1743, promoted to be rear-admiral of the red, which was the first rank he ever held as a flag officer. On the 23d of June 1744, he was advanced to be vice-admiral of the white, and was soon afterwards appointed commander-in-chief of a squadron, consisting of four third rates, of seventy and eighty guns each; five fourth rates, of sixty and fifty; three fifth rates, of forty; besides two bomb-ketches and other small vessels, ordered out to Jamaica.

He sailed from St. Helen's on the 18th of November; but having encountered dreadful weather on his passage*, did not reach Jamaica till the 11th of March. On the 23d of April following he was farther promoted to be vice-admiral of the red, which was the highest rank he ever lived to attain to. Although no opportunity offered itself to the vice-admiral of striking a signal blow, or achieving any very memorable exploit, yet he highly contributed to distress the enemy and protect the commerce of his own countrymen, by a very able disposition of his cruisers, and the greatest personal activity in directing the operations of such ships as he retained under his own more immediate command. He continued thus employed during the remainder of his life, dying commander-in-chief, at Jamaica, on the 16th of September 1747.

* He arrived at Madeira on the 18th of December, almost in a single ship, having lost company with the greatest part of his fleet and convoy, in a gale of wind, the night after he left St. Helen's. He was, in a few days indeed joined by a considerable number of stragglers; and, on the whole, little injury was sustained except that of delay.

DAVIS, Richard,—was appointed captain of the Maidstone. He did not live to attain to any command worth commemorating, dying in the Downs, on the 2d of August 1718, being at that time captain of the Solebay.

DENNIS, or DENNET, Thomas.—We have to take notice of this gentleman only as having been appointed captain of the Glasgow. All other particulars, even that of the time of his death, being unknown to us.

FAIRLEY, George,—was appointed captain of the Hind. He was dismissed from his command by the sentence of a court-martial, held at Chatham on the 17th of December 1714, in consequence of his irregular conduct. He was afterwards restored to his station in the service, and allowed to take rank, as a post captain, from the 10th of March 1715. He was, a long time afterwards, made captain of the Hawke, which, notwithstanding his having been regularly readmitted to his former rank, is said to have been only a sloop of war. He was dismissed from this vessel also on the 30th of August 1724, probably on account of some farther misdemeanour.

FALKINGHAM, Edward,—was, on the 26th of February 1712-13, appointed captain of the Weymouth. The next station in which we have been able to find him is in the year 1717, at which time he commanded the Dartmouth, one of the Baltic fleet under Sir George Byng. Immediately after his return from that expedition he was promoted to the Orford, of seventy guns, and sent to the Mediterranean, where he very much distinguished himself under his former commander, Byng, in the memorable encounter with the Spanish fleet off Cape Passaro. The Orford and the Grafton, being the two best sailing ships in the English fleet, came up first with the rear of the Spaniards; and, after having for some time patiently endured the fire of their stern-chace guns, began the action by attacking and closing with the Santa Rosa, of sixty-four guns, and the Prince of Asturias, of seventy guns. The former struck, after a very gallant resistance, to the Orford. The naval operations of the above scene of warfare were confined to the casual destruction of some of the few straggling ships which escaped out of the action, and the blockade of others in the ports where they had taken refuge. No particular mention is
made

Dunkirk, a confusion arising, most probably from some mistake in the manuscript lists which have been preserved. His several appointments were for many years of so undistinguished a nature, that we find no mention whatever made of him till the beginning of the year 1728, when he was made captain of the Assistance, a fourth rate of fifty guns. He continued in this ship till the year 1732, but does not appear to have been engaged in any service of the smallest consequence. Lediard asserts the Assistance was one of the ships employed in the expedition to the Mediterranean under sir Charles Wager, in 1731, for the purpose of putting the Infant Don Carlos in possession of his Italian dominions, bequeathed him by the duke of Parma. In this instance he is however mistaken, the Assistance, as well as many other vessels, given as part of the armament in his account of the expedition alluded to, not having proceeded on it.

In 1734 he was promoted to the Swallow, of sixty guns, and ordered to join the fleet assembled, under sir John Norris, at Spithead. Soon after the actual commencement of the war with Spain, in 1739, he was appointed captain of the Norfolk, of eighty guns, that ship being ordered to join* the fleet fitting for the expedition against Carthage. He distinguished himself very much in the attack of the forts St. Jago and St. Philip: and on the failure of that expedition, returned to England with Mr. Lestock. After this time he appears to have retired from the service, no mention being made of his having been appointed to any other ship. On the 15th of July 1747, he was promoted to the rank of a rear-admiral, and put on the superannuated list; by which he became entitled to the half-pay of 17s. 6d. *per* day, during life. He died on the 1st of December 1755.

GROEME, or GRAHAM, William,—was appointed captain of the Surprize, a frigate taken from the enemy in the preceding war. This is the only reason we have to make mention of here, for we do not find him holding any subsequent command. He died in England on the 9th of January 1717.

HADDOCK, William,—was, at the same time with the preceding gentleman, advanced to the rank of post

* In 1740.

captain, and appointed to the Port Mahon frigate. In 1718 we find him commander of the Dreadnought, of sixty guns, one of the fleet sent into the Mediterranean under sir George Byng. He acquitted himself with the greatest credit in the action with the Spanish fleet, but is not otherwise mentioned in the course of the expedition. In the year 1723 he was made captain of the Nottingham, of sixty guns, a ship we believe to have been stationed as a guardship till the year 1726, when captain Haddock was ordered to the West Indies with vice-admiral Hosier. He there unhappily fell among the first victims to that inhospitable climate, which at that time proved so remarkably destructive to inactive bravery. He died at the Bastimento's off Porto Bello, on the 26th of October 1726.

HARWOOD, Robert, — was made captain of the Biddeford. No other notice whatever is taken of him as a naval officer; nor have we been able to collect any particulars concerning him, except that he died in England on the 6th of January 1747.

HERDMAN, Mungo, — is nearly in the same predicament; he was appointed captain of the Blandford: but we know nothing farther concerning him, except that he is said to have been killed, on the 8th of March 1727, by a fall from his horse, he being at that time captain of the Rose. A private memorandum we have met with concerning this gentleman, informs us that he died in the month of March 1726, being then commander of the Hampshire. But this account we believe to be totally erroneous.

HOWARD, Thomas, — is mentioned only as having been appointed captain of the Flamborough frigate. Even the time of his death is unknown.

HUGHES, Thomas, — was made captain of the Medway's Prize, and is as much unnoticed as* any of his cotemporaries, nothing being known concerning him except that he died in England on the 31st of August 1731.

* A captain Hughes commanded the Chester, of eighty guns, in the year 1721; but we are unable positively to determine, whether it was this gentleman, or one of his predecessors, of whom an account has been given. Vol. III. p. 165, and 232.

HUME, Francis*,—was, on the 24th of July 1713, appointed captain of the *Triton's Prize*. In 1718 he commanded the *Scarborough*, a small frigate employed on the West India station, where he had the good fortune to capture a very stout pirate ship, mounting eighteen guns, which had long infested those seas; an action, especially in the time of peace, which more particularly deserves recording from the great scarcity of events which arise, during such a period, within the limits of our accounts. In the year 1723 he was appointed captain of the *Bedford*, a third rate of seventy guns, ordered to be equipped at Portsmouth. He does not appear to have retained this command for any considerable length of time; nor have we any subsequent information, except that, on account of some private discontent, the cause of which we are totally ignorant of, he put a period to his own existence by shooting himself. This melancholy event happened in Scotland on the 8th of February 1753.

JONES, Arthur,—was another of the many officers promoted to the rank of post captains on the 1st of January 1712-13. He was appointed to the *Lizard*. He never appears to have been invested with any command more consequential than that of a frigate, or to have been employed on any memorable service. He died at Barbadoes on the 23d of April 1731, being at that time commander of the *Phoenix*.

LLOYD, William,—was appointed captain of the *Dunkirk Prize*. This gentleman, as well as the former, never had any higher command than that of a frigate. He was unfortunately drowned, at Harwich, on the 12th of May 1723, his boat oversetting with him when going on board the *Hawke* sloop of war.

MARWOOD, Thomas,—was appointed to the *Greyhound*. He continued almost constantly employed as

* He was the descendant of a very ancient and honourable family in North Britain, indiscriminately called Home, or Hume. Gordon remarks, that though the surname of this noble family is certainly local, yet there are few in Scotland can boast of so high and princely an origin as that of Home, being a branch of the great and illustrious house of Dunbar, earls of March, who were undoubtedly sprung from the Saxon kings of England, and the princes and earls of Northumberland.

captain

captain of a frigate; but having been unhappily guilty of some irregularities in his conduct, was brought to a court-martial, at Woolwich, on the 10th of January 1719, and sentenced to pay a fine equivalent to three months pay. He continued, however, to be employed, being immediately reinstated in his command. He died at Jamaica on the 5th of September 1731, being then commander of the *Lyme*.

MIDDLETON, Sir Hugh,—was the great-grandson of Sir Hugh Middleton* of London, baronet, so created on the 22d of October 1662. The title appears to have descended to him through Sir William Middleton, the third son of Sir Hugh, whom we take to have been the grandfather of the gentleman whom we are about to give some account of.

Having entered into the navy at an early age, he was, after passing through the several subordinate ranks, appointed captain of the *Medway's Prize*; and afterwards progressively commanded several frigates, in particular the *Lowestoffe*, of thirty-two guns, in the year 1717, one of the ships ordered for the Baltic under the command of Sir George Byng. Not having paid that attention to the orders he received from the board of admiralty at the time he commanded the *Pearl*, he was brought to a court-martial on the 6th of October 1727, and sentenced to be dismissed the service "for misbehaviour and neglect of

* He found out the silver mines in North Wales; but what renders his name famous to posterity is, the undertaking to draw a trench, or cut of water, from the springs of Amwell and Chadwell, near Ware, in Hertfordshire, to the north part of the city of London, (now called the New River); but consuming a fair estate in the charge and expence of this great work, whereby he was disabled to accomplish the same, the mayor, commonalty, and citizens of London attempted it, and in order thereto, obtained an act of parliament, A. D. 1605, which since has been confirmed, with new powers, by other acts of parliament. The same not only brings in a vast sum, annually, to the present proprietors; but is of vast use to the city and suburbs of London, who are chiefly served with this water, at an annual rent. Sir Hugh gave a share in the river water to the company of goldsmiths, for the benefit of the poor members of it, which is greatly advanced since his death. The dividend of one half year (in 1704) amounted to 134l. which dividends are customarily bestowed upon the said poor at 26s. each.

duty."

duty." In Mr. Hardy's list of naval officers, he is said to have been restored to the service, which we cannot disprove; but we have not the least authority to say he was ever again employed. A manuscript memorandum we have met with concerning him informs us, a pension of forty pounds a year was granted him in consequence of his extreme poverty after his dismissal, as above stated. The precise time of his death is unknown; but certainly did not happen till after the year 1740.

NURSE, Edward,—was appointed captain of the Fox frigate. He was dismissed the service, but in what year, or on what occasion, is not known; nor is the time of his death any where given.

O'BRIEN, Christopher,—of Ennystemmon, otherwise Newhall, in the county of Clare, esq. was a collateral descendant from the very ancient and honourable Irish stock, whence the earls of Inchiquin and Thomond have derived their origin*. He was appointed captain of the Success storeship, on the 11th of April 1713. In the following year he is said to have gone over to Russia, where he entered into the service of the Czar, who received him with the greatest attention, and almost immediately created him a rear-admiral. He returned, indeed, to England in a few years; not improbably on account of the frequent indications of a rupture between the courts of Moscow and London.

In the year 1718 we find him commanding the Rippon, of sixty guns, one of the fleet sent to the Mediterranean under the command of sir George Byng, with whom he was consequently a participator in the memorable victory obtained over the Spanish fleet off Sicily. On his return from thence he was, in 1721, appointed to the Essex, a ship of the same force, which was ordered to Lisbon as one of the fleet intended to be sent thither under the command of sir Charles Wager; but which, in consequence of the submission of the Portuguese, never put to sea. In 1726

* The family of O'Brien, one of the most ancient and noble in the kingdom of Ireland, is said to derive its descent from Hiberius, or Heber, eldest son of Milesius, king of Spain, who was born in Egypt, and, with his brother Heremon, began their reign jointly over Ireland in the year of the world 2704.

commanded the Yarmouth, of seventy guns, one of the fleet sent into the Baltic against that very nation, under whose banners captain O'Brien had formerly enlisted. No hostilities, however, took place. His next appointment was to the Dreadnought, of sixty guns, one of fifteen ships of the line ordered to be immediately got ready for sea in the month of July 1728. He did not long remain in this ship, being promoted, early in the following year, to the Kent, of seventy guns, one of the fleet kept, on various occasions, in a constant state of equipment for two or three years. In 1731, when it at last put to sea in order to secure the Infant Don Carlos in the possession of his dominions in Italy, Mr. O'Brien proceeded thither in the same ship. Not long after his return to England he is said to have again entered into the service of Russia, which quitting a second time, he resumed once more his original station of captain in the British navy, being appointed, in 1742, to the Princess Royal, a second rate. In this command he died on the 11th of February 1743.

OWEN, William, — was, on the 1st of January, appointed captain of the Solebay. We have nothing to add relative to this gentleman, but that he died in England on the 14th of August 1722, being at that time commander of the Ipswich.

PACE, John, — was, on the 27th of February 1713, appointed captain of the Triton's Prize, but is not otherwise mentioned.

PARKER, Christopher, — was a gentleman of a very respectable and ancient family in Ireland. On January 1, 1712-13, he was promoted to the command of the Speedwell; but so undistinguished were his several services and employments, that we have no information concerning them till the year 1739, when he was appointed captain of the Torbay, of eighty guns. In 1740 we find him captain of the same ship, which was one of the fleet equipped for Channel service, and put under the command of sir John Norris. On its return into port, and subsequent order to sail to the West Indies with sir Chaloner Ogle on the expedition against Carthage, captain Parker quitted the command of the Torbay; and we find no mention made of his having held any naval employment or commission after that time. On the 1st of September

1747, he totally retired from the service with the rank of a rear-admiral on half pay. He died in Henry-street, Dublin, on the 1st of February 1765, having reached a very advanced age.

PARR, John,—was appointed to the *Penzance*; and is no farther mentioned than as having died, in England, on the 23d of May 1742.

POOLE, Charles,—was made captain of the *Newport*; and is equally unnoticed, except that he is said to have died on the 26th of January 1738. A MS. memorandum states him to have died one year earlier.

ST. LOO, John,—was appointed to the *Valeur*. After which he at different periods had the command of several frigates, which, owing to the particular circumstances of the times, were employed on services that have passed unnoticed, with the exceptions, that, in 1727, he commanded the *Ludlow Castle* on the Newfoundland station*; and, in 1729, was captain of the *York*, of sixty guns, one of the fleet collected, under sir Charles Wager, at Spithead, but quitted that ship in the following year. In 1731, he was appointed to the *Experiment*, a ship of twenty guns, ordered to be equipped for the West Indies to protect the commerce of that part of the world from the insults and depredations daily committed on it by the Spanish *guarda costas*. We find no mention made of him after this time till the year 1745, when he commanded the *Princess Royal*, a second rate. On the 15th of July 1747, he was put on the superannuated list with the rank and half pay of a rear-admiral; a comfortable and honourable retirement, which he enjoyed till his death, on the 28th of December 1757.

SAUNDERSON, or SANDERSON, Sir William,—was the son of captain Ralph Sanderson, of whom we have given a short account, Vol. I. page 314. He is by many persons confounded with, and supposed to be the same person with the sir William Saunderson of whom some mention is also made, Vol. II. p. 192;

* In *Gazette*, No. 6665, is an address presented by this gentleman to his majesty king George the Second, on his accession to the throne, from the inhabitants of *Placentia*, and the several settlements on the southern coast of Newfoundland.

and while there are some reasons* which strongly militate against such an idea, there are many which appear to favour it. Captain Saunderfon was appointed to the Peregrine yacht; and having, after the demise of queen Anne, had the honour of attending king George the First to England, on his first arrival from Hanover after his accession to the crown, was knighted by that monarch, at Gravesend, under the royal standard, before he landed. This is the only occasion on which he appears in the character of a naval officer; for quitting that line of service immediately after receiving the above honour, he was appointed gentleman-usher of the black rod; and, on the 19th of July 1720, was created a baronet.

He married, first, Drury, one of the daughters and coheirs of sir William Wray, of Ashby, in the county of Lincoln, baronet, by whom he had several children; Ralph † and Edward, who were both sea officers, and died before him without issue; sir William, who afterwards succeeded him; and a daughter, named Tufton. He married, to his second wife, Elizabeth, daughter of Samuel Howe, esq. judge of the high court of admiralty, which Elizabeth was the relict of Simon Dagge, of Derby, esq. great-grandson of sir Simon Dagge, knight, one of the judges of the king's bench. By this lady sir William

* He (the first of these gentlemen) is styled sir William Saunderfon in the year 1688; and the person of whom we are now speaking certainly had no right to that title till the year 1714. On the other hand we may be induced to suppose this a mistake or anachronism, in some of the transcribers of the MS. from which this information is derived, occasioned by his having, at a subsequent time, received that honour. We are supported in this belief by the circumstance of his son, Ralph, having attained to the rank of post captain several years before him. If they are in reality one and the same person, sir William must have lived in total retirement from the service during a period of twenty years; that is to say, from the year 1693 to 1713, a circumstance very extraordinary, and not a little improbable. There are many reasons of inferior consequence which might be urged on both sides of the question; but as the real state of the fact could not even then be settled, we shall avoid entering into a long and unnecessary detail.

† Whom we have already noticed, page 16.

had no issue. He died at Greenwich on the 17th of May 1727*.

SHORTER, John, — was appointed to the Gibraltar. We find no other mention made of him except that of his death, which happened, in England, on the 2d of May 1723.

WHORWOOD, or WARWOOD, Thomas, — was appointed to the Queenborough frigate. We hear nothing more of him, notwithstanding we are persuaded he held many intermediate commissions, till the month of April 1723, when he was made commander of the Captain, a third rate of seventy guns; in which ship he continued three or four years, being employed at home†, till the year 1726, when he accompanied sir Charles Wager to the Baltic. His next consequential command was that of the Cambridge, of eighty guns, to which ship he was appointed, in 1739, on the expectation of a rupture with Spain; and in the following year served in the fleet, collected for Channel service, under the command of sir John Norris. On his return into port he was promoted to the Neptune of ninety guns, in which ship he remained two years. Not long after he quitted this command, he was, on the 26th of May 1744, appointed commissioner of the

* In the English baronetage are the following particulars relative to the family, which, as specially relating to captain Ralph Sanderfon, the immediate father of sir William, we have thought it may not be improper to insert.

James, the third son of Alexander De Bedic, being called Alexander son, whence came the family name of Sanderfon; married the daughter of sir Walter Witton, and lies buried in Washington church, the 10th of Richard II. 1387. After ten descents more, was William Sanderfon, (whose father being killed in the unnatural rebellion, temp Car. I.) he was, after the restoration, an officer in the Dutch wars, in 1664-5, in which engagement, his foot slipping, he fell down, and by which fall he died; but such was the great esteem that prince had for him, that he buried him at Queenborough, under the altar, at his own expence; and made his son Ralph, the next day after the engagement, lieutenant to sir John Harman. This William married Elizabeth, daughter of — Smith, of old Beckenham, in Norfolk; by whom he had issue Ralph Sanderfon, esq. who was made a captain in the *West Indies* †, by sir J. Harman; and was captain of several ships of war in the last Dutch wars. He married Ephraim, daughter of — Garrett, of Norfolk, esq. and had one son and two daughters — William, Martha, and Elizabeth. He died 1699.

† This is a mistake, it should be the Mediterranean.

† As captain of a guard ship.

navy resident at Deptford, in which station he died on the 13th of February 1745.

WOOD, John,—was appointed to the Sun Prize, and is no otherwise noticed than as having died in England on the 8th of November 1725.

WRIGHT, Ezekiel,—is as little known as the preceding gentleman. He was appointed to the Nightingale, and died, in England, sometime in the year 1736*.

1714.

DELGARNO, Arthur,—was, on December 18, 1714, promoted to be captain of the Hind, of twenty guns. In the course of the following year his ship was ordered out, as a cruiser, for the protection of commerce; and, early in the year 1716, was sent to Lisbon, and the Mediterranean; where he was joined, in the month of June, by vice-admiral Baker, and a small squadron equipped for the purpose of restraining the depredations and insolence of the Salletines, and other piratical states on the coast of Barbary. Captain Delgarno had scarcely reached his station when he had the good fortune, in the

* So considerable a number of gentlemen having been appointed captains on the same day, we have added a list of the order in which they stood in point of seniority.

Sir William Sanderfon,

Thomas Hughes,

Thomas Tomkins. — N. B. The name of this gentleman is inserted as a captain in the navy, but no mention is made even of the ship he was appointed to command.

Thomas Dennis, or Dennet,

John Parr,

John Wood,

William Græme, or Graham,

Richard Davis,

Matthew Campbell,

Charles Poole,

John Codner,

William Lloyd,

Christopher Parker,

Richard Gatlington,

Thomas Graves,

Ezekiel Wright,

George Fairley,

Arthur Jones,

Thomas Howard,

John St. Loe,

James Campbell,

Sir Edward Blacket,

Robert Harwood,

Thomas Whorwood,

William Haddock,

Tyrwhit Cayley,

Thomas Davers,

William Owen,

John Shorter,

Edward Nurse,

Mungo Herdman,

Thomas Marwood,

Sir Hugh Middleton,

Hercules Baker,

Charles Arundell,

month of May, to capture one of the Salletine corsairs, which, although of a force apparently contemptible, mounting only eight guns, had done considerable mischief. In the month of October, while cruising off Cape Cantine, he had the farther happiness of falling in with one of their principal vessels, carrying twenty-four guns, and manned with a very numerous and chosen crew. After a very desperate contest, which continued without intermission for two hours and an half, the pirate struck; but had previously received so much injury in her hull, that she had scarcely surrendered half an hour when she sunk; the sea at the same time running so high that her whole crew perished with her, except thirty-eight men.

When the rupture took place with Spain, in the year 1718, captain Delgarno was appointed to the Sheerness; and being ordered out as a cruiser off the coast of Spain during the ensuing season, had the good fortune to capture a Spanish packet-boat, or sloop of war, mounting eighteen carriage guns and six pattaroes, bound from St. Domingo to Cadiz, having on board a very valuable cargo of cocoa, logwood, and other commodities, besides several chests of dollars. No other notice is taken of him, except to inform us that he died, in Scotland, on the 18th of May 1731.

GEDDES, Alexander, — the descendant of a respectable and ancient family in Scotland, was, on the 15th of November 1714, appointed captain of the Blandford, or, as others say, though we believe with less truth, of the Feversham. After he quitted the Blandford, a command we believe him to have retained for a few months only, he is not known to have received any other commission till the 3d of November 1726, when he was made captain of the Portland. A variety of conjectures have been formed as to the cause of this inactivity, for, from several coinciding circumstances, Mr. Geddes was, at that particular period, a man more talked of than generally happens in the case of so young a commander, and what may, comparatively speaking, be called so private a person.

Mr. Geddes was suspected of being a strong favourer of the house of Stuart; and has actually been represented, by many, as having seriously engaged in a conspiracy, with many persons of high rank, to introduce the pretended prince of
Wales

Wales into England, where an insurrection which was to have taken place in many parts at the same instant in his favour, is said to have been projected as the most feasible means of ensuring success to the undertaking. Nothing, however, beyond mere surmise and conjecture; that too, perhaps, very ill-founded, and unwarrantably propagated, appears to have attached to captain Geddes. In times, however, like those of which we are now speaking, the slightest suspicion is taken, and actually punished, on many occasions, as rigidly as the most apparent and positive guilt would deserve: and it is not improbable the cause above stated might be the reason why he continued so long secluded from the service.

This treatment appears, however, to have been at last considered so harsh and unmerited, that, as already stated, he was, in the year 1726, not only appointed to a ship of fifty guns, but ordered to take rank from the date of his first commission; so it plainly appears, that, previous to his latter command, he was for some time considered as totally out of the service. In April 1729, he was advanced to the Dreadnought, a fourth rate of sixty guns, in which ship he continued till after the year 1735; and, in common with all other his cotemporaries, who held a command in the same armament, passed a life of perfect inactivity till the year 1731, when he accompanied sir Charles Wager to the Mediterranean. In the year 1734 his ship was one of the fleet assembled in the Downs, in the month of June, under the command of sir John Norris, and which afterwards lay at Spithead during the remainder of the summer. In the following year we believe him to have accompanied the same admiral on his voyage to Lisbon; but find no other mention made of him till after the rupture with Spain in 1739. In consequence of that event he was, towards the latter end of the year 1740, appointed to the Marlborough, a second rate of ninety guns: in which ship he served, during the ensuing year, under sir John Norris, who had the command in the Channel; but where no transaction, in any degree interesting took place, as the scene of war in Europe was almost totally confined to and centered in the Mediterranean.

That ship being ordered soon after to join admiral Haddock, who had the chief command on the station just mentioned, captain Geddes quitted her; and we have not been able to discover whether he was afterwards appointed to another. On the 6th of April 1743, he was made an extra commissioner of the navy; but having attained an advanced age, and become very infirm, he retired altogether from public life in the month of June 1749. A temporary pension of 250l. a year was settled on him, by order of council, bearing date on the 28th of the same month, till, as was expressed in the minute, he could be *better provided for*. This honourable retirement he had not the satisfaction of enjoying for any length of time, dying in England on the 24th of January 1750.

From the general conduct and subsequent treatment of this gentleman, the following useful and instructive lesson may be drawn, first, that the political principles of a man of *strict honour* can rarely or never become injurious to his native country, however strongly they may militate against the general opinion; and, secondly, that oppression, though frequently, is at the same time too often wantonly charged on those who are entrusted with the management of public concerns. Though, from the nature of their stations, they may be compelled to be hasty and violent, even to a degree of imprudence in their censures, resentments, and punishments, yet the instant cool reason shall have superseded the impetuosity they were, perhaps, reluctantly compelled to adopt; not ashamed of acknowledging their former error, they are equally as eager in endeavouring to atone for it, as they had before been to embrace, for positive proof, that very doubtful and presumptive evidence which led them into it.

WILLIS, Francis, — was, on the 20th of September 1714, appointed captain of the Deal Castle, of twenty-four guns. He continued in this ship several years; and, in 1717, was ordered, with sir George Byng, to the Baltic, which appears to have been the first consequential service in which he was employed. He afterwards commanded two or three small frigates on different unnoticed services; and was at last unfortunately lost, in a gale of wind, off the Lizard, on the 10th of November 1729, he being at that time commander of the Royal Anne galley. In this vessel he had been ordered to proceed to Barba-
does

does with the lord Belhaven, who had been just before appointed governor of the island. His lordship, and the greatest part of the crew, perished with the vessel.

1715.

BRAND, Ellis,—was, on the 19th of October 1715, appointed captain of the *Garland*, and, extraordinary as it may appear, is not ever afterwards noticed; such commands, therefore, as he was happy enough to obtain, must, to a certainty, have unfortunately been of a very trivial and undistinguishable nature. He was one of the officers put on the superannuated list, as a rear-admiral, in pursuance of an order made on the 28th of July 1747: an honourable pension, which he consequently enjoyed till his death, on the 22d of October 1759.

DENT, Digby,—was, on the 5th of October 1715, promoted to be captain of the *Lynn*, a fifth rate of forty guns. In this ship he continued several years; and, in 1717, accompanied sir George Byng on his expedition to the Baltic. We do not believe he obtained the command of a ship of the line previous to the year 1731, when he was appointed to the *Captain*, of seventy guns, one of the fleet ordered to the Mediterranean under sir C. Wager. He continued, after his return, to command the same ship for a considerable length of time, at least, till after 1734, when it was one of the fleet collected, in the Downs, under the command of sir J. Norris. He was very soon after this appointed commodore of the squadron employed on the Jamaica station, where he died on the 19th of August 1737.

KENDAL, Charles,—after having for some time commanded, as acting captain, the *Exeter*, of seventy guns, was, on that ship's being ordered to join sir George Byng, appointed captain of the *Queenborough* frigate on the 26th of July 1715. We have no particular account of his having held any command after this time, till the year

year 1726, when he was appointed to the *Weymouth*, of fifty guns, one of the ships sent into the Baltic under the command of sir Charles Wager. With this gentleman he continued to serve, on his being ordered to the Mediterranean, during the siege of Gibraltar; but is not in any other way mentioned in the service, nor do we even meet with him named as commander of any ship. He died, according to Mr. Hardy, on the 19th of January 1743; but other accounts place it exactly three years later.

PEARCE, Vincent,—was, on the 5th of October 1715, promoted to the command of the *Phoenix*, of twenty-four guns. In this ship he remained a considerable time, having, in 1717, accompanied sir George Byng to the Baltic; and being ordered, in the following year, to the Bahama Islands, to suppress a formidable band of pirates who had taken shelter there and committed numberless depredations on the ships of all nations which frequented the coast of Africa, the West Indies, or the American seas. By the diligence and activity displayed by himself and two or three other commanders who were employed in the same kind of service this nuisance was soon suppressed. After his return from the last-mentioned station he was, in 1723, appointed captain of the *Rippon*, of sixty guns, one of twelve ships of the line then put in commission, but on what occasion, except for the purpose of guarding against any sudden or unexpected insult, still remains a secret. We find no other mention made of him after this time, except that he died on the 28th of May 1745, having, as we believe, retired from the service for several years.

PHILLIPS, Erasmus,—was, on the 23d of December 1715, promoted to be captain of the *Blandford* frigate. This ship being obliged, soon after the first appointment, to be taken into dock for a thorough repair, he was, a second time, commissioned to her on the 12th of April 1717. He was unfortunately drowned in the bay of Biscay, the ship foundering, in a gale of wind, on the 28th of March 1719.

SMART, Thomas,—was, on the 26th of July 1715, appointed captain of the *Squirrel*, of twenty guns, one of the ships ordered to attend sir George Byng, who had just before been invested with the command, in the North Seas.

of a stout squadron, intended to prevent the introduction of any supplies into Scotland for the support of the rebel army in that kingdom. He is no otherwise mentioned than as having died on the 8th of November 1722.

WHITWORTH, Edward,—was, on the 2d of June 1715, appointed captain of the Blandford; in which ship he did not long continue, being, in the month of December following, promoted to the Ludlow Castle, and ordered for Jamaica. After his return from that station, about the year 1719, he was made captain of the Adventure, in which ship he died on the 28th of April 1721.

WILLIAMS, Thomas,—was, on the 9th of July 1715, appointed to the Launceston. In 1720 he commanded the Warwick, of fifty guns, one of the fleet sent to the Baltic under sir John Norris. We believe him to have retired not long after this time from the service; for although he lived till the 21st of July 1752, we do not find any mention made of him after his command of the Warwick. He was also omitted in the different promotions of flag officers, the senior of which *, the honourable George Clinton, was, at the time of captain Williams's death, his junior on the list of captains. The above circumstances appear fully to justify this supposition.

1716.

CLINTON, Honourable Georget, — was the second son of Francis, sixth earl of Lincoln, and his second wife Susan

* Excepting admiral Stewart, admiral of the fleet.

† This family took their name of Clinton from a lordship in Com. Oxon, now called Clinton; and (as appears from a manuscript in the Cotton Library, Tiberius, E. 9.) descended from William de Villa Tancredi, chamberlain of Normandy, and Maud his wife, daughter of William de Arches, whose descent is derived from Wevia, sister to Gunora, dutchess of Normandy; which William had issue three sons, Osbert, Renebald, and William, who all accompa-
ned

Susan Penniston, daughter of Anthony Penniston, esq. of the county of Oxford. This gentleman having entered early in life into the navy, was, after a long service and regular progression through the different subordinate stations, promoted, at the age of thirty-one, on the 16th of June 1716, to be captain of the *Speedwell*. The next command with which we can take upon us peremptorily to say he was invested, was that of the *Monk*, a fourth rate of fifty guns, one of the fleet sent into the Baltic, under sir John Norris, in the year 1720. On the return of the fleet to England, at the close of the year, it was unfortunately overtaken by a dreadful tempest, in which all the ships were in extreme danger, and the *Monk* was unhappily lost. Her crew, however, with the greater part of her provisions and stores, were saved. Captain Clinton was, almost immediately after his arrival, appointed to the *Nottingham*, of sixty guns, a ship employed on the same service, and under the same admiral as in the preceding year. He quitted this command about the year 1722; and we find no account of his having had any subsequent appointment till the year 1726, when he was made captain of the *Colchester*. In this ship he sailed for the Mediterranean under the command of rear-admiral Hopson. He continued on this station, during the continuance of hostilities with Spain, actively, and as consequentially employed, by sir Charles Wager, as the nature of the service permitted*. In the month

nied William the Conqueror in his victorious expedition into England, A.D. 1066, and were rewarded by him with large possessions, viz. the manors of Kenilworth, Colehill, and Maxtoke, in Warwickshire, and the manor of Glimton, in Oxfordshire. Osbert was denominated de Tankerville, and had issue William de Tankerville, his son and heir, whose son Renebal was of the same place; which estate came by marriage of a female heir to William de Cantelupé; and Renebal, second son of William, having, by gift of the Conqueror, the lordship of Clinton, in Oxfordshire, (with other lands) his descendants assumed that surname.

* He was almost constantly employed in conveying storeships between Gibraltar and the neighbouring ports, as Lisbon, Tetuan, &c. but in the month of April 1727, was sent to escort the Turkish fleet to Smyrna. He was also at intervals ordered out on short cruises, and on various little desultory attacks on different Spanish batteries in the neighbourhood of Gibraltar, events too trivial to be particularly entered into.

of

of September 1727, he was sent home to protect the Turkey fleet from Gibraltar: and the Colchester being ordered, on its arrival, to be dismantled and laid up, captain Clinton was, in the month of July 1728, appointed commander of the Sutherland, a guard-ship, carrying sixty guns; in which ship he continued till the month of May 1729. We do not find him employed any more till 1732, when he was appointed commodore of the Squadron annually sent to Newfoundland, of which island he was also made governor. In 1734 he commanded the Berwick, of seventy guns, one of the fleet collected in the Downs under the command of sir John Norris. He probably did not continue to retain this station for any great length of time, for, in 1737, he was sent out commodore and commander-in-chief of the ships in the Mediterranean: but we have no information that we can positively rely on, as to the ships he commanded, till the commencement of the war with Spain, in 1739, soon after which he was appointed to the Prince Frederic, of seventy guns. In the following year we find him captain of the Marlborough, a second rate.

In 1741 he quitted the occupation of a naval commander, being, on the 4th of July, appointed captain-general and governor-in-chief of New York. He continued there, as some assert, till the year 1753*, having in the interim been promoted, on the 7th of December 1743, to be rear-admiral of the red; and progressively afterwards, on the 19th of June 1744, the 23d of April 1745, and the 13th of July 1747, to be vice of the white, vice of the red, and admiral of the white. On his return from America he was chosen member for the borough of Saltash in the parliament which met on the 31st of May 1754; and, on the death of admiral Stewart in the month of March 1757, became admiral of the fleet. Having thus attained the highest naval rank in the service with unfulfilled reputation, and the justly acquired character of meriting, on all occasions, the good-will of his

* This circumstance is contradicted by other persons, who assert, that in 1750, or 51, he was succeeded by Mr. Delancey. We apprehend, indeed, this to be a mistake, and that Mr. D. was the lieutenant-governor only.

division, under monsieur de Court, which led the enemy's van, manifested the strongest disposition of wishing to avoid a close action. Their admiral would for a short time lay-to with much apparent resolution; but whenever Mr. Rowley and his Squadron approached him he set all his sails; and from the advantage of having all his ships just out of port, and clean, was enabled for some hours to prevent the British Squadron from closing with, and bringing him to action. These wavering and unsteady manœuvres were at last, indeed, productive of the very consequence they were intended to avoid. The Spanish ships being heavy sailers, Mr. De Court was obliged to bring to for them, or they would otherwise have fallen an easy sacrifice to the superior force of Mr. Mathews.

Mr. Rowley, therefore, in consequence of the above circumstance, closed with and began to engage the French admiral and his second, astern, about two o'clock. The encounter continued with the greatest vigour and resolution for near two hours; during which he was very ably supported by captain Osborne, in the Princess Caroline. M. De Court finding, between three and four o'clock, that he had decidedly the worst of the action, set his fore-sail and made off, leaving his two seconds to secure his retreat in the best manner they could. The contest with these ships did not continue longer than twenty minutes, when they also followed the example of their commander-in-chief. These three were the only ships of the French division which were engaged, the remainder keeping their wind with intention to tack upon and weather Mr. Rowley; a manœuvre they were prevented from carrying into execution by the leading ships of the van, which dexterously and attentively pursued the same measure. In the above action Mr. Rowley had eighteen men killed and thirty wounded; a loss which, considering its short duration, very sufficiently proves the vigour and spirit of the contesting parties. Mr. Rowley continued in the Mediterranean after the above encounter, but, as it is well known, no subsequent engagement took place. On the 19th of June 1744, he was advanced to be vice-admiral of the blue: and admiral Mathews having, on the 21st of August following, struck his flag in Vado Bay, resigned the chief command of the fleet to him. The subsequent

naval operations of that part of the world appear, indeed, to have been principally confined to perpetual cruises, for the purpose of protecting the British commerce by confining the enemy's fleets in port. Nothing, indeed, can more strongly prove the vice-admiral's superiority and spirited conduct, than his having with numbers far inferior to the fleet which France and Spain had it in their power to collect in that part of the world, sailed from Mahon in quest of the enemy, who were timid enough to shrink from the contest by continuing in port.

The consequence of this very spirited behaviour in Mr. Rowley was, that being on the 18th of October joined by Mr. Osborne, and a division of the fleet which had been detached on a separate service, he found himself so completely master of those seas, that scarcely a ship of the enemy could put to sea without being in the greatest danger of capture or destruction. During the month of April 1745, on the 23d of which month, we have to observe by the way, he was advanced to be vice-admiral of the white, his cruisers captured or destroyed five-and-twenty of the enemy's ships and vessels, some of them of great value, and no contemptible force. He continued thus employed till the latter end of September, when several of the petty Italian states, and particularly the Genoese, having shewn, on many occasions, the greatest partiality for the cause of France and Spain, and their contempt of that candour and fair conduct which ought constantly to regulate the public actions of neutral states, it was deemed necessary, not only in vindication of the national honour, but in punishment of the injuries resulting from such behaviour, to bombard their towns, and convince them practically, how dangerous it would be for them to persevere in such illiberal conduct.

Genoa, Finale, St. Remo, all felt the force of the vice-admiral's just resentment. The inhabitants very improperly and indecently boasted, they had received little injury from the above desultory attack; and held forth, that, which in truth was the effect of the vice-admiral's lenity, as a proof, and a very imperfect one, of his inability of inflicting any serious punishment on them. It remains, however, in proof, established far beyond the reach of that national

sophistry which is so frequently exerted on similar occasions, that the power of the admiral extended far beyond that point to which he appeared willing to exert it; and that the delinquents in question were solely indebted to his lenity, having not the smallest pretension to their safety on any other ground.

No other naval transactions took place in the Mediterranean consequential enough to merit commemoration. Mr. Rowley, indeed, returned to England not long afterwards, and does not appear to have ever again gone to sea. On the 15th of July 1747, he was advanced to be admiral of the blue; as he was, on the 12th of May in the following year, to be admiral of the white. On the 12th of July 1749, he received the honorary appointment of rear-admiral of Great Britain; and, on the 22d of June 1751, was made one of the commissioners for executing the office of lord high admiral. In 1753 he was elected one of the knights of the most honourable order of the Bath, and continued to hold the office of commissioner of the admiralty, through three commissions, till the 20th of November 1756. He returned again to the same station on the 7th of April 1757, but remained in it only till the 2d of July following.

The interest and political consequence derived by lord Anson from his wealth, his success over the French fleet in 1747, and the honours bestowed on him as a reward for his conduct on that occasion, procured that nobleman, although junior in rank to sir William, the offices of vice-admiral of England, and admiral of the fleet, in preference to the latter. But on the death of his lordship, in 1762, sir William, as a matter of course, succeeded to the station of admiral of the fleet, and on that occasion resigned the office of rear-admiral of Great Britain. Having thus with much honour and the most unblemished reputation attained the highest rank in the service, he continued to live ever afterwards in retirement; and died, as may be naturally supposed from his length of service, in an advanced age, on the 1st of January 1768.

SMITH, William,—was, on the 10th of May 1716, appointed captain of the Port Mahon frigate. He continued for many years to command this ship, in which he accompanied sir John Norris to the Baltic in the year 1720. While employed on that service he was, early in
the

the following year, promoted to the Dartmouth, of fifty guns, as successor to captain Eaton, who removed into the Kingston. In 1726 he commanded the York, of sixty guns, one of the ships belonging to Mr. Hopson's squadron in the Mediterranean. He continued there during the ensuing year under sir Charles Wager; and after his return was ordered to the West Indies; on which station he became for a short time, during the year 1729, commanding officer, he being the senior captain after the death of Mr. St. Loe. He returned from thence in the month of August 1729; he then commanded the Feversham, a frigate, and brought home a fleet of 48 merchant ships under his protection. We do not find him in any command after this time till the year 1741, and believe him then to have been captain of the Romney, a fourth rate of fifty guns. No other particulars are known, relative to this gentleman, except that he was advanced to the rank of a rear-admiral, and put on the superannuated list on the 21st of July 1747. He died on the 23d of February 1756.

STEVENS, John,—was, on the 10th of August 1716, made captain of the Success storeship. What subsequent commissions he received we have been unable to procure any information of, or, indeed, to collect any other particulars concerning him, except that he died in England on the 3d of November 1731.

WHITNEY, Thomas,—was, on the 13th of October 1716, appointed commander of the Exeter, of sixty guns. After this time we meet with no particulars concerning him till the year 1726, when he was captain of the Chatham, of fifty guns, one of the fleet ordered for the Baltic under the command of sir Charles Wager. On the return of the fleet into port, the Chatham was ordered to Sheerness to be dismantled and laid up: and we find no farther mention made of captain Whitney till 1734, when he was appointed to command the Britannia, of one hundred guns, as second captain under sir John Norris. He is said, by Mr. Hardy, to have been first captain to that admiral. If that information is true, the appointment must have taken place in the following year, when sir Tankred Robinson, who was, as we believe, first appointed to that station, was promoted to a flag. We do not know that he held any subsequent command. He died in England on the 9th of December 1741.

1717.

NO promotions in the line of captains took place during the above year.

1718.

ATKINS, Samuel, — was, on the 3d of December 1718, appointed captain of the Charles galley. We do not find him commanding any two-decked ship till the year 1728, when he was, on the 27th of July, commissioned to the Falkland, of fifty guns, one of fifteen ships which were put into commission in consequence of the repeated insults offered by the Spanish guarda costa's, and that in case of a rupture Britain might possess a fleet always ready for immediate service. Mr. Atkins continued in the same command for a considerable time; but no open rupture taking place, does not appear ever to have proceeded to sea. We find no farther mention made of him till the 15th of July 1747, when he was put on the superannuated list, with the half pay of a rear-admiral; an honourable retirement, in which he ever afterwards lived. He died on the 5th of September 1765.

CHADWICK, Samuel, — was, on the 14th of March 1717-18, appointed captain of the Kinsale. We have nothing farther to record concerning him, except that he died in England on the 26th of December 1728.

HUBBARD, John, — was made commander of the Garland on the 5th of December 1718; and in 1721 was captain of the Windsor, a fourth rate of sixty guns. Being afterwards appointed to the Rippon, a ship of the same

same rate as the *Windfor*, he was sent to the West Indies, where he unhappily, with many others his brave cotemporaries, fell a victim to disease, encouraged by an unwholesome climate, on the 12th of September 1728.

KNIGHTON, Francis, — was, on the 17th of April 1718, appointed to the *Success* storeship. We hear nothing farther of him till the month of February 1727, when he was captain of the *Hampshire*, of fifty guns, one of the fleet ordered to be equipped for the Baltic under the command of sir John Norris. He died in the above ship on the 16th of July 1727, not having, as first intended, accompanied sir John on the above voyage.

MARTIN, William, — was sent to sea in the year 1706 under the special patronage and protection of sir Cloudefley Shovel. Having been, on the 24th of April appointed by that admiral a midshipman on board the *Fowey*, under captain Lestock, he had the misfortune to be taken in that ship on the 14th of April 1709; but being exchanged in the month of August following, was appointed, on November 15, to serve in the same station again, under captain Lestock, on board the *Weymouth*. In this ship he continued to serve for some years, first on the American, and afterwards the West India station. Having remained in that station the proper length of time prescribed by the established rules of the service, and acquired a thorough knowledge of his profession and duty as an officer, he was, on the 5th of March 1714, promoted to be third lieutenant of the *Cumberland*, the ship on board which sir John Norris hoisted his flag as commander-in-chief of the fleet ordered to the Baltic.

He was, on the 15th of March 1717, promoted to be first lieutenant of the *Rupert*; from which ship, on the 2d of April 1718, he removed, through the interest of sir John Norris, who was his relation, and who, by his perfect propriety of conduct on all occasions as an officer, was rendered his friend also, to the same station on board the *Cumberland*, in which ship sir John again hoisted his flag as commander-in-chief in the Baltic. Through the same very honourable patronage he was, on the 9th of October following, promoted to be captain of the *Cumberland*, being then about twenty-two years old; and, in the month of November, received a commission,

from the admiralty, confirming his appointment, bearing date the 10th. He was afterwards made captain of the Seahorse frigate; and on the 9th of February 1719, was removed into the Elandford. In this ship he served during the year 1720 and 21, under his old commander and patron, sir John Norris, who commanded the fleet sent into the Baltic. He was next ordered out to America for the purpose of suppressing the pirates who very much infested that part of the world. He displayed the greatest activity, and was remarkably successful in a number of little enterprises against those freebooters, in so much that he not only received several addresses from the merchants more particularly interested in the commerce of that part of the world, thanking him in the handsomest terms for the services he had rendered them, but was honoured with a public letter from the then secretary of state, expressing the warmest approbation of his whole conduct.

After his return he does not appear to have received any commission till the 13th of February 1726-7, when he was made captain of the Advice, of fifty guns, a ship commissioned at Sheerness to be ready in case of any sudden emergency. He was re-appointed to the same ship on the 11th of August, a new commission being necessary in consequence of the demise of king George the First. On the 18th of the same month he was ordered to take the Hampshire and Assistance under his command, and proceed with them to Gibraltar, where he was instructed to put himself under the orders of sir Charles Wager. He continued to serve there during the remainder of the siege, and the continuance of the war. Returning to England with the division under captain Stewart, he arrived at Spithead on the 28th of April 1728. On the 3d of June following he was, owing, as it is believed, to the indisposition of captain Nicholas Haddock, ordered to take upon him the command of the Grafton, of seventy guns. This ship was one of the fifteen sail equipped in case of any sudden emergency; and his command was merely temporary, captain Haddock having resumed his station in the following month. On the 3d of April 1729, he was a third time reappointed to his former ship, the Advice. He retained this command

mand for the three succeeding years, attached to the fleets annually collected at Spithead under the command of sir Charles Wager. He is said, by Lediard, to have attended that admiral to the Mediterranean in 1731, but in this circumstance that historian is undoubtedly mistaken, the Advice having remained at home as guardship during the above period.

On the 29th of November 1733, he was appointed captain of the *Sunderland*, of sixty guns. During the two following years he served in the fleets, collected under sir John Norris, which, in the first of those seasons, never quitted Spithead, but in the second proceeded to Lisbon for the protection of the Portuguese, who were then grievously threatened by their Spanish neighbours. When the body of the fleet returned to England, after having effected its purpose of protecting the impotent, captain Martin was ordered to remain behind on the Mediterranean station. He continued there till the year 1737, and after his return to England does not appear to have received any subsequent commission till the 16th of May 1738, when he was appointed to the *Ipswich*, of seventy guns, and ordered for his former station, the Mediterranean, as a part of the squadron sent thither under Mr. Haddock. Here he continued without any extraordinary occurrence presenting itself till the 23d of January 1740, when, by the admiral's orders, he hoisted a broad pendant as commodore on board the *Ipswich*, and was sent with a squadron to cruise off Cadiz; after which time he appears never to have again served as a private captain. He is not known, however, to have been employed on any conspicuous service till after the arrival of vice-admiral Mathews, who appointed him, on the 25th of July 1742, to command the expedition against Naples. As this transaction not only forms a very interesting part of Mr. Martin's life, but also makes a conspicuous figure in history itself, it may not, perhaps, be unentertaining, to give a detail at length, which is so much the more curious as being copied from Mr. Martin's own account, with which we have been favoured.

“ Monday, the 9th of August 1742.

“ This afternoon we turned into the bay of Naples, the wind easterly, sometimes blowing pretty fresh and shifting continually between the N. E. and S. E. so that no two-ships had the same wind together; we could not get the bombs anchored till past five in the evening, nor all their tenders till it was dark. About two in the afternoon the consul came on board to tell me that the first minister of the king of the Two Sicilies had sent for him to let him know, that an English squadron was coming into the bay, which he desired he would go on board of, and ask if they came in a friendly manner or not. The bombs not being near in, nor their tenders, I deferred sending ashore an officer till five, not being able to put my orders in execution for want of them. At that time, finding the bombs would get in, and I might begin to act by the time my message would reach the king, I sent captain De Langle and the consul ashore with the following message.

“ That as the king of the Two Sicilies has joined his forces with those of the king of Spain, the declared enemy of the king my master and his faithful allies, and is at this instant engaged in a war with the queen of Hungary, and the king of Sardinia, in order to drive the said queen of Hungary out of Italy, and to put Don Philip, a prince of Spain, in possession of her said majesty's territories in breach of all treaties, I am sent here to demand that the king of the Two Sicilies does agree forthwith, not only to withdraw his troops now acting in conjunction with those of the king of Spain, in Italy, but to forbear giving for the future any assistance of what kind soever.”

For the performance of this I demanded a categorical answer to be given in half an hour; and that in the mean time they should not directly nor indirectly make preparations of any kind for acting offensively or defensively against me; directing captain De Langle to acquaint them, that upon a refusal to comply with these most just and reasonable demands of the king my master and his faithful allies, I should act with what force I had against them, and endeavour to compel them; but that if it should be said the king was near at hand at any place, or seat in the country, and a few hours was desired to

to acquaint him, he was then to let them know that it would be granted upon giving their word, that in the mean time no motion should be made of troops or cannon, or any measures taken for enabling themselves to act against me. Of this he was to return and acquaint me immediately, or I should look upon his stay as a detention, and any preparations they made as a refusal of compliance.

“ Captain De Langle having delivered this message to the duke De Monteallegre, the prime minister, he told him that the king was gone out, but would be back again in twenty-four hours, when he should have an answer; but in the mean time he could assure him, that his majesty was not to be threatened into a compliance with any thing that was not reasonable, and would sacrifice every thing rather than be guilty of a breach of faith, or do any thing that might tarnish his honour. That as to his withdrawing his troops, he had already given orders for it, to secure his own dominions: but desired to know, if his majesty was prevailed upon to promise to give no farther assistance to the Spaniards, what security he should have not to be molested by the English, but be suffered peaceably and quietly to possess his territories. He desired captain De Langle would go off again with the consul to acquaint me; and by the time he returned he should have the king's answer, saying, it was but reasonable he should have some satisfaction on that head. I sent him word I had no power to treat; nor could I give any answer farther than for myself, who had orders to make such demands, and did insist upon an answer being given to it in half an hour. That if captain De Langle was not admitted to the king, I did insist that he, the minister, should give it under his hand, in the name of the king his master—that he did promise he would forthwith withdraw his troops, acting in conjunction with those of Spain, and give no farther assistance of any kind whatsoever. Upon this message captain De Langle returned again with the consul to let me know such a promise should be given in writing, and in the mean time no preparations made either offensive or defensive against me. The minister desired also that he would bring off general Bourk, to talk to me while he

was

was preparing the letter, which should be ready against his return.

“ General Bourk told me he was sent off by the king, to know whether if his majesty promised to withdraw his troops and give no farther assistance to the Spaniards (as I demanded), I would assure him that the English should not molest him in his dominions—that it was but equitable, if he complied, he should at least be satisfied I would not now, nor hereafter should any of the British fleet, commit hostilities against him, as it would weaken him should he break with his allies, from whom after he could expect no assistance, but would be exposed to his enemies in the most defenceless state. I told him I was sent as an officer to act, and not a minister to treat, and could say nothing with authority on that head: but that I was desired to put my orders in execution, except the king of the Two Sicilies did agree to those most just and reasonable demands of the king my master, and his most faithful allies, which certainly did imply I was not to execute them if he did. He said I demanded a promise in writing; and if I would give them no security, how could the king be certain, that when I brought him to break with his allies, and deprived him of their assistance, I would not take the advantage of it; and with this very force I had with me, act against him. This indicated a suspicion of my dealing perfidiously, which made me repeat to him again, “ that as I was directed to put my orders in execution, if the king of Sicily did not comply, it did imply I was not to do it if he did; that I was not sent there to betray him, but to make this demand, which was plain; and to which I required as plain an answer, I insisted on a direct one to it in half an hour, asking him, Do you understand me, sir?” To which he replied, Yes, sir, I do; I understand you very well. Then turning to captain De Langle and the consul, I said, sirs, do you go ashore, and insist upon an answer being given to your message—Yes, or no, in half an hour, or return without one, which I shall look upon as a refusal of compliance, and put my orders in execution. General Bourk then went away with captain De Langle, and the consul, who returned again sometime after with a letter from the minister, in which he told him the king had promised to comply with all I demanded: and when captain De Langle said there

there were some expressions in it that he was sure would not be satisfactory, he promised him they should be altered in the morning, if I disliked them; and expressed in whatsoever manner I would have them, or, (though it was very late) if he insisted on it, that he would stay up till his return. This letter captain De Langle brought off to me; and having made some alterations in it, I sent it back to him in the morning; and, agreeable to these alterations, the minister wrote the following.

“ Au Palais, 20 Août, 1742.

“ Monsieur,

“ Le Roy avoit déjà resolu et ordonné que ses troupes que sont unies a celles d'Espagne se retirassent, pour eveiller á la sureté des ses estats et sa majesté m'ordonné de vous promettre en son nomme qu'elle va reiterer ses ordres pour que ses troupes rentrent incessamment dans ce Royaume, en se retirant de la Romagne, ou elles se trouvent a present et qu'elle n'aidera, n'y assistera plus celles d'Espagne en aucune maniere dans la present guerre en Italie j'ay l'honneur, &c.

“ Le marquis de Salas.”

“ This letter general Bourk brought off himself, and told me, when he delivered it, that, as his Sicilian majesty had complied with every thing demanded, he hoped he should now continue in friendship and undisturbed: that the king very much desired to see me on shore, where, he assured me, I should be received with all the marks of respect, and all compliments paid me that I could desire; and that his majesty would send his coaches to wait on me; the minister also, by captain De Langle, pressed it very much. But as I believed the design of all their civilities was to persuade the people that a good harmony and friendship subsisted between the courts, and to take off any thoughts or inclinations they might have of declaring, upon a favourable opportunity, for the queen of Hungary, I excused myself by saying, I was tied up by form, which would not admit of my going out of the ship, when sent upon any particular service of consequence, but where that service immediately required my presence and directions. That I was likewise restricted by admiral

Mathews's orders, and was very sorry I could not, therefore, have the honour of waiting upon his majesty. I found my suggestion to be true from general Bourk saying, immediately, the king would take it kindly of me, if I made my stay but short, or no longer than was necessary. But I prevented his going further, by saying it was best to omit any conversation on that head, as it might prolong my stay there, to shew I acted under no constraint, and was master of my own time and liberty. To which he replied, constraint! no, sir, there is no constraint; it is plain to the contrary.

“ He then said, whatever refreshments were wanting for the ships, if I would let him know his majesty would give orders that they should be sent off to me. I told him I was very much obliged by the offer, but that we were well provided with every thing, and had no occasion to give any trouble. General Bourk then took his leave; at his going I saluted him with thirteen guns, and soon after loosed the fore-top-sail.”

* Mr. Martin, having executed this service in the above handsome manner, returned to Leghorn, where he arrived on the 29th; and on the 4th of September sailed for Villa Franca, to rejoin the admiral. He was afterwards employed in protecting the dominions of the duke of Tuscany, from any attack on the part of the Spaniards. The force put under his command, for this service, consisted of six ships of the line, with a proportionate number of frigates and bomb vessels, as well as a body of marines to act as a land force, in case of emergency. The greatest confidence was reposed in him, by the admiral, on this occasion, for, delicate and consequential as the service was, his orders were to act entirely at his own discretion, paying only a particular attention to the safety of the city and port of Leghorn. The Spanish troops were completely kept in awe by these measures, and desisted from their meditated attack.

* The force under commodore Martin, on the above expedition, consisted of the Ipswich, of seventy guns, commodore Martin; the Panther, of sixty guns, captain Gideon; the Oxford, of sixty guns, captain Pawlet; the Faversham, of forty-four guns, captain Hughes; the Dursley galley, of twenty guns, captain De L'Angle; four bomb vessels, and four tenders.

Admiral Mathews having received intelligence that the Genoese had permitted several magazines to be formed in their territories for the use of the Spanish army, commodore Martin was ordered to Genoa, with a squadron, having instructions to require the magistrates to conduct a party to Arassa, where the magazines which they were to destroy were said to have been collected. The commodore was farther ordered, in case the magistrates refused to comply with his requisition, to bombard the city; and land a detachment, under the fire of his line of battle ships, for the purpose of forcing their way to the several depots in question, and effecting the above purpose. This service was carried completely into execution, without molestation on the part of the Genoese, in the month of February following. It being also discovered that the Genoese had permitted troops to be raised in Corsica for the service of Spain, which were afterwards conveyed into Italy to recruit their army there, Mr. Martin was sent with a squadron to Ajaccio, where they found a Spanish ship of the line lying at anchor, and then actually employed in that kind of service. The enemy, however, saved the commodore the trouble of attacking them, by setting their ship on fire and making their escape on shore.

In the month of October 1743, Mr. Martin was ordered to return to England; and on his arrival at Portsmouth received a commission, bearing date December the 7th, appointing him rear-admiral of the blue, accompanied by orders, to hoist his flag on board any ship that he found lying there, and should judge proper for the above purpose. On the 3d of February 1743-4, he was appointed to command a division of the main or Channel fleet under sir John Norris, and accordingly hoisted his flag on board the Sandwich, of ninety guns. On the 19th of June following he was advanced to the rank of vice-admiral of the blue, and appointed to command in the fleet under sir John Balchen. He accordingly removed his flag into the St. George, a second rate, and accompanied that admiral to Lisbon. After his return he was, on the 24th of January 1744-5, ordered to take upon him the chief command of the fleet in the Channel, and hoisted his flag on board the Edinburgh, of seventy guns. On the 23d of April ensuing, he was advanced to the rank of vice-

vice-admiral of the white. During the time he held the above command he displayed a considerable degree of activity, both in the distribution of his cruisers and the exertions he made with that part of the fleet, which he retained under his own more immediate orders. These laudable exertions and conduct were happily rewarded with many prizes which were, at that interesting period, of much national consequence, though tending but little, perhaps, to enrich the captors, being principally laden with arms and ammunition for the service of the Pretender's party in Scotland.

In the month of December he was ordered into the North Sea to serve under Mr. Vernon; and on the resignation of that gentleman soon afterwards, took upon him the chief command, which he continued to exercise, to the universal satisfaction of all parties and descriptions of men, who were in any degree friends to their country and its constitution. He retained the above station till 1747; in which year, on July 15, he was farther promoted to be admiral of the blue: but thinking himself in some measure ill treated by those who then were intrusted with the administration of public affairs, he requested leave to retire. This was granted him, and he continued ever afterward to live totally a private life, at his house at Twickenham, where he died on the 17th of September 1756, being then about sixty years old.

He is universally reported to have been a man of excellent talents, which he had improved and cultivated with the greatest care. In his youth he was well known to and esteemed by that great statesman, lord Sommers, an acquaintance and patronage which certainly conferred on him the highest honour. He not only possessed a very considerable share of classical learning, but spoke the French, Spanish, Italian, and German languages with the greatest ease and fluency. In his person he was remarkably handsome, and particularly attentive to his dress, manners, and deportment. When in command he always lived in the greatest splendour, maintaining his rank in the highest style; so that, viewing him in every point, we scarcely know which most to admire, the finished gentleman, the elegant scholar, or the brave commander.

PROTHEROE,

PROTHEROE, George, — was, on the 4th of December, appointed captain of the *Loo*. He was promoted to the above station by sir G. Byng, having been, as it is believed, lieutenant of the *Barfleur*, the ship on board which that admiral had hoisted his flag as commander-in-chief in the Mediterranean. In the month of June 1719, he signalised himself exceedingly in an action with a very large Spanish privateer, between the islands of Capria and Corsica. The action commenced in the evening of the 28th; but being interrupted by the approaching night was renewed at four o'clock the next morning, and continued with the greatest spirit till eight. The Spanish captain being then wounded, and upwards of fourscore of the crew killed or disabled, the vessel itself reduced also to a mere wreck, the enemy was compelled to surrender. As a convincing proof of the superior manner in which the *Loo* was manœuvred, that vessel had only two men killed through the whole of the above desperate contest. It is very singular no other particulars are known relative to captain Protheroe, nor are we even acquainted with the time of his death.

YOE, John, — was, on the 22d of June, appointed captain of the *Lowestoffe*, or, according to other accounts, of the *Greyhound*. No subsequent particulars are known relative to him till the year 1734, when he commanded the *Exeter*, of sixty guns, one of the fleet collected in the Downs under sir John Norris. We are again unacquainted with any circumstances concerning him, except that he was one of the many old officers put on the superannuated list, with the rank and half pay of a rear-admiral, on the 25th of July 1747. He died, in England, on the 3d of December 1756.

1719.

DAVIES, William, — was, on the 30th of June 1719, made captain of the *Experiment*. We hear nothing farther of him till the year 1726, when we believe him to
have

have commanded the *Tyger*, of fifty guns, one of the ships sent out, in the month of December 1726, under the command of sir Charles Wager, for the better protection of Gibraltar against any sudden attack. During the siege of that fortress, which took place immediately afterwards, captain Davies appears to have been very active; and quitting, for a time, his naval command, to have resided totally on shore, for the purpose of directing all affairs relative to the navy, such as the necessary repairs of ships, the care of stores, &c. We rather, indeed, conceive him to have had some temporary kind of appointment, as an extraordinary commissioner; but cannot find any better proof than circumstance* to warrant our asserting it. However this may be, he resumed, in the month of April following, the command of the *Tyger*, having been ordered by sir Charles, on the 21st, to take the *Portland* under his command and proceed to the West Indies, where he was to put himself under the orders of vice-admiral Hosier.

After the melancholy and fatal calamity of disease which befel that once formidable armament, and reduced it to a state of total inactivity, the *Tyger*, as well in consequence of that event as of the prospect of peace continuing, returned to England, captain Davies having been one of the fortunate survivors who lived to bear witness to the untimely end of their brave cotemporaries. In 1731 he commanded the *Suffolk*, of seventy guns, one of the fleet put under the command of sir Charles Wager; but does not appear to have proceeded with him to the Mediterranean. In 1734 he was captain of the *Kent*, also a third rate of seventy guns, one of sir John Norris's fleet both during that and the following year. This is the last naval command we can, with any certainty, state him to have held. On the 29th of June 1744, he was appointed one of the commissioners of the victualling-office, a station he retained upwards of three years, till the 27th of July 1747. He was soon after that appointed †

* March the 18th, 1726-7. "This morning captain Petit came to Landport with two letters, one for lord Forbes, the other for captain Davies, about the exchange of prisoners."

MS. Journal of the Siege.

† On the 19th of December,

commissioner of the united yards of Woolwich and Deptford. A new regulation being resolved on in the year 1753, by which the management of those yards was taken into the hands of the board of commissioners in London, captain Davis retired on a pension of 400*l.* *per annum*, granted him as a very honourable proof of the uniform approbation entertained, both by his majesty and his ministers, of his past services. He died on the 16th of February 1759.

DELAVAL, Francis Blake, — of Seaton Delaval, in the county of Northumberland, was the eldest son of Edward Delaval, esq. and Mary his wife, daughter of sir Francis Blake, of Coggs, in the county of Oxford, knight. Having entered into the naval service; after necessarily passing through the several subordinate stations of midshipman, lieutenant, and commander, during which period we have no account of him, he was, on the 26th of March 1719, promoted to the command of the Gosport, a fifth rate of forty guns. In this ship we find him, during the following year, to have served in the Baltic under sir John Norris. Having been promoted, in the month of September, to the Worcester, a fourth rate, he again served, in 1721, with the same fleet, under the same admiral. This is the last mention we find made of him in the service, from which we believe him soon afterwards to have totally retired. He married Rhoda, daughter of Robert ap- Reece, of Washingly, in the county of Huntingdon, esq. by his wife Sarah, third daughter of sir Thomas Hussey, of Doddington Pigott, knight; and died at Seaton Delaval, on the 11th of December 1752, of a mortification in his leg, leaving issue, by his lady, seven sons and five daughters.

GREGORY, Edward, — was, on the 11th of March 1719, made captain of the Biddeford frigate. After a period of upwards of twenty years, spent irreproachably in the service, without having, as we believe, been fortunate enough to obtain any command where he could distinguish himself by any other means than by the suavity of his manners, he retired, on the 4th of February 1739-40, with the honourable appointment of second captain in Greenwich hospital. This respectable

situation he did not long live to enjoy, dying on the 12th of August 1743.

WALDRON, or WALROND, John,—was, on the 13th of April, or, as others say, on the 30th of March 1719, appointed captain of the Gibraltar frigate, of twenty guns. He was very soon afterwards removed into the Greyhound. In this vessel he accompanied admiral sir John Norris to the Baltic in the years 1720 and 1721. After his return, at the end of the latter season, he was ordered to the West Indies, where, on the 15th of April 1722, he had the misfortune to fall in with a number of guarda costas, composing a force infinitely superior to his own: by these he was overpowered and murdered, together with his surgeon, and seven or eight of his people. The lieutenant and several of the crew were wounded, and the frigate plundered of every thing on board that was valuable. Sated with these acts of piracy, the plunderers thought proper, on a remonstrance, to restore the vessel itself.

1720.

DURELL, Thomas,—was, on the 9th of February 1720, made captain of the Seahorse. His appointments we believe to have been totally confined to frigates, employed on services of little account, till the year 1731: he was then commissioned to the Exeter, of sixty guns, one of the fleet sent into the Mediterranean under the orders of sir Charles Wager. He quitted the Exeter soon after the return of the fleet to England; and was commissioned to the Scarborough of twenty guns. Being ordered to the West Indies, he was sent to escort a fleet of merchant vessels, bound for the island of Sal Tortuga, to load Salt, and while on this service, is said to have been attacked by two Spanish ships of the line, which he most gallantly employed so long, that thirty-two out of thirty-six vessels under his protection made their escape, as he himself also did, after seeing his convoy in safety. On the eve of the rupture with Spain, he was appointed to the Kent, of seventy guns. This ship was one of the squadron ordered to sea under vice-admiral Vernon, when he sailed on the expedition against Porto Bello. Mr. Durell, however, was left behind, together with captain Falkingham, to cruise
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off cape Ortugal, for thirty days, under the command of commodore Mayne, in the Lenox, in hopes they might be able to intercept the Azogues ships. They were ordered, by Mr. Vernon, to return to England at the expiration of that time; during which they were not fortunate enough to meet with the hoped-for prizes. As soon as the ships were re- victualled, and otherwise put in a proper condition for service, captain Durell was again ordered out under commodore Maine, in the Orford, commanded by lord Augustus Fitzroy, being substituted for the Elizabeth.

While absent on this service they had the good fortune to fall in with and capture, after a desperate action, the *Princessa*, a Spanish ship of war, of seventy guns; the particulars of which encounter * have been already related in the life of commodore Maine, and to that we have therefore only to add, that captain Durell had the misfortune to lose his hand.

After his return from this cruise the *Kent* was ordered into dock to receive a thorough repair; and captain Durell was removed into the *Elizabeth*, a ship of the same rate as the former. In this command he died at sea, on the 23d of August 1741, having been ever afterwards attached to the main fleet under the orders of sir John Norris, but without having met with any farther opportunity of distinguishing himself.

LUCK, or **LUCH**, James, — early in the year 1720, commanded the *Bedford* galley, a fireship ordered out with the fleet sent into the Baltic under the command of sir John Norris. From this vessel he was, on the 29th of May 1720, advanced to be captain of the *Port Mahon* frigate, as successor to captain William Smith, who was himself promoted to the command of the *Dartmouth*. In the month of September captain Luck was advanced to the *Gosport*, of forty guns, one of the fleet sent again in the following year on the same service and station the former had been. We hear nothing after this time till the year 1728, when he was appointed captain of the *Winchester*, of fifty guns, one of the vessels kept in commission as guard-ships during two or three successive years. No interested detail, connected with the naval service, can be expected during the period this gentleman

* See page 32.

lived to exercise the duties of a commander. He died at Plymouth on the 21st of December 1736, being at that time captain of the Canterbury.

MORRIS, Daniel,—was, on the 30th of September 1720, promoted to the command of the Port Mahon, a frigate, at that time absent on service with the fleet in the Baltic. He continued in the same ship till after the year 1726, having been then employed on the same station as on the first occasion, with the difference only of being under the orders of sir Charles Wager. After the return of the fleet into port captain Morris was removed into the Garland and sent to America. He died there on the coast of South Carolina on the 11th of July 1728.

ORME, Humphry,—was, on the 1st of June, appointed captain of the Winchelsea frigate. This is the only circumstance we are in possession of relative to this gentleman, having even been unable to discover the time or place of his decease.

REDDISH, Edward,—was, on the 28th of September, appointed captain of the Lion. How long he remained in that station we know not, but in 1726 we find him appointed to the Preston, a fourth rate of fifty guns, one of the Baltic armament commanded by sir Charles Wager. He remained in England for some time after his return from this very un consequential service; but in the year 1727 was ordered out to Gibraltar to join sir Charles Wager. Hostilities having, we believe, ceased before his arrival, he returned again to England, with the division of the fleet under commodore Stewart, at the latter end of April 1728. In the month of April 1729, he was once more appointed to the Lion, of sixty guns, the ship in which he had originally taken post, and sailed, as some say, for the West Indies*, about the latter end of June, captain to rear-admiral Stewart, who had hoisted his flag on board the Lion as commander-in-chief on that station. In 1731 he commanded the Princess Amelia, of eighty guns †, one of the ships which accompanied sir Charles Wager to the Mediterranean, on his expedition thither, for the purpose of putting the Infant Don Carlos

* This circumstance appears very doubtful, for we believe the Lion to have been commanded by captain Lawes at the time above-mentioned.

† Rear-admiral Balchen hoisted his flag on board this ship as second in command during the expedition.

in possession of the dominions bequeathed him by the duke of Parma. He retained this command many years, and died on the 19th of August 1736, being at the time of his death still the captain of the same ship.

SAUNDERS, Ambrose, — was, on the 24th of July, appointed captain of the Hampshire. No other intelligence relative to this gentleman has come to our knowledge, except that he died in Ireland on the 6th of March 1731*, being at that time commander of the Seahorse.

TOWNSEND, Isaac, (2d), — was, on the 9th of February 1719-20, appointed commander of the Success frigate. He was unfortunate enough, during the first twenty years of his employment as captain in the navy, never to have obtained the command of any ship employed on so conspicuous a service as to cause any particular mention to be made of him. In 1739, immediately on the rupture taking place with Spain, he was appointed to the Shrewsbury, of eighty guns. In this ship he served, during the summer of the year 1740, in the main or Channel fleet, commanded by sir John Norris. Rear-admiral sir Chaloner Ogle, who commanded the third or rear division, having hoisted his flag on board her. He afterwards accompanied sir Chaloner † to the West Indies, when ordered thither to reinforce Mr. Vernon preparatory to the attack on Carthage. When the fleet arrived off that port, the Shrewsbury, together with the Norfolk and Russel, all ships of eighty guns, were ordered to cannonade the two forts of St. Jago and St. Philip, a service which was executed with so much spirit that in less than an hour they were both silenced, and immediately afterwards taken possession of by a detachment of British grenadiers. After the siege was raised, the Shrewsbury was one of the ships ordered to return to Europe, and captain Townsend was removed into the Berwick, in which ship he served, during the year 1742, on the Mediterranean station. He, not long afterwards, returned to England, but not in the above ship, which remained at Gibraltar; and we have no other information concerning him till the time of his promotion to be a flag officer.

* Other accounts say, on the 6th of May 1730.

† The admiral shifted his flag into the Russel previous to his sailing; and captain Townsend was stationed in the line as one of his seconds.

This circumstance took place on the 19th of June 1744, his first flag being that of rear-admiral of the red. In the beginning of the following year he was sent into the Mediterranean, where so little opportunity of distinguishing himself presented, that the best English historians make no other mention of his being there, than that having received orders to proceed to the West Indies with a squadron, he sailed from Gibraltar on the 2d of August*, with the following ships under his command; the *Lenox*, of seventy guns (his flag ship), the *Dreadnought*, *Worcester*, and *Kingston*, of sixty each; the *Hampshire*, *Argyle*, and *Severn*, of fifty; the *Gibraltar* of twenty; and the *Comet* bomb-ketch. With those ships he arrived off *Martinico* after a long passage, on the 3d of October; on which day he was joined by the *Pembroke*, of sixty guns, and the *Warwick* of fifty; with two prizes, which they had just before taken; one of them being a letter of marque, mounting sixteen guns, whose captain, being deceived by the appearance of the *Pembroke*, fired two or three broadsides into her, which the former returning, carried away his mizen mast and killed the captain, together with ten of his people. The island of *Martinico* being at that time considerably streightened for provisions, Mr. *Townsend* continued to cruise on that station for the purpose of preventing the introduction of any supplies thither. Mr. *Campbell* is pleased, on this occasion, as well as others of a similar nature, to indulge his humanity, and ease it, in a sarcastic remark, to the following effect. "Admiral *Townsend* having received information that the inhabitants of *Martinico* were in great distress for provisions, determined to remain on this station in order to prevent their receiving any supplies from France; for though it be a maxim of honourable war, among Christian princes, not to murder such of each other subjects as do not bear arms, it is nevertheless universally allowable to destroy, by hunger, as many peaceable men, women, and children as they can. Gospel and political Christianity are very different religions."—To this observation we have on our parts to rejoin, that till the mutual conduct of

* On the 23d of April preceeding he was advanced to be vice-admiral of the blue.

all nations at war with each other shall justify forbearance of this kind, an officer would be little justified in desisting from distressing them on such an occasion, and would well merit the imputation of a traitor to his country, and an enemy to that very humanity whose cause Mr. Campbell so ardently and industriously undertakes, by protracting a war, which, by a proper severity, might be soon brought to a conclusion.

On the 22d of October the vice-admiral, being close in off the north end of the island, discovered some ships to which he gave chase, and soon found two of them to be privateer sloops, with a prize they had taken, a vessel, laden with provisions, from Dublin. The latter was immediately recaptured, and one of the privateers sunk. On the 31st, about seven in the morning, the van ships of the English squadron made a signal for seeing a fleet, consisting of upwards of forty sail, coming round the south end of Martinico, and keeping close under the shore. The admiral immediately gave chase, and soon neared them sufficiently to discover they were a French convoy, under the protection of several ships of war, five or six of which appearing to be large. The vice-admiral made the signal for his squadron to draw into a line; but soon perceiving the French commanding officer was using every possible endeavour to avoid him and get off without an action, he hawled down the signal for a line, and hoisting that for a general chase, made the utmost expedition in pursuing and attempting to close with the enemy. This measure succeeded in part so well, that many of the merchant-ships were driven to leeward and picked up by the smaller ships of the squadron. Mr. Townsend continued to pursue the escort with the main body; and about noon one of their ships, called the Ruby, having carried away her main-top-mast, was forced on shore by the admiral himself, in the *Lenox*, after exchanging a few broadsides. Luckily for the enemy's ship it grounded in a sandy bay, where it was protected by a very formidable battery, so that nothing farther could be attempted towards its destruction, which merely the good fortune of the enemy prevented, there not being the smallest want of exertion on the part of the admiral and those under his command.

The French commodore, who was on board a ship of eighty guns, called the *Magnanime*, escaped by running under the guns of Fort Royal, by which, as well as a battery on the opposite side of the bay mounting forty heavy guns, he was effectually protected from a farther attack; but having ran a-ground, owing to the extreme confusion occasioned by his hasty flight, the ship lay in a very dangerous situation for upwards of forty-eight hours, and was not got off till after having sustained very considerable damage. The remainder of the day was employed in cutting out several of their merchant-ships which had anchored near the shore, and in burning others which could not be got off: the loss of the enemy in the course of that afternoon amounting to upwards of twenty vessels, fifteen of which were captured. Early on the next morning the vice-admiral ordered in the *Dreadnought* and *Ipswich* to attempt once more the destruction of the *Ruby*, which was still a-ground: but this enterprize, after exchanging two or three broadsides, was very reluctantly abandoned as impracticable. On the following day, the vice-admiral having received intelligence that a few more of the merchant-ships had taken refuge in a small bay not far distant, he ordered in the *Ipswich*, *Severn*, and *Argyle* to destroy them. Two vessels, one a ship, the other a snow, were burnt: and a brigantine with several others being burnt along shore by different detachments, on the whole upwards of thirty were either captured or completely destroyed. Intelligence was soon afterwards received by the admiral, that one of the enemy's ships of war, a stout frigate of thirty-six guns, having escaped the English, was lost off Porto Rico; so that the fate of very few fleets was ever more disastrous.

To complete the misfortunes of the enemy, a supply they had purchased at St. Eustatia, consisting of three ships laden with provisions, were intercepted on their passage to Martinico, together with a privateer which acted as their convoy. The French were by these accumulated evils reduced to so low an ebb as to be totally incapable of continuing their usual depredations on the British commerce, and however Mr. Campbell, as an historian, may commiserate the distresses of individuals; much also as we ourselves may be induced to have, at least, the
same

same degree of compassion for private misery, the most philanthropic mind cannot persuade itself those distresses were not induced by the former conduct of those very persons on whom the punishment fell, afterwards, most grievously and deservedly.

The vice-admiral returned to Europe not long afterwards; and was, on the 14th of July 1746, advanced to be vice-admiral of the white; as he was, on the 15th of July 1747, to be admiral of the blue. In 1754 he was appointed governor of Greenwich-hospital, a station in which he died, on the 21st of November 1765, having in the intermediate time been appointed admiral of the white.

WATERHOUSE, Thomas,—was, on the 24th of April 1720, appointed captain of the *Rupert*. We hear nothing more of him till the month of January 1728, when he was appointed to the *Loo*, of forty guns. The services on which he was, if ever, after the above time, employed, were, unfortunately for him, so little consequential, that we find no other particular mention made of him, except that he died some time in the course of the year 1742.

1721.

BEAUCLERK, Lord Vere,—was the third son of Charles, first duke of St. Alban's, and his wife, the lady Diana Vere, eldest daughter, and, at length, sole heir to the right honourable Aubrey de Vere, the twentieth and last earl of Oxford. He was born on the 14th of July 1699, and having entered into the navy, was, after regularly passing through the several subordinate stations with the greatest reputation and honour, on the 30th of May 1721, promoted to the rank of captain in the navy, and appointed to the *Lyme* frigate, one of the vessels kept in commission during the peace in readiness to act on any sudden emergency. One appeared to present itself in the
month

month of December, when a Squadron was ordered to be collected with the utmost expedition, under sir Charles Wager, for the purpose of chastising the insolence of the Portuguese. The Lyme was ordered to attend this armament; which in consequence of a timely submission, was never reduced to the necessity of proceeding according to its original destination.

In the course, of the following summer, he was ordered to Lisbon and the Mediterranean; and after touching at the former place, repaired to his station, where he continued many years, employed as a cruiser, a service which, in time of peace, can, at most, furnish us with nothing more than a few uninteresting dates. Nevertheless, as we wish to insert all possible information that we can collect from every quarter soever, we shall add the following extract from Collins, the materials of which were not improbably furnished by his lordship himself.

“ His lordship left Gibraltar on September 31, 1722, and from thence sailed to Leghorn for intelligence. Being afterwards at Genoa, he departed from thence on December 7, O. S. to cruize in the Mediterranean, and the Streights. On January 11, N. S. 1723, his lordship entered the harbour of Lisbon, and in the same year returned into the Mediterranean, where cruising for some time, and leaving Port Mahon, he arrived from thence at Lisbon on July 5, 1724. Having his station still in the Mediterranean, whither he returned, he came again from Port Mahon on October 21, the same year; and continuing at Lisbon a short time, sailed from thence for Genoa in January, N. S. 1726, from whence he returned after several trivial cruises to Lisbon; on August 6, 1726. On the 12th he put to sea again for Gibraltar; and on September 1st, following, joined sir John Jennings's Squadron, cruising with him off Cape Stellary. After continuing in the mouth of the Streights during the months of October and November, he arrived at Lisbon on December 8, from Gibraltar.”

We have this farther account of his lordship in the London Gazette, No. 6596.

“ Whitehall, July 8, 1727. Yesterday arrived the lord Vere Beauclerk, commander of his majesty's ship the
Lyme,

Lyme, dispatched the 18th instant from Gibraltar, by sir Charles Wager, with an account that he, having received advice from M. Vandermeer, at Madrid, of the signing of the preliminaries, had ordered the ships under his command to forbear all acts of hostility, the Spaniards at Cadiz, and in the bay of Gibraltar, having done the like. With the lord Vere arrived also the lord Henry Beauclerk, and the lord Charles Hay; the latter being sent by the earl of Portmore, governor of Gibraltar, with advice that a cessation of arms had been agreed on between the said governor and the Conde de las Torres, general of the Spanish army."

His lordship afterwards commanded the Hampton Court, one of the squadron under sir Charles Wager, that sailed from Spithead on July 14, 1731, to introduce the Spanish garrisons into Tuscany. Before sir Charles left Leghorn he sent lord Vere to the grand duke of Florence, with his compliments of excuse to him for not waiting in person, on account of the advanced season's making it necessary to hasten his departure home. Accordingly, on December 10, 1731*, sir Charles, with part of his squadron, (among which was the Hampton Court) arrived in twenty days at St. Helen's from Gibraltar.

His lordship was, after passing through a regular succession of inferior commands, advanced to the rank of commodore in his majesty's navy; and having resigned that command, was, on March 7, 1737-8, constituted one of the commissioners for executing the office of high admiral of Great Britain and Ireland. He continued commissioner of the admiralty, with intermissions†, till he voluntarily resigned in July 1749. After

* He was also charged with the arrangement of the salute with the Spanish governor of Barcelona, a business he settled very much to the satisfaction of the admiral, and perfectly consistent with the honour of the nation.

† He quitted the admiralty, on the resignation of sir Charles Wager, in the month of March 1742, and did not return to it again till the appointment of the duke of Bedford to be first lord commissioner, on the 27th of December 1744, as successor to Daniel, earl of Winchelsea and Nottingham.

gradual promotions * his lordship was constituted admiral of the blue squadron of his majesty's fleet in 1748. His lordship was, in 1727, elected one of the members for the borough of New Windsor, in Berkshire, to the first parliament called by king George the Second; and sat for the same place in the next, which was convened for the dispatch of business on January 14, 1734-5, and was the eighth parliament of Great Britain. At the general election in 1741 he was returned for the town of Plymouth, in Devonshire; for which he was also chosen, in 1747, to the tenth parliament of Great Britain; but before the conclusion of that assembly, his late majesty was pleased to create him a peer of Great Britain, by the stile and title of lord Vere, of Hanworth, in the county of Middlesex, by letters patent, bearing date March 28, 1750†, whereupon he was introduced into the house of peers, and took his seat there on the 30th of the same month.

On the resignation of his brother, then duke of St. Alban's, in 1761, his lordship succeeded him as lord lieutenant and custos rotularum of the county of Berks, an office which he himself some time afterwards also resigned. In April 1736, his lordship married Mary, eldest daughter and coheir of Thomas Chambers, of Hanworth, in the county of Middlesex, esq. by his wife, the lady Mary Berkeley, sister of James, third earl of Berkeley; and by her ladyship (who was sister to the late countess Temple) had issue four sons; 1. Vere; 2. Chambers; 3. Sackville, who all died young; and 4. Aubrey: and two daughters; 1. Elizabeth, who died young; 2. Mary, born December 4, 1743; married October 2, 1762, to lord Charles Spencer, brother to his grace, George, the present duke of Marlborough. His lordship having attained the very advanced age of eighty-two, died on the 2d of October

* On the 29d of April 1745, he was promoted to be rear-admiral of the red; on the 14th of July 1746, to be vice of the blue; on the 15th of July 1747, to be vice of the red; and on the 12th of May 1748, to be admiral of the blue.

† On the 21st of July 1749, he resigned his rank as a naval officer, as well as his station at the admiralty board. His successor to the latter was not, however, appointed till the 18th of November ensuing. His retirement was not in consequence of any disgust, as appears by the sequel.

1781, and was privately buried, according to the directions given in his will, in the vault under St. James's church Westminster. The lady Vere, his widow, died suddenly on the 19th of January 1783.

CONSETT, Mathew, — was, on the 19th of April 1721, appointed captain of the Experiment. The only subsequent command in which we find him was that of the Dover, of forty guns, to which he was appointed in the month of January 1728. No other mention whatever is made of him, except that he is said to have died sometime in the course of the year 1749, having, as we believe, quitted the service many years previous to his decease.

CUNDITT, John, — was, on the 20th of January 1721, appointed captain of the Dolphin*. We have not been able to learn any thing farther concerning him, except that he died in England on the 26th of April 1724.

MEDLEY, Henry, — was, in the year 1720, commander of the Pool fireship, one of the fleet sent into the Baltic under the orders of sir John Norris. He was, on the 17th of February 1721, promoted to the rank of captain in the navy, and appointed to the York, a fourth rate of sixty guns; in which ship he again served on the Baltic station. After his return he was ordered to join the squadron intended to be sent to Lisbon under sir Charles Wager, which, as we have frequently observed, never put to sea. Early in the following year he was appointed to the Leopard, and sent to the Mediterranean. The only consequential mention we find made of him while employed there is, having, in conjunction with captain Scot, in the Dragon, seized a ship called the Revolution, lying within the mole of Genoa, upon information of her being in the Pretender's service.

Mr. Medley's next command appears to have been that of the Romney, a fifty gun ship, put in commission as one of the armament intended to be sent to the Mediterranean under the command of sir Charles Wager, but which was one of those which did not proceed on that service. We find no mention made of him from this time till the year

* Mr. Hardy erroneously says the Greyhound.

1741, when he commanded the *Nassau*, of seventy guns, one of the fleet employed in the Channel under the orders of sir John Norris. That admiral returning into port with the principal part of the fleet in the month of August, the *Nassau* was left with some other ships to cruise off the coast of Spain, as well in the hope of distressing the trade of the enemy as protecting that of Britain. In this service he was at least very active, if not successful, having captured several small vessels, which, though of no great value, sufficiently prove his diligence and assiduity in attending properly to the service of his country.

He did not long remain in the *Nassau*, that ship being sent to the Mediterranean, under Mr. Lestock in the following year, commanded by captain Lloyd. We do not know any thing farther concerning him, except that for a short time he is said to have been first captain to sir John Norris during the latter end of the year 1742, and the beginning of the following year, till his promotion, on the 19th of June 1744, to be rear admiral of the white, which was his first flag. In the month of November he was appointed to command a small squadron ordered to cruise in soundings; and sailed on the 18th, on that service, in company with vice-admiral Davers, who was proceeding with a squadron to Jamaica. Mr. Medley diligently kept his station, though at the most inhospitable season of the year, not having returned to Spithead till the 23d of January. He met with some good fortune, having captured two or three valuable prizes; which, though a success by no means adequate to his wishes or deserts, was greater than that which had attended many expeditions of greater consequence, and under the command of men of the most distinguished popularity. On the 23d of April 1745, he was advanced to be vice-admiral of the blue, having been a few days before appointed to command a squadron sent to the Mediterranean, where, on his arrival, he was to take upon him the chief command.

The war in that part of the world had languished for some time, as must ever be the case where there is no enemy, or at most an impotent one, to contend with. The cautious conduct pursued by France and Spain, ever since the encounter off Toulon, compelled the presence of a British armament in those seas, at an enormous inconvenience

venience and expence, but with very little difficulty or trouble to themselves. Their ships in a constant state of equipment continued in their ports without incurring danger, or even risk; and by employing so large a portion of the British naval force to watch them, afforded them every assistance, which they could have derived from their meeting it in open combat. This politic behaviour on the part of the foe, although demanding the utmost diligence and care on the part of the British admiral, afforded him but little, or, indeed, no opportunity of acquiring that degree of celebrity necessary to establish a popular character. Nevertheless, the temperate part of his countrymen cannot in justice withhold from him that cool and sober kind of applause, which is the undeniable tribute due to every honest, careful, and assiduous commander. On the 15th of July 1747, Mr. Medley was advanced to the rank of vice-admiral of the red, and continued in the very unenviable station we have already described till the time of his death, an event which took place at Vado, on the 5th of August 1747, he then having his flag flying on board the *Ruffel*.

WELLER, John, — was, on the 7th of April 1721, appointed captain of the *Garland*. His next promotion was, as we believe, in the year 1726, to the command of the *Hampshire*, of fifty guns, one of the fleet sent into the Baltic under sir Charles Wager. This gentleman appears to have had a very indifferent state of health, and particularly to have been grievously afflicted with the stone, a disease which in the end put a period to his existence, after having for many years endured, with the greatest firmness, all the torments attendant on the complaint itself, and undergone one of the severest operations, perhaps, in all surgery, in the hope of being cured. The above misfortune will best account for his not having been, far as we have been able to discover, ever engaged in any very active service. Not long after the commencement of the Spanish war he was appointed captain of the *Dublin yacht*, a station which he resigned to his son in the year 1748, in consequence of the ill health with which he was afflicted. In rear-admiral Hardy's list he is said to have died in England on the 27th of December 1752; but
in

in a private memorandum, the year 1756 is given as the time of his decease.

WINDHAM, James—was, on the 30th of May 1721, appointed captain of the *Solebay*. He was afterwards removed into the *Diamond*, and ordered to the *West Indies*. He died in the bay of *Honduras* on the 3d of January 1724-5.

1722.

BRAITHWAITE, Samuel,—was, on the 28th of January 1721-2, promoted to be captain of the *Exeter*. The only subsequent command in which we find him was that of the *Kingston*, a fourth rate of sixty guns, one of eight two-decked ships put in commission on the 15th of February 1727, and intended to form a part of the fleet collecting for the *Baltic*. The destination, however, of several of the ships was afterwards changed, and in this number the *Kingston* was included, being sent, in the month of June following to *Gibraltar*, with a convoy of transports, having troops on board for the reinforcement of that garrison. The *Kingston* remained on that station, under sir Charles Wager, during the continuance of the short rupture; and when that was concluded, was ordered, with several other ships of war, to convoy back to *Ireland* the different regiments that had been drawn from thence on the above emergency. We do not find captain Braithwaite to have held any command subsequent to that of the *Kingston*, and believe him to have totally retired from the service many years before his death, which happened in the month of June 1750, or, as others say, 1751.

LAWES, Joseph,—was, on the 28th of October 1722, appointed captain of the *Mermaid*; and in the month of February 1726-7, was promoted to the command of the *Lyon*, a fourth rate, fitted out with the same intention the *Kingston* was, which we have already noticed in the life of captain Braithwaite. The *Lyon*
also

also did not proceed to the Baltic, but accompanied the *Kingston* to Gibraltar, and sailed from thence to the West Indies, in the month of December, with Mr. Hopson*, who was appointed to the chief command in that part of the world. On his return from thence the *Lyon* was paid off, and captain Lawes is not known to have held any subsequent command till the year 1731, when he was made captain of the *Flamborough*, a sixth rate of twenty guns, one of four vessels, all of the same description, ordered to be suddenly equipped and sent to the West Indies for the purpose of restraining the insults and depredations then daily committed by the Spanish guarda costa's in that part of the world. Whether captain Lawes ever proceeded on the above service does not clearly appear, nor do we know any thing farther relative to him, except that he died at Plymouth on the 19th of March 1733, being at that time commander of the *York*, to which ship he had been just before appointed.

MACCARTHY, Robert, commonly called Lord Muskerry,—was the eldest son of Charles Maccarthy, earl of Clancarty, in the kingdom of Ireland. This unfortunate nobleman having exerted himself in the most conspicuous manner in support of the arbitrary measures of king James the Second, was attainted by act of parliament. His son, being born after the above event, was, consequently, not implicated in his guilt, and was always distinguished by the same honorary title he would have had a legal right to, had not his father's delinquency destroyed it. The family possessions being nearly annihilated by the foregoing procedure, his lordship entered early in life into the navy, and was, on the 17th of March 1721-2, appointed captain of the *Solebay*. We hear nothing of him after that time till the month of January 1728, when he was appointed captain of the *Adventure*, a large fifth rate mounting forty guns. In 1729 that ship was one of the fleet collected at Spithead, under sir Charles Wager. From thence he was sent to the West Indies, where he continued two years without any opportunity of signaling himself, for the behaviour and note of the Spaniards was of late much altered: and though depredations in some degree continued, yet these were rather to be considered as the piracies of individuals than as a national insult, the

* See page 84.

court having given the most positive and peremptory orders to all the Spanish subjects to observe the most peaceable demeanour towards the British. Many who were hardy enough to act in contravention of that edict were imprisoned and otherwise punished in the most exemplary manner.

The conduct of the British was of course equally amicable and polite. Several Spanish ships of war, with a considerable quantity of specie on board, having been wrecked on Point Pedro shoals, off the island of Jamaica, all possible exertions were made to save the money. These were so successful, that, in the month of April 1731, two hundred and twenty thousand pieces of eight, belonging to the public treasure, were carried by his lordship to Cadiz, together with an unregistered sum equal in value, as it was said, to the above. We are unacquainted with any command his lordship held after the above time, notwithstanding we believe him to have been occasionally employed, more particularly previous to the rupture with Spain in 1739. Having then fallen under the unhappy suspicion of being strongly infected with those principles and attachments, which had on a former occasion proved the ruin of his father; he was ordered to be struck off the list of naval officers on the 16th of July 1749. He afterwards entered into a foreign service, so that the time of his death is unknown to us.

SOLGUARD, Peter,—was a gentleman of foreign extraction, we believe Danish; and having entered into the English service, was, on the 2d of July 1722, appointed captain of the Greyhound. He remained in the same command several years, serving in the West Indies under vice-admiral Hosier, where he had at least an equal share with his cotemporaries in the several events which took place there, and was not also without his portion of success. His most consequential service was the capture of a Spanish ship, in June 1727, bound from the Havannah to Teneriffe, with a valuable cargo, and upwards of seventy thousand dollars in specie, and of a large pirate ship which had committed many depredations. The remainder of his services were, as well as those of all his colleagues, confined to the mere act of cruising during the

the continuance of the ensuing armed peace. In this interval he commanded the *Hector* of forty guns on the Mediterranean station, and afterwards the *Royal Oak* of 70, one of the guardships. On the prospect of a rupture with Spain, he was appointed captain, in 1739, of the *Berwick*, of seventy guns, in which ship he was immediately afterwards ordered for the Mediterranean. Soon after his arrival at Gibraltar he was most unhappily seized with a fever of which he died at that place on the 19th of March, 1740. Of this gentleman we have briefly to remark, that as no man ever lived more esteemed, so did no one ever die more lamented. It may be truly added, and without a figure, that at his funeral, every seaman, every officer, under his command, bewailed him as affectionately as if each individual had lost a friend most truly beloved, or a parent most highly revered.

1723.

NO person appears to have been advanced to the rank of post captain between the 1st of January 1722-3, and the first of January following.

1724.

ANSON, George, Lord, — was the descendant of a very respectable family long settled in the county of Stafford. He was the second and youngest son of William Anson, esq. of Shugborough in that county, and his wife Elizabeth Lane, one of the daughters and co-heirs of Ralph Lane, esq. and sister to Mary, countess of

Macesfield. Having very early in life discovered the strongest propensity to the naval service, he received the education necessary for such a pursuit; and passing through the subordinate stations of midshipman and lieutenant with much credit and reputation, was, in 1722, advanced to the rank of commander of the *Weazle* sloop. He was, on the 1st of February 1723-4, promoted to the rank of captain, and appointed to the *Scarborough* frigate. No mention is made either of the services or stations on which he was employed, or even the ships he commanded, till the year 1731, at which time he was captain of the *Diamond*, a fifth rate of forty guns. This vessel was one of those originally intended to have been sent to the Mediterranean with sir Charles Wager, but never proceeded thither. In 1737, till which time we have no farther account of him, he was appointed to the Centurion of sixty guns, and sent as commanding officer, with a distinguishing pendant, to the coast of Africa, from whence he passed to *Carolina*. On the eve of the rupture with Spain he was pitched upon to command a squadron, consisting of five or six two-decked ships, having on board a body of land forces under colonel Bland. This force was intended to be sent to the East Indies, on an expedition against the valuable Spanish settlement of *Manilla* or *Luconia*, one of the Philippine islands. This force, taking its success as an absolute certainty, was to be there joined by a squadron of equal force, commanded by the brave and unfortunate captain *Cornwall*, who was to have proceeded to the westward round *Cape Horn*; and after attacking and destroying as far as possible the Spanish settlements on the Western coast of America, was to have formed the junction just stated; they were then jointly to attempt any enterprize still greater, which their own prudence and ability might suggest to them the power of carrying into execution with effect.

This plan, which appeared exceeding feasible and likely to have been productive of the most solid advantages to the nation, was in part suddenly abandoned by administration, for reasons which have never yet been made public; the original destination of Mr. Anson was changed, and he was ordered to pursue the route and plan which had been intended for the squadron under Mr. Cornwall. He received his commission on the 10th of January,

and though his instructions bore date on the 31st of the same month; through some unaccountable and unpardonable delay, these were not delivered to him till the 28th of June following. He repaired immediately to Portsmouth, where he found his squadron collected, but in no condition for sea, there being at least a deficiency of three hundred men in the different ships' complements of seamen. This inconvenience the commodore was assured should be immediately remedied, by his having a number equal to his wants turned over from on board the fleet then lying at Spithead under the command of Sir John Norris; but this promise was so far from being fulfilled, that Sir John peremptorily refused to part with a single man, alledging the service in which he himself was employed was most consequential to the nation; and that, holding himself responsible for events, he could not think of rendering any part of his own force unfit for service by complying with the requisition.

Thus were the sanguine hopes Mr. Anson had entertained of being able to proceed to sea without delay totally frustrated; and at last, when he had waited with much impatience for a considerable length of time, all the assistance he was able to procure, as a supply, instead of the numbers actually due to his ships according to the establishment, was a recruit of ninety-eight marines, forty seamen only that could be said to be in a condition fit to undertake so very distant a voyage, and thirty-two convalescents newly discharged from the hospital: nor was the above the only mortification to which the commander of this unfortunate squadron was subjected. According to the original plan a complete regiment of foot, then commanded by colonel Bland, and three independent companies, were to have embarked as a land force, destined first to attack Baldivia, a very consequential settlement, belonging to the Spaniards, on the western coast of South America. But even this part of the armament was afterwards abandoned in the most unaccountable manner; and instead of those troops which, had the squadron sailed in proper time to get round Cape Horn without accident, might have assaulted with success the rich town of Acapulco itself, administration substituted a draft of five hundred out pensioners belonging to Chelsea hospital. Two hundred and fifty-nine

only of these embarked, being those most feeble and incapable of effecting their escape from a service which their comrades justly considered as sending them to a certain death. We cannot refrain from assenting to a remark made by Campbell on this occasion, that in cases like the present it is not easy to determine which we should most execrate, the heads or the hearts of those who are entrusted with the management of public affairs. That it surely could require but a very moderate share of understanding to know that troops of such a description so far from being in any degree serviceable, must necessarily prove a burdensome obstruction to the success of an expedition, which, from its very nature, required health, strength, and vigour in its utmost perfection. As to heart, could any thing be imagined more inhuman, than treacherously dragging from their peaceful habitations, and the enjoyment of a scanty reward for past services, a number of decrepit old men, conscious of their own inability to render farther service to their country, and certain of a most inglorious catastrophe.

To supply the deficiency of the intended force occasioned by the above desertion, ministry, as if still resolutely bent on doing every thing in their power to prevent even the possibility of success, ordered three companies of marines, consisting of two hundred and ten men, to be embarked. Those were newly raised, consequently totally uninured to the fatigues, even of Channel service, and ignorant of all military discipline. Having received this wonderful reinforcement the Squadron dropped down to St. Helen's, on the 10th of August, to take advantage of the first spurt of fair wind. The absurdity of the measures which had been uniformly pursued in the management of the whole expedition was not yet complete, for, as Campbell observes, instead of suffering Mr. Anson to proceed and tide it down Channel, as he might have done in light winds with his small Squadron, he was ordered to sail from St. Helen's with the two fleets collected there under Sir Chaloner Ogle and Admiral Balchen, amounting to one hundred and forty-five sail. It being impossible for so great a number of ships to proceed to sea safely without an easterly or leading wind, a considerable time was in vain consumed in waiting for that opportunity:

portunity: and when weary of fruitless expectation, the lords justices at last ordered Mr. Anson to make the best of his way with his own squadron without waiting for the other fleets. He sailed on the 18th of September with a light wind, nearly west, and in four days cleared the Channel.

His force consisted of the *Centurion*, his own ship, of sixty guns; the *Severn* and *Gloucester*, of fifty; the *Pearl*, of forty; the *Wager* storeship, an old Indiaman, mounting twenty guns, purchased into the service, and very unfit to be sent on so dangerous a voyage; and the *Trial*, a snow carrying eight guns: to these were added two victuallers, one of four, the other of two hundred tons burthen. The land forces, that is to say the invalids, and marines, amounting together to four hundred and seventy men, were commanded by colonel Cracherode. From what we have premised it may be concluded, that all unprejudiced persons could entertain but very slender hopes of success. The force was in itself by no means adequate to the magnitude of the undertaking; and the extraordinary delay from the month of January, when the expedition was first arranged, to the month of September, when it proceeded to sea, not only enabled, as it was well known, the Spaniards to equip and send to sea a squadron of superior force to counteract its operations, but exposed Mr. Anson and his ships to the extreme danger of making their passage round Cape Horn, and passing through those very inclement seas at the most inhospitable and improper season; a circumstance that contributed more to the subsequent safety of the enemy's settlements than their ability of resistance, either from the strength of their fortifications or that of Mr. Pizarro's squadron.

Mr. Anson being at length at liberty to pursue his voyage, steered for the island of Madeira; but as if Providence had leagued with the authors of his former delay, and united to effect the utter ruin of this apparently devoted squadron, he was thirty-seven days on his passage thither, a run which is most frequently made, if the wind prove favourable or moderate, in ten or twelve. On his arrival there, on the 25th of October, he had intelligence that a squadron, consisting of seven or eight Spanish ships of the line and a *Patache*, had been seen cruising to the

westward of that island for several days: this was in truth the very squadron, under admiral Don Pizarro, of which we have already made mention. The commodore immediately dispatched a small vessel to reconnoitre; but she having returned without affording him any information, and the water of the squadron being completed, he sailed on the 3d of November, steering for the coast of Brazil. On the 28th he crossed the line, and on the 21st of December came to an anchor at the island of St. Catherine's.

The crews of the different ships having become sickly during the passage, it was necessary to remain at the port above-mentioned for a short time, in the hope of recovering them by the supposed salubrity of the climate, and the constant use of fresh provisions. Mr. Anson was, however, much deceived in these too sanguine expectations; the climate itself not being by any means so healthy, or the Portuguese so hospitable as they were generally represented; insomuch that the number of sick was actually rather encreased than diminished during his continuance there. The ships having set up their rigging and completed other little necessary duties and repairs, as well as sufficiently recruited their stock of provision and water, the commodore left St. Catherine's on the 18th of January steering to the southward, along the western coast of America: and, as it was highly probable that, considering the inhospitable climate, rendered still more hostile by the dangerous season of the year, the squadron might be separated, three different places of rendezvous were, with the most prudent precaution, appointed. The first, at the port of St. Julian on the coast of Patagonia; the second, at the island of Socoro in the South Seas; and the third, at Juan Fernandez. As had been foreseen, the Pearl separated from the rest of the squadron soon after it sailed from St. Catherine's, and did not rejoin it till a very short time before they made the harbour of St. Julian. During her absence she was chased, and very narrowly escaped being taken by the Spanish squadron, the most perfect account of Mr. Anson's force and movements having been sent to Pizarro, at Buenos Ayres, through the treachery of the Portuguese governor, at St. Catherine's. This information was so correct and precise, that the Spanish commander was enabled to disguise his ships so completely

completely as to enable them to pass on all those who were not the most accurate judges for those under Mr. Anson; and the very form of the Commodore's broad, or distinguishing pendant was so perfectly imitated, that the officers and crew of the Pearl were very near falling victims to the treacherous delusion.

The Trial sloop having lost her main-mast during her passage, the necessary repair rendered their stay at the island of St. Julian, where they arrived on the 18th of February, longer than had been at first proposed; but the whole being accomplished by the 27th, the Squadron again put to sea and passed the straits le Maire on the 7th of March. These were considered as the boundary of their troubles, the entrance into the Pacific Ocean, where they would have no storms to encounter, nor any other occupation but that of distressing the enemies of their country and enriching themselves. The ships, taking all circumstances together, were far from being in a bad condition for service, their crews not remarkably unhealthy, and those who were oppressed with disease would, as it was hoped, soon recover under the benign influence of a milder climate, and those repeated opportunities which were expected of procuring fresh provisions, from their foes or otherwise.

These pleasing ideas were scarcely raised ere they vanished. The sternmost ships of the Squadron had not cleared the straits when a most tremendous hurricane arose which had nearly driven them on shore. Having escaped this imminent danger, they were incessantly exposed, during a period of two months, to all the horrors and dangers of a most impetuous tempest. During this time the ships sustained the most serious damage in their masts and rigging; their hulls were so strained as, figuratively speaking, to admit water at every seam; and the crews themselves became so weak and sickly as to have scarcely strength and energy sufficient to work their crazy shattered vessels. Yet through all this complicated distress, owing to the prudent regulations and orders which had been issued to all the captains of the Squadron, and their strict and attentive observance of them, they for a long time bid defiance to the war of elements and kept together. The fury of the still increasing tempest at last proved too strong
for

for mortal exertion. All that remained for the several ships of the Squadron, dispersed as they were, was to make every effort at reaching the place of appointed rendezvous. Two of them, the *Severn* and *Pearl*, were obliged to put back; the *Wager* storeship resolutely persevering in the attempt, was wrecked; the commodore himself, with the *Gloucester*, the *Trial* sloop, and *Anna* pink, victualler, were all that made their passage to the island of *Juan Fernandez*.

To return to *Mr. Anson*. After having with the most incredible difficulty succeeded in making his passage round *Cape Horn*, notwithstanding it was the opinion of every man in the ship that none had survived the tempest but themselves, he proceeded for the first appointed rendezvous, where having cruised in vain for upwards of a fortnight, in hopes of meeting with some ships of the Squadron, and being disappointed, was consequently, together with his people, strengthened in the first opinion. Still did he hold it his indispensable duty to persevere while the possibility of fulfilling his first instructions existed: he accordingly steered for the island of *Juan Fernandez*, and on the 28th of *May* arrived actually in sight of it; but from its appearance, in consequence of the state of the atmosphere at that time, it was deemed only a cloud. The ship accordingly altered her course, and on the 30th of *May* the crew were convinced of their former error by a more perfect sight of the high land of *Chili*. Their state was now become truly deplorable, water was grown very short, and the people so sickly that it was no uncommon disaster for six or seven of them to die in the course of twenty-four hours. Those who survived were so enfeebled that they almost despaired of reaching the fertile and salubrious spot where their health might again be renovated. The *Centurion* was, however, fortunate enough to reach this object of general wish on the 9th of *June*. So reduced were her crew by the scurvy and fatigue, that of four hundred and fifty men who three months before passed the streights *Le Maire*, in what might be called good health and vigour, scarce half that number were alive; and so many of the survivors confined to their hammocks that, with the manual assistance of all the officers, without exception, it was with the utmost difficulty

difficulty they could muster sufficient strength to bring the ship to an anchor on the following day.

The first business entered upon was, as might be reasonably supposed, the landing of their sick; from the speedy recovery of whom the commodore found the report of the salubrity of the climate, and the vegetable productions of the island, particularly in cases of persons afflicted with the scurvy, by no means exaggerated; for though a very considerable number might be considered, in the last stage of that distemper, yet, after the two first days, scarce ten persons died during the time of their continuance on the island, a period of three months. The commodore was some time afterwards joined by the Gloucester, Trial sloop, and Anna pink, victualler; the two former, if possible, in a worse condition than the Centurion had been. The health of the survivors was, however, restored, and the ships refitted as well as circumstances would admit. Such was the state of affairs when a strange ship was discovered in the offing. The Centurion being in the most forward state of equipment, the commodore immediately slipped his cable and ran out to sea in pursuit. The vessel he had seen escaped for the night; but to make him amends for this temporary disappointment, he fell in with and captured her on the following day. She proved to be a Spanish merchantship with a cargo of considerable value, and some specie, bound coastwise. Finding, by letters taken in the prize, as well the information of the people, that some considerable captures might probably be made before the coast was sufficiently alarmed to keep their vessels in port, the commodore, on his return to Juan Fernandez, made every possible dispatch in getting the Gloucester and Trial ready for sea, the victualler having been condemned and broke up. They accordingly, as well as himself, made every possible dispatch in getting ready for their final departure from the hospitable spot whence they had derived so much succour.

The Centurion, and the Tryal sloop*, together with the Prize ship, the Carmelo, which was fitted as a cruiser with the Victualler's guns, in the best manner circum-

* The Tryal sailed in a very few days after Mr. Anson's return; the Commodore himself, with his prize, on the 19th of September.

stances would permit, sailed from Juan Fernandez with the above intention, leaving the Gloucester, which ship was not in quite so forward a state to follow them. The Centurion was soon joined by the Tryal, with a very large and valuable ship she had taken, but had sustained so much damage in her masts during the chase, and was moreover found to be so very leaky and defective as to be totally unfit for service: it was therefore resolved to scuttle her*, and commission the prize as an English frigate, she having been formerly employed as one in the Spanish service. The commodore and his new consort afterwards cruised in company, and were successful enough to take two prizes of no inconsiderable value to the Spaniards, but less to the captors, who had no means of disposing of them. The commodore finding, however, that the coast was alarmed, and little farther success was on that account to be expected by continuing his former employment, and having also received information that a considerable treasure was then lying at Paita, a Spanish town within a few leagues of him, and by no means so defended as to be capable of making any considerable resistance, he immediately resolved to bend his course thither, and when at a convenient distance to attempt surprising it, with his boats manned and armed.

Having arrived on the station he judged proper to commence operations from, fifty-eight men were chosen from the different crews, and put under the command of Mr. afterwards sir Piercy Brett, the commodore's first lieutenant with a proper quantity of arms and ammunition: The boats left the ships two hours before midnight, and Mr. Brett with his people managed their business with so much address and spirit, that by the morning they were in complete and undisturbed possession of the town, together with a small fort which was its only defence. The commodore and his ships stood after the boats under an easy sail, and at day break the next morning had the satisfaction of learning the complete success of his detachment from the sight of the English colours which were hoisted on the enemy's fort. The removal of every thing that was most valuable

* This circumstance will be hereafter found more particularly described in the life of sir Charles Saunders.

from

from the town, on board the squadron, immediately took place; and so much diligence was used in the transportation * of them, such care in properly barricading and guarding the different avenues, that the whole business was completed in three days without the smallest interruption on the part of the enemy. The governor and inhabitants, who all made their escape and rendezvoused in great numbers on a hill at a small distance, having refused to ransom the town, notwithstanding many liberal offers were made to them for that purpose, the commodore, after having, according to his previous promise, landed the prisoners he had made in the several prizes, ordered it to be set on fire. He immediately quitted the bay after having sunk five or six vessels which he found there that were of no use to him; and brought off a ship, called the *Solidad*, which, having the character of a prime sailer, he thought might be useful in his future operations.

He sailed from Paita on the 16th of November, and was two days afterwards joined by the *Gloucester*, who had only taken two small vessels. The grand object and point of their future operations was the capture of the galleon, which, according to the common course of events, was expected to arrive from Manila, at Acapulco, in the month of January following. It was only the middle of November, and it was therefore reasonably expected that the squadron would be able to get into the necessary latitude in proper time. The force under the commodore, including prizes, amounted to eight ships; but two of them were † found such indifferent sailers, that, to prevent delay, they were ordered to be cleared of the most valuable part of their cargoes and then set on fire, as was a third immediately afterwards. In the beginning of December the squadron arrived at the island of Quibo, near the bay of Panama. The commodore, while at Juan Fernandez, had formed to himself hopes of procuring at this place a reinforcement of men across the isthmus of Darien from

* The booty carried off amounted to about 30,000 l. but the loss sustained by the Spaniards, including the property destroyed, was moderately estimated at a million and an half of dollars.

† One of these was the *Solidad*, the ship brought from Paita, so little did she answer the character given of her by the Spaniards.

Mr. Vernon, who he well knew was sent on the expedition against Carthagena. But these expectations were annihilated by letters found on board one of the prizes, from which he learnt that that enterprize had failed; so that, after a stay of eight days, the squadron left Quibo, steering their course for the coast of Mexico. Previous to their departure the commodore distributed to the captains and commanders of all the different ships orders for them, in case of separation, to use their utmost endeavours to get a little to the northward of the harbour of Acapulco, that being the track of the expected prize. But though the ships never lost sight of each other, they were so much retarded by calms, contrary winds, and other causes, that they did not fall in with the coast of Mexico till the 29th of January.

Now were the hopes of every individual in the squadron raised to the highest pitch; each flattering himself with the pleasing golden dream of returning back to his native country sufficiently enriched, according to their different stations, to make them amends for labour, fatigue, and complicated misery, induced by disease, all which by far the greater part of them had felt in their most severe shape. This happy delusion was soon frustrated, or, at least, the possession of their expected riches was for some time postponed, for the commodore learnt from three negroes, which were surprized in a canoe by the crew of his barge, off the harbour of Acapulco, that the galleon had arrived there on the 9th of January, twenty days before he himself made the coast. As a palliative to this disappointment he learnt, through the same channel, that her sailing from Acapulco on her return to Manilla, was fixed for the 3d of March; and both himself, as well as his people, comforted themselves with the reflection, "that her cargo having, on her arrival at Acapulco, been exchanged for silver, she would be a much more advantageous capture than she would have been if taken on her passage to Acapulco." The interval passed somewhat slowly, as might naturally be expected in minds raised to the very tiptoe of expectation; their principal employment was anticipating their future greatness, and considering the most likely measures to ensure its completion. The arrangements made by the commodore were,

were, in every respect, the most judicious that could have been conceived. He formed a line of twenty leagues, by stationing the several ships of his squadron, as well as the cutters of the Centurion and Gloucester, at equal distances from each other, all at such an offing from the shore that they could not be observed; the cutters had orders to stand nearer the shore every night, and work off again on the approach of day, so that it was actually impossible for any vessel to pass in or out of the harbour unobserved.

On the expected dawn every eye was eagerly turned towards the quarter from whence their treasure was expected to approach, and strained in fruitless gazing. A second and a third day succeeded, and were equally unproductive of success. Every cloud was converted by the credulous eye of fancy into a sail; and a fire on the shore was chased with the utmost eagerness during one whole night: during which the most positive assertions were made, by different persons on board, of circumstances and appearances which, all proving fantastic, sufficiently demonstrate how much a mind, blinded by prejudice, may be inclined to embrace and assert, as an incontrovertible truth, the visions of fancy and vain credulity.

Nearly a month was spent in this torment of expectation and hope; and it was at last generally believed, what afterwards proved to be really the case, that the barge, when first sent to discover the harbour of Acapulco, at the time when the canoe with the negroes were seized, was descried from the shore, and the sailing of the galleon was of course deferred till the ensuing season. A multitude of schemes were suggested for possessing themselves of the hoped-for prize; but from the impossibility of carrying them into execution, were abandoned as soon as framed. One of these was started by the commodore himself, who proposed to attack the town of Acapulco, by landing two hundred of his people, under the fire of the ships of war, which were to have run in close for the purpose; but this also was given up, as the numbers remaining behind were by no means adequate to the intended service. Having, however, continued on their station as long as ever their stock of wood and water would permit, the squadron, unsuccessful as it was, was obliged to make for the harbour of Chequetan, about thirty leagues

leagues to the westward of Acapulco, where he arrived on the 7th of April. All hope of farther success on the coast of America being now totally at an end, nothing remained but to put their ships in the best possible condition to cross the Pacific Ocean, and patiently wait for the ensuing season, in the hope of intercepting their long-sought-for prize on its passage to Manilla. The united crews of the whole squadron amounted not to more than three hundred and thirty persons, a number far inferior to the complement of the *Centurion* alone, and totally inadequate to the task of navigating five ships over the immense ocean which intervened between America and China, the next land where they could, with certainty, rely on receiving succour after they quitted the former Continent. The necessary preparations were made to effect that purpose; and the *Carmelo* and *Carmin*, together with the *Tryal's Prize* frigate, were, through necessity, after having been cleared of the most valuable part of what they contained, towed into the offing, scuttled, and sunk. The crews of the *Centurion* and *Gloucester* being by the above means somewhat reinforced, and the necessary recruit of wood and water accomplished, the two remaining ships weighed anchor on the 28th of April; but so much were they delayed on their passage, that it was the 8th of May before they lost sight of the American coast. This circumstance appeared as a prelude to their future misfortunes; calms, succeeded by repeated gales of wind blowing contrary to their course, so much impeded their passage, that, on the 15th of August, after having been nearly four months at sea, they were reduced to the indispensable necessity of destroying the *Gloucester*, as well for the purpose of reinforcing the crew of the *Centurion*, already miserably reduced by disease, as for the safety of those on board the former ship, which had sustained so much injury in her masts and rigging, and was moreover so leaky in her hull, that it was dangerous to continue in her any longer. The crew being accordingly removed, the vessel was set on fire.

The *Centurion*, freed from that delay of necessity induced by attendance on the *Gloucester*, which ship had for a considerable time sailed very heavily on account of the injury sustained in her masts, made every effort with her
weak

weak and dispirited crew to reach the Ladrone Islands*. On being able to effect this, their only hope of preservation and safety depended: but notwithstanding every exertion, encouraged by a conviction of not being far distant from those salubrious shores, they were not fortunate enough to come to an anchor at Tinian till the 28th of August. The commodore, and the miserable survivors of his crew, again experienced a second revival, and preservation from destruction, for, from the state to which they were reduced, it was most probable that, had they been kept out at sea six days longer, they would not have had strength enough to work the ship, but must all have unavoidably perished. The sick, amounting in number to one hundred and twenty-eight, being landed with the utmost dispatch, their recovery was as expeditious; and the disease attended with as little mortality, after they were put on shore, as had been the case before at Juan Fernandez. The crew were in a tolerable state of convalescence when a very alarming accident took place. A violent tempest arose, and drove the Centurion to sea, the commodore and an hundred and thirteen of his people remaining on shore.

They all agreed in opinion that the Centurion must have been inevitably lost; and their first care was, consequently, to provide some means of escape to China, as the nearest place of refuge. When they first took possession, as it may be said, of Tinian, they found there a Spanish bark of fifteen tons burthen, sent thither to procure a lading of salt, which is produced naturally in ponds by the exhalation of the sun. This vessel was immediately hauled on shore; and such speedy measures were used to lengthen and fit it for sea, that, on the return of the Centurion, after an absence of nineteen days, so considerable a progress was made, that, in a very short time longer, it would have been actually completed. When the ship came again to an anchor, the commodore, and the greater number of his people, went immediately on board, leaving only about forty persons

* To add to the distress, the ship about this time sprung a leak, a dangerous inconvenience which every possible effort was unequal to the remedy of, though happily so far palliated as to permit them to reach Tinian, and afterwards China, in safety.

on shore to finish the necessary duties of wooding, watering, and collecting different articles for their sea store. A second tremendous gale drove the Centurion once more to sea. It was inferior in violence as well as shorter in duration than the former; and the crew being not only much stronger, but also animated by the presence of their commander, the ship returned to its former anchorage after a much shorter absence than the preceding. The Spanish vessel had in this painful interval undergone a second transformation; those who remained on shore despairing of the Centurion's return, and thinking it an useless waste of labour and time to attempt carrying the former project into execution, when the vessel in its original state would have been sufficient to transport them to China, they immediately began to fit it for that expedition, and had actually so far proceeded as to bring together again the two ends of the vessel, which had on the former occasion been cut asunder in order to lengthen her. A very short time would have enabled them to complete their design, when the second happy return of the Centurion into the bay rendered it useless. The health of the whole crew being completely re-established, and the ship refitted as well as the situation and existing circumstances would permit, every trivial duty remaining was hastened with the greatest spirit, as experience had taught the commodore the danger of continuing any longer, at that season of the year, in so unsafe an anchorage.

Every thing being ready for departure, the Spanish bark and all the materials collected for its equipment that were not worth removal, were set on fire; and the commodore took his final leave of the enchanting spot, where not only the health of his crew, but of himself also, which on his arrival was in a very precarious state, had been completely re-established. The Centurion sailed from Tinian on the 21st of October, steering directly for Macao, a Portuguese settlement near the entrance of the river Canton, in China, where it was intended to refit the ship more completely. They made the coast of China on the 5th of November, and without any intervening accident or extraordinary occurrence, anchored in the road of Macao on the 12th. The commodore had now to encounter a number of unforeseen difficulties,

difficulties, delays, and disappointments, from the strange equivocating conduct of the Chinese. Permission was at last, however, obtained to refit his ship and replenish his nearly-exhausted stock of provisions: but even when this had been formally assented to by the government, impediments arose, not indeed of so serious, but scarcely of a less provoking nature.

It was not without some difficulty the commodore prevailed on the proper artificers to undertake the necessary repairs; and in every transaction where it was possible to exhibit the least appearance of dishonesty or chicanery, these were always remarkably conspicuous in the behaviour of the Chinese. It has been elsewhere observed, with much truth, that more folly and impertinence were displayed by the people there than could easily be conceived; and partly owing to this circumstance, and the cunning of interested persons*, the commodore experienced the greatest difficulty in procuring the various supplies he stood in need of. Perseverance, caution, prudence, and affability having at length overcome the obstacles already stated, and the ship being re-equipped and stored, the commodore was enabled to sail from Macao on the 19th of April 1743. During his continuance there he had been fortunate enough to procure a small and necessary reinforcement to his very reduced crew by enlisting a few Lascars, or Indian seamen; and his people, notwithstanding the fatigues and those horrors of disease which they had before encountered, were in good health and better spirits. The capture of the Manilla galleon had for a long time been, and always perhaps since the first and original object of the expedition had been defeated, the point to which the commodore wished to direct his attempts; hoping that the armament would not be said to have been fitted out in vain if it were possible to deprive

* The Spaniards, who were informed of every transaction by the treachery of the Chinese, planned an attempt to burn the Centurion while lying on the careen. Some disagreement among themselves prevented its proceeding. But the commodore, who on his part had received an intimation of what was in agitation, took such precautions to counteract an attack, that there is little doubt, if it had actually been made, his diligence, aided by the gallantry of his little crew, would have been fully sufficient to have repelled the open hostilities of one party, and frustrated the treacherous design of the other.

the enemies of his country of so great and consequential a treasure.

During his continuance at Macao he had very industriously and successfully propagated a report, that it was his intention to proceed to Batavia, and from thence to return to England. Nothing was farther from his intention; he determined to measure back a considerable part of that ocean he had before so uncomfortably passed over, and cruise off Cape Espiritu Santo, in the hope of intercepting the ship on that station when on her voyage from Acapulco. In pursuance of this resolution, he had no sooner cleared the land than he called his people together, and opened to them his intention. He represented in glowing terms the value of the expected prize, and the ease with which he doubted not but she would fall into their hands, were they ever fortunate enough to meet her. There was little occasion for elocution and persuasion, at such a juncture, to urge a body of seamen in the pursuit of so favourite an object. They hoped that the Acapulco ship, having been detained in port by the dread of the English Squadron during the preceding season, there would now be two instead of one, and consequently that their riches would be doubled, a circumstance which would make them ample amends for their former disappointment. Nothing can more thoroughly prove the ardour of the British nation than this circumstance; a crew reduced by disease to very little more than half their complement, so far from wishing to avoid an enemy who singly would have nearly trebled their numbers*, they wished for nothing so eagerly as to meet with two galleons, fully confiding that they had sufficient spirit and ability to effect a conquest of both.

The commodore, after he quitted the port of Macao, stood for some days to the westward, and on the 1st of May had sight of the island of Formosa. Passing the Bashee Islands soon after, he arrived off Cape Espiritu Santo on the 20th. Here he cruised for thirty-one days till his own patience, as well as that of his crew, was nearly exhausted: but their unremitting perseverance was at length happily rewarded at sun-rise, on the 20th of June,

* The galleons, as will be presently shewn, carried near six hundred men. The other galleon had sailed from Acapulco a considerable time before, and arrived at Manilla before the Centurion reached her station.

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by a sight from the mast-head of the long-sought-for object of pursuit. One only, indeed, appeared; but they entertained hope of meeting with a second at a future hour, from the circumstance of the galleon's firing a gun and hoisting a flag at the fore-top-mast head as soon as she became visible from the Centurion's deck. The commodore reasonably concluded that was a signal to her consort, for whom she had mistaken the Centurion, and by way of continuing the delusion, ordered a gun to be fired to leeward. The supposition of the mistake made by the commander of the galleon was in great measure strengthened in the minds of Mr. Anson and his crew, from the circumstance of that vessel bearing down with the greatest coolness and apparent unconcern to the Centurion, for the English were yet ignorant of the real cause of this conduct; and that the Spaniards, well acquainted with the enfeebled state and diminished numbers of their foes, had determined to attack them, in no degree despairing of becoming themselves the conquerors.

The subsequent circumstances of the action itself, as well as what in part took place after his return to China, cannot perhaps be more satisfactorily described than in the following account given by Mr. Anson himself.

“ The south-west monsoon being set in on the coast of China before I had refitted his majesty's ship, it became impossible for me to proceed to Europe till the month of October. I therefore determined, although I had not half my complement of men, to cruize for the king of Spain's galleon, which was expected from Acapulco with treasure to Manilla. After having finished the necessary repairs of my ship, on the 18th of April, I made the best of my way for Cape Spiritu Santo, being the land to the southward of the streights of Manilla, a shore, which ships generally fall in with. Having cruised there thirty-one days I got sight of her on the 20th of June, and gave chase, she bearing down upon me before the wind. When she came within two miles she brought to to fight me; and after an engagement of an hour and an half, within less than pistol-shot, the admiral struck his flag at the main-top-mast head. She was called the *Neustra Señora del Caba Donga*, Don Geronimo Montero, admiral; had forty-two guns, seventeen of which were brass,

and twenty-eight brass pedereroes; five hundred and fifty men, fifty-eight of which were slain, and eighty three wounded; her masts and rigging were shot to pieces; and one hundred and fifty shot passed through her hull, many of which were between wind and water, which occasioned her to be very leaky. The greatest damage I sustained was by having my fore-mast, main-mast, and bowsprit wounded, and my rigging shot to pieces. I received only fifteen shot through my hull, which killed me two men, and wounded fifteen. Being under great difficulty in navigating two such large ships in a dangerous and unknown sea, and guarding four hundred and ninety-two prisoners; I was apprehensive of losing company, and thought proper, for the security of the galleon and the great treasure in her, which could not be removed, (the weather being very tempestuous) to give my first lieutenant a commission to command her, with other proper officers under him.

“ I got into the river Canton on the 14th day of July, and sent an officer with a letter to the vice king, acquainting him with the reason of my putting into his port: that I intended to pay him a visit, and desired a supply of provisions and stores. A mandarine was sent on board some days afterwards, to acquaint me that the vice king would be glad to see me, with the captain of the other ship, and brought me a licence for supplying me with provisions from day to day. He mentioned to me the payment of the duties and measurage, which he informed me, by the emperor's orders, were to be demanded from all ships, without excepting men of war. I told him that the king of Great Britain's ships were never treated upon the same footing with trading vessels, and that my instructions from the king, my master, forbid me to pay any acknowledgement for his ships harbouring in any port whatsoever.

“ Finding I could not obtain the provisions and stores to enable me to proceed to Europe, I was under a necessity of visiting the vice king. The Europeans were of opinion that the emperor's duties would be insisted upon, and not knowing therefore what means they might make use of when they had me in their power, I gave orders to captain Brett, who upon this occasion I had appointed

appointed captain under me, that if he found me detained he should destroy the galleon, (out of which I had removed all the treasure, amounting to one million three hundred and thirteen thousand eight hundred and forty-three pieces of eight, and thirty five thousand six hundred and eighty-two ounces of virgin silver and plate) and proceed with the Centurion without the river's mouth, out of gun-shot of the two forts.

"The vice king received me with great civility and politeness, having ten thousand soldiers drawn up, and his council of mandarines attending the audience, he granted me every thing I desired, so that I had great reason to be satisfied with the success of my visit."

* The commodore, after his return to the river of Canton, had, as is briefly stated in his letter, again to encounter

* The following particulars relative to this action are given in Mr. Anson's voyage; we think them too interesting to be omitted.

"At noon the two ships were within a league of each other. The commodore had taken all possible precautions to make the best use of his strength; placing thirty of his surest marksmen in the tops, he ordered two men to every gun for loading, and divided the rest into gangs of ten or twelve each, which were ordered to keep perpetually moving along the decks, and fire them one by one, as they were ready. He had not men for any other method of fighting, and this had its advantages, for the Spaniards, who were accustomed to fall flat on the deck at the discharge of a broadside, and rise again when it was over, were by this method exposed in a manner unusual to them, to a continual fire. So that although this was an act of necessity in commodore Anson, who had not men enough for his guns, according to the common way of fighting it had its benefit ultimately.

"Some foul weather separated the two ships, and for a short time, about noon, hid the galleon from the sight of the commodore: but when the weather cleared up they saw her again resolutely lying to. About one they were within gun-shot; and the Centurion hoisting her broad pendant and colours, fired upon the Spaniard with his bow-chase. As obstinately as the commander had faced the danger, he was not yet prepared for an engagement; his people were then in the act of clearing their ship, and throwing lumber overboard.

"The guns the commodore fired were answered in the same manner; and when he prepared for boarding, by getting the sprit-sail-yard fore and aft, the Spaniard did the same.

"The commodore now came within pistol shot, and the engagement began in earnest; while the great guns did great execution on

counter all the insolent chicanery of the Chinese; but his own perseverance and spirited conduct had the effect it might naturally have been supposed to produce on a nation so impotent when opposed to any European power. Not having a sufficient number of people to navigate the galleon to England, he was obliged to dispose of the vessel at Macao for the paltry sum of six thousand dollars, a sum scarcely amounting to one-tenth of her real value; and after being detained by the above-mentioned manœuvres for the space of nearly five months, fell down the river of Canton on the 7th of December. When he had, as already observed, concluded the sale of his prize, he quitted the port of Macao, and finally took his leave of the coast of China on the 15th of the same month. He arrived at the Cape on the 11th of March; and having obtained there a necessary recruit of water and provisions, as well as a small reinforcement of men, who entered with him at that place, he sailed for England on the 3d of April, and came to an anchor, at Spithead, on the 15th of June, without having met with any sinister accident, or, indeed, remarkable occurrence during his passage. Yet as if that Providence which had before so remarkably manifested itself in the protection of this ship, and the poor remains of her once formidable crew, was resolved to continue and make known its exertions to the world, even to the last moment of the voyage, it was found on the arrival of the commodore at Spithead, that he passed through the center of a French Squadron which was then cruising, at the entrance of the British Channel, for the express purpose of intercepting him. That he had been enveloped as it were in a cloud, and obscured from their sight by a mist, so thick as to excite the astonishment of every person on board; but which during its continuance, little sensible of their impending danger, they had

the hull, the marksmen placed in the tops made a terrible havock. They, according to their directions, singled out the officers; taking aim at them as fast as they appeared, their first volley having driven the Spaniards from their tops. The havock among the principal persons was so great, that of all the officers who appeared upon the deck, only one escaped unhurt. In an hour and a half the contest ended in the surrender of the Spaniard."

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considered as an event of the most inconvenient, and not improbably unfortunate kind.

So high was the degree of credit acquired by the commodore in consequence of his conduct during the foregoing very perilous voyage, that, in eight days after his arrival, he was advanced to the rank of rear-admiral of the blue. It has been not unshrewdly remarked, that the greatest talents are frequently consigned by misfortune to everlasting oblivion, while success alone is sufficient to secure everlasting fame; but it is necessary this success should not be partial but complete in all points, for many persons have, in the particular instance of Mr. Anson, rather invidiously observed, that "though he was himself enriched, and by an occurrence too, which they are pleased to term accidental, yet that the British nation was by no means indemnified for the expence incurred by it*, and that the original design was entirely defeated." The expedition itself was one of those speculative attempts in war which are always considered as hazardous; and very frequently prove unsuccessful. Nothing ever induces an administration to espouse or encourage them but the chance of deriving an immense advantage, if fortune favours the undertaking; and sustaining a loss comparatively trivial if otherwise. Considerable neglect and delay took place in the equipment, circumstances the most unpropitious that could have happened to the intention with which the armament was sent out: and though upon the whole that intention certainly failed †, yet was that misfortune by no means imputable to Mr. Anson, who

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* Some have farcally, though, perhaps, with some truth on their side, remarked, that had the Manilla ship escaped the vigilance of the English commodore, he would, in all probability, have been laid aside, on his return to England, as a superannuated captain, and died in obscurity; but his great wealth created considerable influence, and threw a new lustre on those talents which would otherwise have passed unobserved.

† No expedition can be deemed unserviceable in its consequence which creates an infinitely superior loss or expence to the enemy. This was truly the case with respect to Spain, of the Squadron sent out under Pizarro, consisting of five ships of the line, to counteract that under Mr. Anson, one only returned to Europe, and without the smallest advantage gained, on their part, to counterbalance such a disaster. The loss of the English nation was, on the other hand, only

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certainly displayed, through the whole of this long and perilous adventure, the greatest prudence, personal intrepidity, perseverance, and spirit.

* Although Mr. Anson was raised to the rank of a flag officer, and had through those very causes, perhaps, which have just been stated, acquired a share of popular applause, which ministers have, generally speaking, some difficulty in stemming the torrent of, yet he was not employed till after a change of administration had taken place; till that time he declined not only taking upon him any command, but even accepting of the rank itself. The reason given for this conduct is, that those persons who were then commissioners for executing the office of lord high admiral, refused to confirm to captain, afterwards sir Piercy Brett, the rank and commission of captain of the Centurion*, which, as the commodore himself relates in his letter, he had given him, in the river of Canton, on the 30th of September 1743. When Mr. Anson was first appointed to command the expedition, he was offered the honour, and, indeed, assistance of a captain under him; but this he modestly, or, as some insist, warily declined†. Subsequent reasons, whether those publicly given, or other inducements latent in his own breast, we cannot pretend to determine, caused him to change his opinion and grant the commission already mentioned: this the admiralty board refused to ratify, insisting it was an illegal act; and that, although admitting the offer had been originally made

one ship of fifty guns, an old Indiaman converted into a storeship, together with a small snow sloop of war. As a counterpoise to this, the country acquired an influx of determinate and positive wealth, amounting to one million sterling; an advantage, considered in a public light, little inferior to that derived by the fortunate individuals who were more particularly and immediately enriched by it.

* The commissioners of the admiralty at that time were,
 Daniel, earl of Winchelsea and Nottingham,
 John Cockburne, esq.
 Lord Archibald Hamilton,
 Lord Baltimore,
 George Lee, L.L.D.
 Sir Charles Hardy, knight,
 John Philipson, esq.

† On the ground, as the same persons assert, that it was more to his private advantage to share, in respect to prize money, in common with the other captains, than to take as commodore and commander-in-chief.

to Mr. Anson, yet no such power of appointment was delegated to him by his instructions, and that it was consequently void.

On the 27th of December 1744, a very extensive change* in administration took place. The duke of Bedford was appointed first commissioner of the admiralty †, and Mr. Anson was not only satisfied, by a confirmation of the commission granted by him to captain Brett, but was himself honoured with a seat at the board. When the above alteration in the political world took place, Mr. Anson most willingly resumed the rank which had been before bestowed on him, and on the 20th of April following was advanced to be rear-admiral of the white. He retained his seat at the admiralty many years till he was made first commissioner, of which hereafter, but was not invested with any command till July 1746, when, having been ‡ promoted to be vice-admiral of the blue, he was appointed to command the Channel fleet as successor to vice-admiral Martin. No event however took place that was in any degree consequential, for though he continued at sea during a considerable part of the winter, in hopes of intercepting the Duc d'Anville's shattered squadron on its return from America, yet that commander, having accidentally received information of Mr. Anson's station, took the necessary precaution to avoid him, and was successful §.

Information being received early in the year 1747, that two strong squadrons, with a number of ships under their care were on the point of sailing from Brest, one destined for the East the other for the West Indies, Mr. Anson was ordered to sea with

* He was about this time chosen representative in parliament for Heydon, in Yorkshire.

† The other commissioners were,
John, earl of Sandwich,
Lord Archibald Hamilton,
Lord Vere Beauclerke,
Charles, Lord Baltimore,
George Grenville, esq.

‡ On the 14th.

§ Except that the Namure chased into the squadron, by which it was immediately captured; the Mercury, formerly a French ship of war, mounting fifty-eight guns, but then serving as an hospital ship; she left Chiboston, in Nova Scotia, with the duke and the miserable remains of his force; but being a prime failer had parted company, and was then steering for Brest.

a strong force * for the purpose of intercepting them. It had been originally intended that the united squadrons of Jonquiere and Lentendeur should sail at the same time, and keep company together till they arrived at a certain safe latitude. The division of the latter commander not being fully equipped, and the French court impatient of delay, monsieur de Jonquiere was ordered to sea without waiting for him. This resolution proved fatal to them, for though they would in all probability have been defeated by the British fleet, yet as their force, if united, would have been equal in point of numbers, and superior in strength to their antagonists, they would undoubtedly have been able to make a much better defence; many would, in all probability, have escaped, instead of falling, as they did, in succession, no very difficult prey to Mr. Anson; and, as will be hereafter shewn, to Mr. Hawke.

Mr. Anson sailed, on the 9th of April, from Plymouth for his station, being directed to cruise between Ushant

* Consisting of the following ships:

Prince George—Admiral Anson—captain Bentley	90 guns,
Devonshire—R. A. Warren—West	66
Namur—Boscawen	74
Monmouth—Harrison	64
Prince Frederic—Norris	64
Yarmouth—Brett	64
Princess Louisa—Watson	69
Defiance—Grenville	60
Nottingham—Saumarez	60
Pembroke—Fincher	60
Windsor—Hanway	60
Centurion—Dennis	59
Falkland—Barradel	59
Bristol—Hon. William Montague	50
Ambuscade—John Montague	40
Falcon sloop—Guynot	10
Vulcan fireship—Pattigrew.	

The French squadron was composed of,

Le Sereux—Monf. de Jonquiere, commodore	66 guns,
L'Invincible—de St. George	74
Le Diamant—Hoquhart	56
Le Jason—Beccard	52
Le Rubis—M'Carty	52
Le Gloire—Salelle	44
L'Aolian—Santons	30
Le Philibert—Cellie	30
Le Thetis—Maçon	20
Le Dartmouth—Penoche	18

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and Cape Finisterre. He remained off Ushant and Brest till the 20th, and then stood to the south-west in order to make Cape Finisterre. He cruised off that place till the 3d of May, when, the Cape bearing S. W. distant 24 leagues, he fell in with his object of pursuit, the French squadron and their convoy. De Jonquiere immediately drew together his ships of war which were nine or ten in number, five of which, as is shewn in the note, were of two decks, and appeared prepared to make the best defence in their power; while the ships under their protection, amounting to near thirty in number, including six small frigates or armed vessels, which remained with them as their convoy, crowded all the sail they could in hopes of being able to effect their escape. Mr. Anson at first made the signal for his squadron to form the line of battle; but finding the French commodore so inferior in force, and that he was using every possible endeavour to get off, intending only to divert the attention, by a shew of resolution, till his convoy was out of reach, he soon struck his signal for the line and hoisted one for a general chase, and that each ship should engage as she could get up and close with the enemy. About four o'clock in the afternoon the Centurion began to engage the sternmost of the enemy's ships, and was very soon afterwards supported by the Namure, Defiance, and Windsor, which ships were very warmly engaged with the rest of the French squadron. The enemy defended themselves with uncommon spirit, and, notwithstanding their very unequal numbers, maintained a contest for three hours, when the commodore himself having struck to rear-admiral Warren, the Invincible, which was the most powerful ship of the squadron, being dismasted, and Mr. Anson himself up with the remainder of his squadron; the rest of the ships, very much damaged, all surrendered about seven o'clock in the evening; the Diamant being the last that submitted, after having been in close action with the Bristol for nearly three hours*.

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* The speech of monsieur de Jonquiere is too strongly characteristic of French levity to be omitted. "Monsieur," said he, in presenting his sword to Mr. Anson, "vous avez vaincu l'Invincible;"

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Mr. Anson immediately brought to with his Squadron and the prizes, having soon after seven o'clock dispatched the Monmouth, Yarmouth, and Nottingham, which ships had sustained no damage in the preceding action, to pursue the convoy, which then bore west by south at the distance of four or five leagues. The Falcon had been ordered to follow them from the commencement of the preceding action, and that vessel continued, during the night, to make signals to the ships that were detached, by burning false fires. The pursuers were in consequence enabled on the morrow to capture the Vigilant and Modeste, of 22 guns each, and six other ships of inferior note; the remainder unfortunately made their escape. This blow was most severely felt by France, who had vainly flattered herself, that, by the means of that armament, she should render herself mistress of the Indian seas; and by that superiority be enabled to wrest, from the hands of the British, their most valuable possessions in that part of the world.

The admiral returned immediately to England, bringing the captive Squadron with him to Spithead: and so high an opinion was entertained of the address with which he had conducted himself, that, on the 13th of June, he was created a peer of Great Britain by the title of lord Anson, baron of Soberton, in the county of Southampton. On the 17th of July he was advanced to be vice-admiral of the red, and on the 12th of May 1748, to be admiral of the blue. Immediately after this he was appointed to command the Squadron that convoyed king George the Second to and from Holland; but was not engaged in any other material service till the year 1758, sometime after the re-commencement of the war with France. In the month of April 1748, his lordship married the lady Elizabeth York, eldest daughter of Philip, first earl of Hardwick, and Mary his wife, daughter of Charles Cocks, of

et la Gloire vous suit," alluding to the names of two of the captured ships.

N. B. In the preceding action the loss of the English amounted to five hundred and twenty men killed and wounded; among whom was captain Grenville of the Defiance killed, and captain Boscawen wounded in the shoulder by a musket ball.

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the city of Worcester, esq. Lady Anson died on the 1st of June 1761, leaving no issue.

To return to the account of his lordship's subsequent employments and promotions. On the death of sir John Norris, in the month of July 1749, he was appointed vice-admiral of Great Britain; and, on the 22d of June 1751, was, on the resignation of the earl of Sandwich, promoted to be first commissioner of the admiralty, a station in which he continued, with a very short intermission, till his death. In 1752 he was named one of the lords justices for the administration and direction of public affairs during the absence of the king in Germany; as he was again, in 1754, on a repetition of the same occasion. About this time the conduct of the French court became extremely suspicious, so that it was deemed prudent to equip a number of ships of war to be ready, in case of being obliged to proceed to extremities. The measures taken by his lordship and his colleagues were so spirited and active, that England soon possessed a fleet, in a complete state of equipment, superior to any that could be brought out by France. The consequence of this conduct was, that, with the single exception of their success against Minorca, a success not improbably as much owing to neglect and deficiencies in other services and departments as in that of the marine, France never was able, during the whole continuance of that rupture, to make any head against the British navy, or to carry into execution an expedition of the smallest consequence.

The unfortunate conquest made by the French of the island of Minorca being however attributed, by many persons, to a neglect in his lordship's department, a general clamour was excited which caused his retirement from that board on the 28th of November 1756: from this time, till the beginning of July 1757, he enjoyed a temporary relaxation from the fatigues of public business. Mr. Pitt, who had, on the 29th of June preceding, been restored, in compliance with the wishes of the people, to the office of secretary of state, in which quality he had the entire and supreme direction of all public affairs, knew too well the value of his lordship's ability and zeal for the service of his country to suffer him to live any longer unemployed: he was accordingly, on

the 2d of July, recalled to his former station of first commissioner of the admiralty. He had been a short time before advanced to be admiral of the white; and, in 1761, on the death of admiral Clinton, was appointed admiral of the fleet, a mark of royal or public favour, very unprecedented, as sir William Rowley, who was a senior officer to his lordship, was alive, and was, indeed, himself advanced to that very station after his lordship's decease; which he ought, according to the rules of the service, to have received in the first instance.

To return to his lordship. In the year 1758, having hoisted his flag on board the Royal George, he took upon him the command of the main fleet intended for Channel service; and to amuse or oppose the principal naval force of the enemy, while an inferior squadron covered the landing of a formidable body of British troops on the very vitals of France. The force under lord Anson consisted of twenty-two ships of the line, with a proportionate number of frigates and smaller vessels. With this fleet he sailed from Spithead on the 1st of June, sir Edward Hawke being his second in command. This plan of operation completely answered the intended purpose. The French fleet was confined to the harbour of Brest, while the British squadron, under commodore Howe, performed every service that was required of it without the smallest molestation on the part of the enemy. After having executed this service his lordship resigned his command, and continued on shore occupied solely as a minister, till after the accession of king George the Third. During this period he had certainly the happiness of reflecting, that under no preceding administration had the honour and character of the British navy shone forth with more conspicuous lustre. Confined almost without interruption to their own ports, the navy of France saw the coasts of that kingdom daily insulted, their towns plundered, their harbours and fortifications destroyed, without the smallest opportunity or power of revenging the injury, or wiping off the disgrace: and when at last, by exertions almost incredible, that nation made an effort at retaliation, she found herself not only worsted, but her last hope of offence or resistance almost annihilated, and driven back with terror and dismay to her own harbours, which it
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had scarcely quitted with all the vaunts of proud and presumptive conquerors bending their way as to a certain victory.

After the accession of king George the Third, and his conclusion of a treaty of marriage between himself and the princess Charlotte of Mecklenberg Strelitz, his lordship was chosen to command the squadron destined to convoy the intended queen from Germany; he accordingly sailed from Harwich on the 17th of August 1761; and, after a very long and tempestuous passage from Germany, happily landed his royal passenger at the same port, on the 17th of September, having been just one month absent on that service. After this period his lordship never went to sea. He had for a long time been in a very languishing state of health, and was advised by his physicians to drink the Bath waters, from which he was thought to have received considerable benefit; but soon after his return was seized with a very sudden indisposition, having just before been walking in his garden apparently in as good health as he had been for some time past. He died, in consequence of that stroke, at his seat at Moor Park, in Hertfordshire, on the 6th of June 1762. By his will he bequeathed the bulk of his fortune to his sister's son, George Adams, esq. member for Saltash, in Cornwall, who immediately assumed the name of Anson, in pursuance of his lordship's directions.

The following account of that celebrated publication, the history of his voyage, as well as the short trait of his lordship's character, is extracted from the Biographical Dictionary.

“As to his natural disposition, he was calm, cool, and steady: but it is reported, that our honest undefigning seaman was frequently a dupe at play: and it was wittily observed of him, that he had been round the world, but never in it. No performance ever met with a more favourable reception than lord Anson's Voyage round the World. Four large impressions were sold off in a twelve-month. It has been translated into most of the European languages; and still supports its reputation. It was composed under his lordship's own inspection, and from the materials which he furnished, by Mr. Benjamin Robins,

who designed, if he had remained in England, to have favoured the world with a second part of it."

CORNWALL, James,— was, on the 3d of April 1724, appointed captain of the *Sheernefs*, after which time we find no mention made of him till the year 1733, when he was made commander of the *Greyhound*, a frigate of 20 guns; which, with two others of the same force, were fitted out for the purpose of obtaining satisfaction from the *Salletines* for the insult offered to the nation, in the capture of an English ship, by one of their corsairs. This little squadron, of which Mr. Cornwall was commanding officer, sailed from Portsmouth on the 3d of March, and arrived, after a very quick passage, at Gibraltar, on the 11th. They sailed the next day for Tetuan, the Bashaw of which place was so much the friend of peace, that he dispatched a special messenger to Mequinez, to intercede with the emperor and induce him to comply with the just demands of the British court. The matter would in all probability have been very amicably and speedily settled, had not a considerable number of Portuguese been taken, a little time before, by some of their corsairs, and carried into slavery. These his Imperial majesty would not consent to the releasement of, and, in consequence of his refusal, the British ships, together with some of the Dutch nation, took their stations off Tetuan, and blocked up the port so completely that none of the corsairs could put to sea.

Mr. Cornwall does not appear to have been engaged in any other memorable service during the continuance of peace; but immediately after the commencement of hostilities with Spain, he was pitched upon to command a squadron intended to be sent into the South Seas, round Cape Horn. A second armament of equal force was to have been sent to the East Indies, under Mr. Anson, who was to be joined by Mr. Cornwall. This plan, which in all probability would have been of the highest consequence and utility, was afterwards most strangely abandoned, and, as we have already shewn in the life of Mr. Anson, one part only of the intended armament was dispatched: this was put under that gentleman's command, who proceeded to the South Seas instead of Mr. Cornwall. No particular mention is made
of

of the latter till the year 1741, when he commanded the Bedford, of seventy guns, one of the Channel fleet under sir John Norris. The Spaniards having no force capable of encountering it, nothing more remarkable took place than the usual operations of cruising, as well for the protection of British commerce against any straggling ships or frigates which might slip out singly from the enemy's ports, as for the annoyance of that of Spain. Mr. Cornwall was soon afterwards ordered to the Mediterranean *, where he was, on the resignation of captain Graves, appointed to succeed him in the command of the Marlborough. He served with the most distinguished reputation in the unfortunate encounter with the French and Spanish fleets off Toulon, being stationed as one of the seconds to Mr. Mathews, the commander-in-chief, whom he most nobly and gallantly supported, till the fatal moment that deprived him of life, and his admiral of so brave a coadjutor †.

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* With Mr. Mathews, see vol. iii. p. 255, the Bedford being, by mistake, stated as one of the ships sent out with him instead of the Bedford.

† The parliament, in gratitude to the bravery of this noble unfortunate commander, voted a large sum of money for the erection of a splendid monument, in Westminster-abbey, to his memory.

“ This beautiful monument (says the description) is thirty-six feet high, and has a bold base and pyramid of rich Sicilian marble: against the pyramid is a rock, (embellished with naval trophies, sea-weeds, &c.) in which are two cavities: in one is a Latin epitaph; in the other a view of the sea-fight before Toulon, in basso relievo; on the fore-ground the Marlborough, of ninety guns, is seen, fiercely engaged with admiral Navarro's ship, the Real, of one hundred and fourteen guns, and her two seconds, all of which are in the act of raking the Marlborough fore and aft. On the rock stand two figures; one represents Britannia under the character of Minerva, accompanied by a lion; the other figure is Fame, who, having presented to Minerva a medallion of the hero, supports it whilst exhibited to publick view. Close to the medallion is a globe, as are various honorary crowns due to valour. Behind the figure is a lofty spreading palm-tree, whereon is fixed the hero's shield or coat of arms, together with a laurel tree; both which issue from the naturally-barren rock, as alluding to some heroic and uncommon event. In the front of the monument is the following inscription.

Amongst the monuments of ancient merit,

In this sacred cathedral, let the name of

JAMES CORNWALL

Be preserved, the third son of HENRY CORNWALL,

Of Bradwardin castle, in the county of Hereford, esq.

Who, from the very old and illustrious stock of

The Plantagenets,

I 2

Deriving

The annexed letter, written by an impartial person on board the Marlborough in a very few days after the action, will best explain the share that unfortunate ship held in the encounter. This must certainly be considered one of the most authentic and curious documents that has ever been hitherto made public relative to it, more particularly as having been drawn up before the minds of men were so heated with the frenzy of party and attachment to one side of the question or other; that little authenticity could be expected from their accounts.

“ Marlborough, Mahon harbour, 16 Feb. 1743-4.

“ Sir,

“ If you received mine of the 1st instant, with P. S. of 6th, you would not be surprized when informed of the battle off Toulon; and though you probably will hear of it before you have this, yet I believe a letter from one in the battle will not be disagreeable to you.

“ On the 8th, O. S. our cruizers off Toulon made a signal that the French and Spanish fleets were preparing to come out, which they did accordingly that evening and next morning, when we likewise weighed; but the wind blowing pretty fresh N. N. W. and the enemy having the weather gage, we returned to Hieres in the afternoon.

Deriving a truly ancient spirit, became
 A naval commander of the first eminence,
 Equally and deservedly honoured by the tears and
 Applause of Britons, as a man
 Who bravely defended the cause of his country
 In that sea fight off Toulon;
 And being by a chain-shot deprived
 Of both his legs at a blow, fell unconquered
 On the 27th of Feb. 1733, in the 45th year of his age,
 Bequeathing his animated example to his fellow
 Sailors,
 As the legacy of a dying Englishman,
 Whose extraordinary valour could not be recommended
 To the emulation of posterity in a more ample eulogy
 Than by so singular an instance of honour;
 Since the Parliament of Great Britain, by an unanimous
 Suffrage,
 Resolved, that a monument, at the public expence,
 Should be consecrated to the memory
 Of this most heroic person.”

and

and lay at single anchor, intending, if the enemy steered towards Italy, to follow them by the eastern passage, and hoping by that means to get to windward of them. They stretched to the southward, but were becalmed that night at the back of the westernmost island. On the 10th we failed out again; and the wind changing to the east, we had then the weather gage. The Chichester and Boyne, of eighty guns each, joined us that morning from England. That day we could not come up to the enemy. In the night the vice-admiral's division fell astern. On the 11th, in the morning, we were joined by the Royal Oak, of seventy guns, the enemy about two leagues distance in a very good line, sometimes with an easy sail, sometimes lying to expecting us; our line in no order, the vice-admiral's division being far astern, and that of the rear-admiral not in their stations. Admiral Mathews made all the sail he could, repeating the signals for the line. About twelve, at noon, his division and some of the rear-admiral's came up within gun-shot of the enemy. His first intention was to attack the French admiral in the *Terrible*, of seventy-four guns, our ship and the *Norfolk* were to have been his seconds; and accordingly passed by within musket-shot of the *Real* without firing at her: but finding the French admiral stretched away with all the sail he could in order to get to windward, the admiral thought he might intercept some of the Spanish ships, and ordered us to tack and engage the *Real*. He likewise tacked and fired at, receiving one broadside from the *Real* himself, which wounded his main-mast and hurt his rigging very much, so that he fell off, and could not come up again till we were disabled. We were within less than pistol-shot along-side of the *Real*, who had for her second a seventy gun ship that lay upon our quarter. We fired our first broadside at one o'clock, and continued engaged with both these ships, without any assistance, till thirty-five minutes after four; sometimes so near that our yard-arm touched that of the *Real*, and never further than pistol-shot: at last, all the *Real*'s guns were silenced; at least they made no return to the fire we made, and she went off: her second followed her and gave us a broadside at parting. The *Real* had her main-yard and fore-top-mast shot through in several places; two port-holes beat into one. We likewise were disabled; our main-

maft and mizen-maft were ſhot away; our captain, Cornwall, was killed, having both his leggs ſhot off; captain Godfrey, of Read's regiment, part of which was on board our ſhip, was killed; our firſt lieutenant, Frederick Cornwall, had his right arm ſhot off; our maſter, Caton, both his leggs, and is ſince dead; fifty men were killed; one hundred and forty wounded; Dalrymple, enſign in Read's, had all his cloaths torn, his back razed, and himſelf ſtunned by a cannon ball; he was carried down as dangerously wounded to the ſurgeon; but as ſoon as he recovered himſelf, finding his wound but ſlight, returned with great courage to his poſt. Thus diſabled, we ſaw five large ſhips of the enemy coming down upon us: we were in no condition either to fight or make off, but ſent to acquaint the admiral with our ſtate; he had made a ſignal to the Ann galley fireſhip, Macky, to endeavour to burn the Real: and having refitted his rigging, was preparing, if that failed, to attack her himſelf. The fireſhip came within a few yards of the Real: but the Spaniſh admiral having perceived his intention, ſent his launch full of men to take the fireſhip. In the ſcuffle both launch and fireſhip were burnt, and all in them. Our admiral then bore down upon the Real, which being perceived by the ſhips who were going to attack us, they left us to aſſiſt their admiral. This was followed by a very ſmart engagement between ſome of our ſhips and theirs, which laſted about an hour, when the night parted them. The Berwick, Hawke, totally diſabled a Spaniſh man of war, of ſixty or ſeventy guns, ſhooting away all her maſts: a French man of war, of ſixty guns, was ſunk: the Norfolk, Forbes, obliged a ſhip that engaged her to make off: the rear-admiral fell in with the French admiral, three more French men of war, and two Spaniards, and was very ſeverely handled, but not diſabled. That night our ſhip was in perpetual apprehenſion of being boarded by ſome of the enemy's fireſhips; but the next morning we ſaw the enemy about four leagues a-head of us; and the Somerſet, one of our headmoſt ſhips, engaged with one of their's; who, after an hour's fight, made fail to their fleet; when the Somerſet did not think fit to follow her. That morning the Burford, of ſeventy guns, joined us; the admiral, in a very good line, followed the enemy: the
vice-

vice-admiral's division being at last come up, the Oxford was left to take care of us to Mahon. About eight at night we saw, at about the distance of eight leagues, a ship blown up. The wind was easterly, and the enemy to the westward of Toulon, so that we were sure they could not recover their own port. The next day, the 13th, the wind blew very hard, though fair. Our ship having very little sail, for our foremast was also wounded, rolled very much and put the wounded men to great pain, who, in their agony, cried out, they wished they had died sinking and sunk by the Real. Wednesday morning we got safe here, and have reason to bless God we had so good a passage, for had the winds been contrary we had probably perished. The Spaniards, both before and in the action, behaved like Englishmen. Their admiral, Don Juan de Navarro, was bred a lawyer, but has shewn himself not unworthy of the command he is entrusted with. The French admiral, Le Court, was captain to count Thoulouse in the Malaga engagement, and is reckoned a brave old man. Perhaps some questions may be asked of some of our captains—

“The French admiral commanded, the Spanish admiral repeating the signals after him: this was, I suppose, to shew that they were under the protection of the French: nor did they fire till we gave the first broadside. The enemy had twenty-eight ships of the line; we twenty-nine, reckoning the reinforcement mentioned above; but not above ten of our's engaged. Had we been in a regular line in all probability we must have totally routed them. As to our killed and wounded I cannot give any particular account. Captain Forbes was slightly wounded by a gun over his foot; captain Russel, the admiral's captain, lost his right arm; Darby, lieutenant of marines, in the admiral's ship, was blown up by some powder in the poop, but not killed; Carter, an ensign from Gibraltar, in the Barfleur, lost an arm and an eye.

“Last night our whole fleet appeared in sight of the island; and this morning the hospital ship, lord Colvill, came in, he says, that the fleets did not engage again on Sunday; that the ship blown up on Sunday evening was one of the enemy's, which had been disabled; probably, by the Berwick; out of which the enemy had taken

all the men, except eleven, whom we made prisoners; and then, by our boats, set the ship on fire. That the *Real* was seen on Sunday in the same shattered condition she left us, without a main-yard, and all her sails in rags. That the fleets were separated on the 13th by the hard gale, and that Mr. Mathews had pursued the enemy to the coast of Catalonia. That on the 17th the *Firedrake* bomb joined him from Villa Franca, who had seen seven Spanish men of war bearing to the northward; upon which Mr. Mathews had changed his course in hopes of finding them. I heartily wish I could have sent you the news of a victory. Ours had the advantage; but not so much as might have been expected. I can assure you we have lost no ship; nor is there any one disabled but the *Marlborough*. I am under no small apprehension about the reports, which you will have from the French, about this battle, in England; and, as they are well acquainted with all our ships, make no question but they will say the *Marlborough* is lost or burnt.

“Nineteenth February, captain Cornish, in the *Guernsey*, came in his boat a-shore this day, and says, that the ship burnt had first struck; that we took two hundred prisoners, and then, as she was disabled, set her on fire. That the *Real* had two thousand men on board; and that an incredible slaughter was made, according to the account given by the captain of the Spanish ship that struck. Captain Cornish adds, that he saw three fleets near Barcelona; from which we have reason to fear, that the *Brest* squadron has joined them.

NORRIS, Mathew,—was, on the 3d of April 1724, appointed captain of the *Lowestoffe* frigate. This is the only mention we find made of him in any command; for although he might have probably received several commissions subsequent to the above, yet, in time of peace, little information is to be collected, except accidentally, relative to those that have not something remarkable to distinguish them by. On the 9th of December 1737, he was appointed commissioner of the navy, resident at Plymouth, as successor to sir Nicholas Trevanion. He enjoyed this appointment for a twelvemonth only, dying at Bath on the 15th of December 1738.

MAYNE,

1725.

MAYNE, Perry, — the son of captain Covill Mayne, of whom some account has been already given*, was, on the 24th of September 1725, appointed captain of the Dragon. We do not find any other mention made of him till the rupture was on the eve of taking place with Spain, in 1739: he was then captain of the Worcester, of sixty guns, one of the ships sent with Mr. Vernon on the expedition against Porto Bello. Captain Mayne very conspicuously distinguished himself in the celebrated attack of that fortress; and continuing afterwards in the West Indies under Mr. Vernon, was present at the unfortunate expedition against Carthagea, as well as those which took place in the intermediate space of time previous to it. After the failure he was, on the 25th of May 1741, promoted to the Orford, as successor to the lord Augustus Fitzroy, and remained on the same station till the year 1745. On the 23d of April he was advanced to be rear-admiral of the blue, and was on his return to England in company with the Experiment, but was unfortunately wrecked in the windward passage; the Orford having ran on a reef of rocks, called the Hogsties, the ship was totally lost, but the crew all saved their lives. In the beginning of the year 1746 he was appointed second in command of the fleet in the Channel, under vice-admiral Martin; and in the same year was, as successor to sir C. Ogle, made president of the court-martial held for the purpose of trying the admirals, Mathews and Lestock. During the time he was thus employed he became involved in a serious dispute with sir J. Willes, who was then lord chief justice of the court of common pleas. One of the members of the court-martial having been served with a process issuing from the civil power, which Mr. Mayne and his colleagues deemed an illegal infringement of the privileges of persons, employed as they at that time were; they formed a string of resolutions highly reflecting on the character and conduct of sir John, who in his turn complained and took the

* See page 30 of the present volume.

proper measures for the vindication of his own honour. Matters were at last accommodated to the mutual satisfaction of all parties: Mr. Mayne and his friends, sensible of their mistake, were not ashamed to acknowledge it; thus this disagreeable affair immediately dropped.

On the 14th of July 1746, he was advanced to be rear-admiral of the red; as he was, on the 15th of July 1747, to be vice of the white; and, on the 12th of May 1748, to be vice of the red. He continued in this station till the 25th of February 1757, and then totally retired from the service on a pension equivalent to his half-pay as a vice-admiral. He died in England on the 5th of August 1761.

PEYTON, Sir Yelverton*,—was the eldest son of Charles Peyton, of Grimston, in the county of Norfolk, esq. which Charles was the third son of Thomas Peyton, of Rougham, esq. only son of sir Edward Peyton, bart. by his second marriage. Sir Yelverton succeeded to the baronetage on the death of his cousin, sir John Peyton, bart. without issue, in the year 1721. He was, after passing regularly through the several subordinate stations, appointed captain of the Diamond on the 22d of March 1725, and was very soon afterwards ordered, with the squadron under vice-admiral Hofsier, to the West Indies: he was then promoted to the command of the Dunkirk, a fourth rate of sixty guns. He returned from that station in the ensuing spring, after the decease of Mr. Hofsier, and arrived at Spithead about the middle of March 1728, bringing the first advice of the arrival of vice-admiral Hopson, who was sent out thither to take the command. In 1735 he accompanied sir John Norris to Lisbon, being then captain of the Litchfield, a fourth rate of fifty guns.

* This family, as Mr. Camden observes, derive themselves from the Uffords, earls of Suffolk, who descended from William Malet, a Norman baron, that was sheriff of Yorkshire in the third of William Ist, and from him received the grants of many lordships, and manors. Among others he possessed those of Sibton and Peyton-hall, in Com. Suffolk, at the time of the general survey. Ilsham, says the author first cited, formerly belonged to the Bernards, which came to the family of the Peyton's by marriage: which knightly family of Peyton flowered out of the same male stock, whence the Ufford's, earls of Suffolk, descended, albeit they assumed the surname of Peyton, according to the use of that age, from their manor of Peyton-hall in Boxford, in the county of Suffolk.

No other mention is made of this gentleman till after the recommencement of hostilities with Spain, in the year 1739; he then commanded the *Hector*, of forty guns, one of the ships sent to Gibraltar, and afterwards stationed on the coast of Virginia. In this service his conduct was so reprehensible, that, on his return to England in 1742, he was brought to a court-martial, which was held on board the *St. George*, at Spithead, on the 9th of June; Mr. Cavendish being president. He was sentenced to be dismissed the service, and adjudged incapable of ever serving again in the royal navy. He died, according to Mr. Hardy, on the 10th of October 1749; but a private memorandum says, on the 10th of August 1748.

1726.

CHAMBERLAIN, Charles. — This gentleman is barely comprised in the list of that class of officers whose memoirs are here given. He had served with the most distinguished reputation as commander of a sloop of war; and is, by many persons, confounded with captain Peter Chamberlain, of whom some account has been given*. Having become too infirm for active service, he was, on the 9th of March 1724-5, appointed one of the captains in Greenwich-hospital; and, as an honourable testimony of the general esteem in which he was held, as a man and as an officer, was, notwithstanding he might be considered as totally out of the service, appointed, *pro forma*, on the 25th of January 1725-6, to be captain of the *Hampshire*†. This commission was granted him for no other purpose than that of giving him the rank of captain in the navy, and is therefore to be considered as merely honorary: he of course never went to sea; but continuing to retain his appointment at Greenwich, died there on the 6th of April 1737.

* Vol. III. p. 244.

† Other accounts say the *Weymouth*.

COTTERELL, Charles,—was, on the 29th of June 1726, appointed captain of the Diamond frigate, as successor to sir Yelverton Peyton. We do not find him in any other command till the year 1731, when he was captain of the Princess Louisa, a fourth rate of sixty guns. We are again destitute of any information concerning him till the year 1739, when, soon after the rupture had taken place with Spain, he was appointed to the Lion, which was, like the ship he before commanded, a fourth rate of sixty guns. During the summer of the year 1740 he served under sir John Norris in the Channel fleet; and afterwards accompanied sir Chaloner Ogle, when sent out to the West Indies for the purpose of reinforcing Mr. Vernon, and proceeding on the expedition against Carthage. He continued there some short time after the failure of that enterprise; and on his arrival in England was appointed, in the beginning of the year 1742, to the Canterbury. He was next sent to Gibraltar, where he did not continue long; and soon after his return was advanced to the command of the Royal George, a first rate. This ship was not employed in any service beyond that of cruising in the Channel, so that we have nothing to commemorate farther than the mere record of his commission, which is said to have been the last he ever received. In the month of July 1747, he retired totally from the service, being put, with a number of other gentlemen, on the superannuated list, with the rank and half pay of a rear-admiral. He died in England on the 28th of July 1754.

DANSAYS, Francis,—in the latter end of the year 1725 commanded a sloop of war belonging to the squadron which was ordered for Holland, to escort from thence king George the First, who was on his return from his German dominions. They sailed from Helvoetsluys about one in the afternoon on new year's day, 1726, with a fair wind at north east; but a most violent storm, accompanied by hail and rain, arose about seven o'clock in the evening, and separated the whole fleet, so that the vessel commanded by Mr. Dansays was the only one which could keep company with the Royal Yacht: this he was fortunate enough to effect through the whole tempest, which continued upwards of thirty-six hours. The exertions made on this occasion immediately under
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the royal eye, procured his promotion, on the 25th of January 1726, being a few days only after his arrival in England, to be captain of the *Swallow*, of fifty guns. He was immediately ordered for the Mediterranean, where he served under the admirals Haddock and sir C. Wager, as well previous to the rupture with Spain, as during the subsequent siege of Gibraltar. He did not return with the divisions under sir Charles Wager, or commodore Stewart, in April 1728, after the siege was concluded, but remained on that station till the month of June. Immediately on his arrival in England he was advanced to the command of the *Kingston*, of sixty guns, one of fifteen two-decked ships put into commission on the 27th of July.

He continued to command the above ship till the end of the year 1729, when it was ordered to be put out of commission, with eleven others, of two decks, selected from the fleet which had been kept, during the two preceding summers, at Spithead, ready for immediate service, under the orders of sir Charles Wager; but which, owing to the temporising conduct of the different surrounding states, never proceeded to sea. Captain Danfays was, some little time after this, appointed to the *Centurion*, a ship employed on some unnoticed service. He was, on his quitting this command, made captain of the *Catherine* yacht, in which station remaining when the princess of Saxegotha, betrothed to Frederic prince of Wales, son to king George the Second, arrived in England, he had the honour of attending her; and was, at some subsequent period, removed into the *Fubbs* yacht. He continued to command this vessel till the year 1745*, when he was, on the 16th of December, appointed second captain of Greenwich-hospital. On the death of captain Thomas Lawrence, on the 8th of December 1747, he succeeded him as first captain, and on the 4th of August was advanced to be lieutenant-governor thereof. He retained this station till his death, on the 5th of August 1754, and was buried in the mausoleum erected purposely to receive the remains of the officers of that establishment.

PROCTOR, George,—was, on the 31st of March 1726, appointed captain of the *Assistance*, a fifty gun ship,

* In this year he had the singular office of conveying the marshal de Belleisle to France in the *Fubbs*.

one of the fleet ordered to the Baltic under the command of sir Charles Wager. No other mention is made of him except that he died at Lisbon in 1736, being at that time captain of the Centurion.

1727.

ANNESLEY, Henry. — This gentleman is inserted in rear-admiral Hardy's list of naval commanders as having been appointed to the Diamond on the 2d of June 1727, and is said to have died in the West Indies captain of the same ship, on the 19th of June 1738. We have to observe, that we cannot find the smallest mention made of this gentleman by any other person; and his name is omitted in every MS. list of officers we have been able to procure. During a considerable part of the period assigned for this gentleman's having held the above commission, the Diamond was commanded by Mr. Anson.

ARNOLD, Thomas, — was the descendant of a respectable and flourishing family long settled at Lowestoft, in the county of Suffolk*. He was sent to sea under the very honourable patronage of sir George Byng: and after having served a considerable time in a subordinate station,

* "The Arnolds have been a flourishing family in that town ever since the reign of queen Elizabeth, for we find that, in 1584, Nathaniel Arnold was one of the feoffees for Ann Girling's donation. Thomas, his son, lost 375l. 13s. by a great fire there in 1664. Matthew, son of Thomas, married — Coe, probably daughter of Robert Coe, (of an old family in the same town) who lost 272l. by the great fire in 1644. From Matthew descended, 1st. Matthew, father of Aldous Arnold, esq. who hath issue. 2d. Thomas, captain in the navy, deceased; who left issue, Thomas, who went round the world with commodore Anson; and other children. 3d. Coe, father of the late Matthew Arnold, common brewer, who was the father of Aldous Arnold, an eminent surgeon; and other issue (and who was also brother of John Arnold, another son of Coe's, deceased, who left issue). 4th. John, deceased; and, 5th. Henry, a mariner, deceased, without issue." — History of Lowestoft.

was, in the year 1718, appointed first lieutenant of the *Superbe*, commanded by captain Streynsham Master. We have already related in general terms the honourable share that ship had in obtaining the well-known victory over the Spanish fleet off Sicily: and the following additional particulars relative to it are extracted from the History of Lowestoft, the author of which, we make no doubt, had good authority for his account of that part of the action in which Mr. Arnold was more immediately concerned.

“Captain Master,” says our history, “being diffident as to the most successful method of attacking the *Royal Philip*, consulted his first lieutenant, Mr. Arnold, who replied, that as the eyes of the whole fleet were upon him, expecting the most vigorous efforts in the discharge of his duty in that critical moment, he advised him to board the *Royal Philip* immediately sword in hand. The counsel of Mr. Arnold was immediately put in execution; and as his office of first lieutenant obliged him, he himself headed the assailants and carried his point. In the above service Mr. Arnold received a wound so dangerous, in one of his hands and arms, as rendered them almost useless during the remainder of his life.” It is added, “that as it is customary at Lowestoft to hang flags across the streets at weddings, the colours belonging to the *Royal Philip*, taken by lieutenant Arnold, have been frequently made use of upon those occasions.”

Soon after the above action, the gallantry of Mr. Arnold was rewarded by an appointment to be commander of the *Spy Sloop* of war, in which he was sent express to the West Indies. This vessel is reported to have been in so bad a condition, that the greatest fears were entertained for his safety. He was, however, fortunate enough to return to England without having experienced any disaster. On the 19th of September 1727, he was promoted to the rank of captain in the navy, and appointed to the *Fox*; in which ship he was immediately ordered out on the *Carolina* station. Finding, on his return to England, that his old friend and patron, the lord viscount Torrington was dead, in consequence of which accident his hopes of future advancement were frustrated; and the infirmities occasioned by his wound becoming daily more grievous,

he came to a resolution of resigning his command in the navy. He afterwards went to great Yarmouth, in Norfolk, where he died, on the 31st of August 1737, in the fifty-eighth year of his age. He was interred in Lowestoft church, where an handsome monument is erected to his memory, with an inscription*, conveying a representation of the character of this brave and worthy man, as well in public as private life.

BERKELY, Honourable William, — was the second son of the right honourable William, lord Berkely, of Stratton, and Frances his wife, daughter of sir John Temple, of East Sheen, in the county of Surry; he was consequently nephew to those eminent naval characters John and Charles, lords Berkely, of Stratton, in succession †. Pursuing the steps of those great men, he entered early in life into the sea service. Having served a sufficient time in the several subordinate stations, and acquired a proper knowledge of the duties of his station so as to enable him to fill it with credit to himself and advantage to his country, he was, on the 11th of December 1727, appointed captain of the *Superbe*, but other accounts say the *Rippon*. His naval life was unhappily too short, and the services on which he was employed too disadvantageous for a gallant man, to permit him to display those

* In memory of captain THOMAS ARNOLD,
 Who served in the royal navy forty years,
 And in every station
 Distinguished his conduct and bravery;
 Worthy to command the British fleet.
 As an husband, a father, and a friend,
 Tender, indulgent, sincere.
 After various toils and hazards,
 Possessed of every comfort
 (Tho' ready, in his declining years,
 To sacrifice his ease, and even his life,
 In his country's cause)
 He died in hopes of a joyful resurrection,
 Augst ye 31st A.D. 1737, aged 58.

The arms of ARNOLD.

Sable—A Chevron, Arg. between 3 Dolphins, Naiant of the Same.
 Crest—On a Wreath, a Dolphin, Naiant, Arg.

† See Vol. II. p. 87, and 121.

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talents which graced his noble ancestors, and which we have no doubt of this gentleman's having possessed with undiminished lustre. In 1732 he was appointed to the *Tyger*, and ordered to the coast of Guinea, from whence he was afterwards to proceed to Barbadoes. He unhappily died at sea, on his passage thither from Africa, on the 25th of March 1733.

BRETT, Timothy,—was, on the 4th of May 1727, appointed captain of the *Deal Castle* frigate. We do not find any other particulars concerning him, except that he died in England on the 3d of May 1739, being at that time captain of the *William and Mary* yacht.

BYNG, The Honourable John. — This unfortunate man was the fourth son of George, first lord viscount Torrington, and Margaret his wife, daughter of James Master, of East Langdon, in the county of Kent, esq. He was born at Southill in the year 1704, and entered into the sea service; under the auspices of his father, at the age of thirteen years. After passing regularly through the several subordinate stations, he was, on the 8th of August 1727, appointed captain of the *Gibraltar* frigate, one of the ships at that time employed on the Mediterranean station. We do not find his name again particularly mentioned till the year 1741, when he commanded the *Sunderland*, of sixty guns. On the 13th of March 1741-2, being still captain of the same ship, he was appointed governor and commander-in-chief in and over the island of Newfoundland, the fort of Placentia and all other its dependencies. On his return to England he was removed into the *Winchester*, of fifty guns, one of ships employed in the Channel; and, on the 8th of August 1745, was promoted to be rear-admiral of the blue.

After the commencement of the rebellion in Scotland he was appointed commander-in-chief of a squadron stationed on that coast, for the purpose of preventing the introduction of any supplies from France for the use of the insurgents. During the whole time he was employed on this service he displayed the greatest attention, activity, and spirit. The cause and measures of the rebels were not only considerably impeded, but the friends and adherents to government experienced the greatest succour,

countenance, and protection: he was afterwards ordered to the Mediterranean; and, on the 15th of July 1747, was advanced to be vice-admiral of the blue. On the 5th of August following he succeeded, on the death of Mr. Medley, to the chief command; and continued to act on every possible occasion in concert with the Austrian general; confirming, while employed on the above service, that character which he had before acquired. Nothing remarkable, however, took place during the continuance of the war; nor have we any thing farther to record previous to the re-commencement of hostilities with France, except his having been, on the 12th of May 1748, advanced to be vice-admiral of the red. At the end of the year 1755 being appointed to command a squadron equipped, as well for the Channel service as to cruise off Cape Finistère, and in the bay of Biscay; he was sent out to relieve sir Edw. Hawke, who had been previously employed on that station. Mr. Byng on this occasion hoisted his flag on board the *Ramillies*, the same ship he retained during his continuance, unfortunately for himself, in command.

The hostile intentions of the French court became now very evident and apparent even to the meanest capacity. Intelligence was repeatedly received by administration, that a very powerful armament was in a forward state of equipment at Toulon: even as far back as the month of September positive information was said to have been sent to the secretary of state, that it was to consist of twelve, fourteen, or fifteen ships of the line, with a considerable number of transports under their convoy, and a formidable land force well provided with a train of artillery, and all the stores and implements necessary for a siege. The French industriously spread a rumour that this armada was destined either for the attack of the British colonies in America, or the invasion of England itself. Common reason and French political prudence militated strongly against the last attempt, and positive notice that the fleet was victualled only for two months, might have convinced government that the first was, under those circumstances, impossible; nevertheless, no measures were taken either to re-inforce the garrison of fort St. Philip, which was known to be very weak, so as to enable it to stand a siege
and

and defend itself, or to send a naval force sufficient to prevent the invasion of the island itself.

Express followed express from English persons settled in that part of the world, all corroborating each other and agreeing as to the devoted spot on which the cloud and gathering storm of war was destined to vent its fury; official information, to the same precise effect, was received from the British consuls at Genoa and Carthage. Still did administration continue perfectly torpid; deaf to representation, and blind to the sense of danger; the winter passed on without the smallest effort being made to parry the intended stroke. At length the positive assurances of general Blakeney, that the squadron of the enemy was ready for sea; that its destination was Minorca; and that his garrison was very inadequate to resist so formidable an attack, appeared to awaken ministry from their trance: Mr. Byng was accordingly advanced to be admiral of the blue, and appointed to command the squadron destined for this important service.

There appears to have been something worse than a natural and ordinary fatality in the whole arrangement of the business; misfortune seems to have been courted: and, from the conduct of all who were concerned in the management of affairs; foreigners might not unnaturally be induced to conclude, from an impartial view of the whole transaction, that it was actually predetermined Minorca should be suffered to fall into the hands of the French, by way of employing so considerable an armament; and that any check given to it, as it might probably have transferred the tempest to some more vital part, would, on that account, have been considered as a serious disappointment. Mr. Byng was an officer by no means popular: he was a very strict disciplinarian; and though we most seriously believe him to have been by no means deficient in personal spirit, and that intrepidity so necessary to form a great commander, yet, it having been his misfortune never to have met with any of those brilliant opportunities of distinguishing himself which would have established his fame far beyond the power and malice of his enemies, he did not possess that love, that enthusiastic respect and popular kind of adoration, which are at times indispensibly necessary to enable the best commanders to

surmount the difficulties attendant on their situation. His force was, perhaps, in point of common prudence, never equal to the service on which he was sent: it consisted only of ten ships of the line, some of them in a very ill condition for sea, and all of them indifferently manned. He was even refused a repeating frigate, though he failed not to make the strongest representations, and solicitations on that head. This conduct was the more glaringly reprehensible, because, at the very time Mr. Byng failed, there were, exclusive of his squadron, seventeen ships of the line, and thirteen frigates ready for sea, besides eleven sail of the line, and nineteen frigates that were nearly equipped. It could not be urged that it would have been improper to have sent, at least such a part of the above fleet, with him, as would have given him a decided superiority, for it was well known that the whole French naval force to the westward of the Streights, consisted of no more than eleven ships of the line, these too, miserably deficient in their complement of men, and destitute of almost every article necessary to their equipment.

Mr. Byng, however, failed with his squadron, such as it was, on the 7th of April. Calms and contrary winds so impeded his voyage that he did not arrive at Gibraltar till the 2d of May. He was fortunately joined there by commodore Edgcombe, who had luckily got out from Mahon with the Princess Louisa, of sixty guns; the Portland, of fifty; the Chesterfield and Dolphin frigates, and the Fortune sloop. Had it not been for this circumstance, which was entirely owing to what might be called chance, the *Politeffe* of the French, or, to speak seriously, their wish that those ships should escape them, rather than continue in the harbour and reinforce the garrison with their crews, he would not have had a force in any degree capable of facing so formidable a squadron as Mr. de Galliffonieres; every ship of which was in the most perfect state of equipment, just out of port, consequently clean, and all of them prime sailers. Mr. Byng failed from Gibraltar, as he himself states in his dispatches, on the 8th of May; and the subsequent events, including those of the action itself, will be best explained by his own letter, which we have inserted at full length, marking with inverted comma's such parts as administration, not very fairly

fairly we must confess, thought proper to withhold from the public eye.

Ramilies, off Minorca, 25 May 1756.

Sir,

I have the pleasure to desire you will acquaint their lordships, that, having sailed from Gibraltar the 8th, I got off Mahon the 19th. Having been joined by his majesty's ship Phoenix, off Majorca, two days before, (here are inserted in the Gazette these words) viz. when the enemy's fleet appeared to the south east) ["by whom I had confirmed the intelligence I received at Gibraltar, of the strength of the French fleet, and of their being off Mahon. His majesty's colours were still flying at the castle of St. Philip's, and I could perceive several bomb-batteries playing upon it from different parts. French colours we saw flying on the west part of St. Philip's. I dispatched the Phoenix, Chesterfield, and Dolphin a-head, to reconnoitre the harbour's mouth; and captain Hervey to endeavour to land a letter for general Blakeney, to let him know the fleet were here to his assistance, though every one was of opinion we could be of no use to him, as by all accounts no place was secured for covering a landing, could we have spared any people. The Phoenix was also to make the private signal between captain Hervey and captain Scrope, as this latter would undoubtedly come off, if it were practicable, having kept the Dolphin's barge with him. But the enemy's fleet appearing to the south-east, and the wind at the same time coming strong off the land, obliged me to call those ships in, before they could get quite so near the entrance of the harbour as to make sure what batteries or guns might be placed to prevent our having any communication with the castle."] Falling little wind it was five before I could form my line, or distinguish any of the enemy's motions, and not at all to judge of their force, more than by their numbers, which were seventeen, and thirteen appeared large. They at first stood towards us in a regular line, and tacked about seven, which I judged was to endeavour to gain the wind of us in the night; so that being late I tacked in order to keep the weather gage of them, as well as to make sure of the land wind in the morning. Being very hazy, and not above five leagues off Cape Mola, we tacked off towards

the enemy at eleven; and at day light had no sight of them, but two tartanes, with the French private signal, being close in with the rear of our fleet, I sent the Princess Louisa to chase one, and made the signal for the rear-admiral, who was the nearest the other, to send ships to chase her. The Princess Louisa, Defiance, and Captain, became at a great distance, but the Defiance took her's, which had two captains, two lieutenants, and an hundred and two private soldiers, who were sent out the day before with six hundred men on board tartanes, to reinforce the French fleet. On our then appearing off the place, the Phoenix, on captain Hervey's offer, prepared to serve as a fireship, but without damaging her as a frigate, till the signal was made to prime, when she was then to scuttle her decks, every thing else being prepared as the time and place allowed of. The enemy now began to appear from the mast-head. I called in the cruisers; and when they had joined me I tacked towards the enemy and formed the line a-head. I found the French were preparing theirs to leeward, having unsuccessfully endeavoured to weather me. They were twelve large ships of the line, and five frigates. As soon as I judged the rear of our fleet to be the length of their van, we tacked all together, and immediately made the signal for the ships that led to lead large, and for the Deptford to quit the line, that ours might become equal in number with theirs. At two I made the signal to engage, as I found it was the surest method of ordering every ship to close down on the one that fell to their lot. And here I must express my great satisfaction at the very gallant manner in which the rear-admiral set the van the example, by instantly bearing down on the ship he was to engage, with his second, and who occasioned one of the French ships to begin the engagement, which they did by raking ours as they went down. I bore down on the ship that lay opposite me, and began to engage him after having received the fire for some time in going down. The Intrepid "unfortunately" in the very beginning had her fore-top-mast shot away; and as that hung on his foresail and backed it, he had no command of his ship, his fore-tack and all his braces being cut at the same time, so that he drove on the next ship to him, and obliged that,

and

and the ships a-head of me, to throw all aback: this obliged me to do so also, for some minutes, to avoid their falling on board me, though not before we had drove our adversary out of the line, who put before the wind, and had several shot fired at him from his own admiral. This not only caused the enemy's center to be unattacked, but left the rear-admiral's division rather uncovered for some time. I sent and called to the ships a-head of me to make sail on, and go down on the enemy; and ordered the Chesterfield to lay by the Intrepid, and the Deptford to supply the Intrepid's place. I found the enemy edged away constantly; and as they went three feet to our one, they would never permit our closing with them, but took the advantages of destroying our rigging; for though I closed the rear-admiral fast, I found I could not again close the enemy, whose van were fairly drove from their line; but their admiral was joining them by bearing away. By this time it was past six, and the enemy's van and ours were at too great a distance to engage. I perceived some of their ships stretching to the northward, and I imagined they were going to form a new line. I made the signal for the headmost ships to tack, and those that led before with larboard tacks, to lead with the starboard, that I might, by the first, keep (if possible) the wind of the enemy; and, by the second, be between the rear-admiral's division and the enemy, as his had suffered most; as also to cover the Intrepid, which I perceived to be in a very bad condition, and whose loss would very greatly give the balance against us, if they had attacked us the next morning, as I expected. I brought to about eight that night to join the Intrepid, and to refit our ships as fast as possible; and continued so all night. The next morning we saw nothing of the enemy, though we were still lying to. Mahon was north-north-west about ten or eleven leagues. I sent cruizers out to look for the Intrepid and Chesterfield, who joined me the next day; and having, from a state and condition of the Squadron brought me in, found that the Captain, Intrepid, and Defiance (which latter has lost her captain) were much damaged in their masts, "so that they were endangered of not being able to secure their masts properly at sea; and also, that the Squadron in general were very tickly;

many killed and wounded; and no where to put a third of their number, if I made an hospital even of the forty-gun ship, which was not easy at sea." I thought it proper, in this situation, to call a council of war before I went again to look for the enemy. I desired the attendance of general Stuart, lord Effingham, and lord Robert Bertie, and colonel Cornwallis, that I might collect their opinions upon the present situation of "Minorca and Gibraltar, and make sure of protecting the latter, since it was found impracticable either to succour or relieve the former with the force we had; for though we may justly claim the victory, yet we are much inferior to the weight of their ships, though the numbers are equal; and they have the advantage of sending to Minorca their wounded, and getting reinforcements of seamen from their transports, and soldiers from their camp; all which, undoubtedly, has been done in this time that we have been laying-to to refit, and often in sight of Minorca; and their ships have more than once appeared in a line from our mast heads. I send their lordships the resolution of the council of war, in which there was (in the Gazette, "at" is inserted instead of "in," and "council" instead of "there was") not the least contention or doubt arose. "I hope, indeed, we shall find stores to refit us at Gibraltar, and if I have any reinforcement, will not lose a moment's time to seek the enemy again, and once more give them battle, though they have a great advantage in being clean ships, that go three feet to our one, and therefore have the choice how they will engage us, or if they will at all, and will never let us close them, as their sole view is the disabling our ships, in which they have but too well succeeded, though we obliged them to bear up." I do not send their lordships the particulars of our losses and damages by this as it would take me much time, and that I am willing none should be lost in letting them know an event of such consequence. "I cannot help urging their lordships for a reinforcement, if none are yet failed, on their knowledge of the enemy's strength in those seas; and which, by very good intelligence, will, in a few days, be strengthened by four more large ships from Toulon, almost ready to sail, if not now failed to join these." I dispatch this to sir Benjamin Keene by way of Barcelona,
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and am making the best of my way to "cover" Gibraltar; from which place I propose sending their lordships a more particular account.

I am, sir,

Your most humble servant,

To the hon. John Cleveland, esq. JOHN BYNG.

P. S. I must desire you will acquaint their lordships, that I have appointed captain Hervey to the command of the *Defiance*, in the room of captain Andrews slain in the action.

I have sent the defects of the ships, as I have got it made out whilst I was closing my letter.

To this letter was added, in the *London Gazette*, the following list of the killed and wounded in both squadrons, without saying from whence it was taken.

State of the English and French fleets, in the late action in the Mediterranean, with the number of persons killed and wounded in each ship.

ENGLISH.

Ships.	Commanders.	Guns.	killed.	Wounded.
Ramilies—Ad ^m . Byng—Gardner,		90	—	—
Buckingham—Ad ^m . West—Everit,		70	3	7
Culloden—Ward,	-	74	0	0
Captain—Catford,	-	70	6	30
Revenge—Cornwall,	-	70	—	—
Lancaster—Edgcombe,	-	66	1	14
Trident—Durell,	-	64	—	—
Intrepid—Young,	-	64	9	36
Kingston—Parry,	-	60	—	—
Princess Louisa—Noel,	-	60	3	13
Defiance—Andrews,	-	60	14	45
Portland—Baird,	-	50	6	20
Deptford—Amherst,	-	50	—	—
Chesterfield—Lloyd,	-	40	—	—
Experiment—Gilchrist,	-	24	—	—
Dolphin—late Scrope,	-	24	—	—
Phoenix—Hervey,	-	24	—	—
Fortune—Maplefen,	-	14	—	—
		974	42	168

FRENCH.

FRENCH.

Ships.	Commanders.	Guns.	Killed.	Wounded.
Le Foudroyant	{ La Galissoniere, lieut. general,	84	2	10
Le Redoubtable	{ Glandevcs, chef d'escadre,	74	—	3
La Couronne	{ La Clu, chef d'escadre,	74	—	3
Le Temeraire—Beaumont,	-	74	—	15
Le Guerrier—La Brosse,	-	74	—	43
Le Lion—St. Agnan,	-	64	2	7
Le Sage—Duruon,	-	64	—	8
L'Orphée—Raimondis,	-	64	10	—
Le Content—Sabran,	-	64	5	19
Le Triton—Mercier,	-	64	5	14
L'Hippotame—Rochemaure,	-	50	2	10
Le Fier—D'Herville,	-	40	—	4
La Junon—Beauffier,	-	46	—	—
La Rose—Costebelle,	-	26	—	—
La Gracieuse—Marquizen,	-	24	—	—
La Topaz—Carne,	-	24	—	—
La Nymphe—Callian,	-	24	—	—
		944	21	133

According to this list of killed and wounded in the two adverse squadrons, as published in our Gazette, it appears there were in the British squadron forty-two killed and an hundred and sixty-eight wounded; whereas in the French squadron there were but twenty-one killed and an hundred and thirty-three wounded. On board admiral Byng's own ship there was not so much as one man either killed or wounded. This circumstance, merely accidental, did his character a great deal of harm among the people in England; and as to effect this purpose it was most probably published, so it was rendered one of the chief causes perhaps of the fate that afterwards attended him. Every one from thence concluded that he had not attacked the enemy in so brisk and close a manner as he ought to have done: and those who examined not minutely, or considered only the number of ships in each fleet heard, with indignation, that a British should retreat from a French squadron

Squadron consisting of no superior number of ships. "Thus (repeating in the words of a very sensible anonymous author, what we have almost in the same terms observed from ourselves) was raised an immediate popular clamour against him; and this clamour, *industriously* propagated, was artfully continued to the very last, by those who had been the causes of his disgrace, and were afterwards base enough to sacrifice this unfortunate man to their own safety, which is one of the strongest motives by which the human mind can be influenced."

The foregoing account is said to have been received on June 16, if not earlier. A report, of what the French were pleased to call a victory, having found its way through Holland some days previous to its arrival, the minds of the people were in no inconsiderable state of ferment at an event so totally disgraceful to national consequence: they scarcely knew, in their first paroxysms, whether to vent their fury on the admiral himself, as the ostensible victim, or on those under whose direction he acted, as the primary cause of the misfortune which had enraged them. This popular fury was soon indeed most dextrously transferred to this devoted commander; his cause was prejudged; and the disgrace of being hanged in effigy, the customary mark of contempt and hatred inflicted on public delinquents, reiteratedly carried into execution even before his return to England. We have already stated that Mr. Byng's letter arrived on the 16th of June; but, as if the public fury had not then reached a sufficient degree of fermentation to become an ardent spirit, it was withheld from the world till the 26th. During this intermediate space his enemies were not idle, their clamours were too successful, and his destruction was irrevocably resolved on.

The first step taken by administration was, indeed, the most proper that could have been devised; it was that which should have been adopted in the beginning: this was, to send out two commanders, whose known spirit of enterprise and former successes had acquired them the love and confidence of those they were to command. Men, under such leaders, will be always ready to encounter difficulties which, without the most perfect union of sentiment
and

and harmony in every action, would, perhaps, be insurmountable. The persons chosen on this occasion were, sir Edward Hawke and Mr. Saunders. They sailed from Portsmouth, in the *Antelope*, on the 16th of June, several days before the publication of Mr. Byng's dispatch, and were instructed to send home, by the same conveyance, the unfortunate admiral himself; Mr. West, his second in command; and general Fowke.

When Mr. Byng arrived at Gibraltar, in pursuance of the resolution mentioned in his letter on the 19th of June. He there found commodore Broderick with a reinforcement of five ships of the line, dispatched from England in consequence of certain intelligence being received that the French were busily employed, at Toulon, in equipping several large ships of the line to join Gallissoniere. On finding himself and his squadron not totally abandoned to the mercy of the enemy, he lost no time in forming a resolution to return to Minorca, in hopes, that by defeating the French fleet, he might still relieve that unfortunate garrison. But while he was making every possible exertion to carry this gallant determination into execution, sir Edward arrived with his letters of recall. He accordingly embarked, with the two other gentlemen already mentioned, on the 9th of July, and arrived at Spithead on the 26th.

Orders had not only been dispatched to all the ports where it was probable he might arrive to put him immediately under a close arrest, but this measure was, in the most extraordinary manner, publicly notified to the world in the *Gazette*, as if ministers felt themselves bound to keep alive that popular clamour, which they had industriously raised, by thus publicly avowing their *ex parte* opinion, that he was a delinquent of the blackest kind. If we may judge from circumstantial evidence only, it is certainly not unfair to say, that he was appointed only for his disgrace, which nothing short of the most unqualified victory could possibly have averted. Several days before it was known, even by report, that an encounter had taken place, ludicrous paragraphs began to make their appearance in the newspapers; whimsical advertisements offering rewards to those who should find a lost admiral and his

his fleet *, succeeded to these; and when his dispatches arrived, confirming the report that an action had really happened

* Let us examine on the fairest grounds the propriety or decency of this implied charge of delay. Mr. Byng sailed from Spithead with a squadron, many of the ships composing it being foul, and others heavy sailers, on the 7th of April. He arrived at Gibraltar on the 2d of May. Sir Edward Hawke, whom no person ever dared to accuse of delay, when employed in the service of his country, and whose passage was not thought tedious, left the same place in a single ship, chosen for dispatch, clean, and esteemed at that time of day a swift sailer, on the 16th of June, and did not reach Gibraltar till the 3d of July; so that, notwithstanding the great disadvantages under which, as we have just stated, Mr. Byng lay on the score of dispatch, he was only eight days longer on his passage than sir Edward. What must be the condition of that commander, when the impediments of the weather, the act of God; the unfitness and inequality of his ships to the service proposed, which is, probably, the premeditated act of his enemies, shall be urged against him as irrefragable proofs of misconduct and criminality.

Mr. Byng had very imprudently irritated the minds of his noble employers by his letter, written from Gibraltar on his first arrival, in which he, in pretty plain terms, reflects on the conduct of ministry, in sending him out too late to prevent the landing of the enemy on the island itself. "If (said he) I had been so happy as to have arrived at Minorca before the enemy had landed, I flatter myself I should have had it in my power to have hindered them from establishing a footing there." To this unguarded censure it is not improbable the admiral owed his ruin, which, if before in doubt, was, from that moment, determined on. He had been weak enough to *speak the truth*, that he had been sent out too late; and that the opportunity of saving the fortress was irrevocably lost. This was a *crime of so dark a nature* as not to be forgiven. Those whom he had thus obliquely charged with remissness, found it their interest to declare against him, and endeavour, *by any means*, to throw off the imputation of negligence which they were charged. This was not the only act of indiscretion Mr. Byng had been guilty of in his letter: he proceeded to inform administration of their own negligence, which they could not be unconscious of, that Gibraltar was destitute of the magazines necessary to supply the exigencies of his squadron; that his ships could not be cleaned there; that the pits, careening-wharfs, and store-houses were gone to decay and almost useless. He proceeded farther to state, that even admitting it possible, in the situation of affairs at that time, to throw a small number of men into Mahon, this step would only be productive of a greater loss in the destruction or imprisonment of men, who must fall a sacrifice to the superiority of the enemy, who were in actual and indisputable possession of the whole island, the *few* excepted.

"But

happened, they were ludicrously parodied in miserable doggerel and set to vulgar tunes, which being chanted about the

“ But (continues the admiral) it does not appear that this is in any degree feasible at this time, since the engineers and artillerymen concur with me in opinion, that the French batteries, supposed to be erected at the mouth of the harbour, must effectually prevent any such measure, by rendering the passage of boats to the Sally port of fort St. Philip utterly impracticable.” Under the pressure of these considerations it was determined in a council of war, held at Gibraltar by the governor and principal officers, “ that it was not expedient to detach any force from that garrison to the island.” This resolution ought, certainly, not to have been charged to the admiral’s account; yet after that was taken, we cannot conceive how the utter annihilation of the French fleet would, in a primary point of view, have relieved the fort of St. Philip’s from the pressure of the siege, which it became the interest of the assailants to urge with the utmost vigour that they might obtain some cover, by which they might, in their turn, defend themselves, if attacked by the English. But Byng had lost Minorca, at least he was to be charged with it, though it must be evident to every impartial person, that its fate was decided before he quitted Spithead.

“ If otherwise, if even the smallest probability of success, and lightest hope of being able to baffle the projects of the enemy remained, what shall we say of the conduct of those who sent the commander of their choice to sea, in spite of every remonstrance, without taking all the means in their power to encourage him in a spirit of enterprize by a proper succour, and by affording them the best means of palliating misfortune should it take place? What shall we say of men, who could venture to order him out without a fireship, an hospital ship, a transport for the troops, or a single frigate? The soldiers he carried with him, inconsiderable as their numbers were, formed a part of his different crews, which, even with that addition, were deficient: and one of the principal points urged against him was, not having landed those people in spite of every obstacle; of not having rendered his ships still more deficient in point of force than they naturally were, and voluntarily making himself less capable of facing the Toulon Squadron.

“ So indecisive were the measures of administration, so precarious did the intelligence received appear in the eyes of ministers, that even the admiral’s orders and instructions were vague implications; not founded on the certainty of intelligence, but framed to acquire information; as the tenor of them commanded him, on his arrival at Gibraltar, to make strict enquiries, whether any French Squadron had passed through the Straights. Notwithstanding the repeated and numberless advices, from printed public papers, foreign and domestic; from the letters of ambassadors, ministers, envoys, consuls, residents, agents, factors, and officers; despatches assuring the certainty that a strong Squadron of twelve ships of the

the streets among the very refuse of the people, wonderfully recruited the number of his enemies, by enrolling under their banners all those who were incapable of examining the truth, or did not chuse to give themselves the trouble of being undeceived. On the other hand, those who were hardy enough to attempt counteracting his enemies by a similar procedure, were imprisoned or punished with the utmost rigour.

The admiral himself obeyed the letters of supercedure and recal with the utmost pleasure and satisfaction to himself: he considered it as what he ought most to have wished, affording him the properest means of justifying his character, which had been most wantonly and maliciously aspersed. What must have been his astonishment at finding himself treated like a criminal already condemned, confined, treated with every mark of contempt malevolence could invent, hooted in every place he passed through by the mob; and, in fine, completely given up as a sacrifice by those who had ruined, and were consequently, in common justice, bound to have defended him? He was conveyed from Portsmouth to Greenwich-hospital, the place destined for his prison previous to his trial, with all the insult narrow minds were capable of contriving. He was guarded with all the solemnity and pageantry of care bestowed on a traitor of the worst complexion. His prison was fortified with the most scrupulous attention: and this circumstance was most industriously made known, as if to convey an insinuation that the greatest precautions were necessary to prevent his escape from *justice*, and impress on the minds of the unwary that the admiral himself was afraid to meet the injured countenances of his countrymen. Nothing could

the line, with *only two months provisions*, were ready to sail from Toulon, and consequently could never import an intended descent on our American plantations; the admirals orders proceeded to enjoin, that "as it is probable the Squadron may be intended for North America, you are to draught so many of your ships as, when joined with a Squadron going to Halifax, shall become superior to the enemy's Squadron; and this done, you are to dispose of them under rear-admiral West, whom you shall order to hasten his voyage to Louisbourg." The care of Minorca was a secondary and merely conditional object. Fatal these instructions were because unintelligible, calms and contrary winds co-operated with every other circumstance to destroy the effects of his expedition.

be farther from the real truth; he was so far from conceiving himself criminal in the smallest degree, that he wished for nothing with so much eagerness and anxiety as the commencement of his trial, considering it as the period of his sufferings, and the malice of his enemies, which had been displayed with such uncommon inveteracy against him.

Every action of his mind indicated an innate conviction that he went to a certain and most honourable acquittal, when, in the month of December, he was removed back to Portsmouth with the same degree of parade he had been brought from thence. The court-martial, which was held on board the *St. George* in Portsmouth harbour, assembled on the 28th of December*, and continued till the 27th of January following. For brevity sake, we shall endeavour briefly to analyze the charges, with their several answers, and the evidence adduced in support of both. The general facts that remained indisputable were,

That the admiral was within three miles of *St. Philip's*, and had sent out some frigates to land a letter for general *Blakeney*, when he discovered the French fleet.

As soon as the French fleet was discovered he called in the frigates and cruisers, and stood towards the enemy.

When the British fleet first steered for that of the French, the ship which was sternmost in the engagement was first a-head, so that the ships which afterwards formed the rear then formed the van.

This order continued till the signal was made to tack.

When the signal was made to tack, the British fleet had stretched beyond the enemy with the van, but the rear was just even with them.

After the British fleet had tacked, the admiral's division, which then became the rear, was something astern of the

* The members of this court were,

Admirals,	Smith, President,	Captains,	Bentley,
	Holbourne,		Dennis,
	Norris,		Geary,
	Broderick.		Moore,
Captains,	Holmes,		Douglass,
	Boys,		Keppel.
	Simcoe,		

French

French rear; but Mr. West's division, which then became the van, was not a-stern of the van. The two fleets were not parallel to each other in either division, there being only one mile distance between the headmost ship of the British van, and the headmost ship of the enemy; and three miles distance between the sternmost ships of the British rear, and the sternmost of the French. The distance between the two divisions of both fleets was about three miles, so that the rear division of the French was three miles a-stern of their van; and the British rear division about the same distance a-stern of the British van, though the distance of the French rear was either a little less than three miles, or the distance of the British rear a little more, as our rear was somewhat a-stern of the enemy's. While the two fleets were in this situation the signal to engage was made, and the signal for the line of battle a-head was continued, which determined the order to be preserved during the whole action. The *Intrepid*, the sternmost ship of the van division, was disabled in the beginning of the action.

The evidence against the admiral may be reduced to the following points:

First. It was insisted, if the admiral had taken the men on board that were ordered to be shipped at Gibraltar, and landed them at fort St. Philip's, the place might have held out till the arrival of admiral Hawke.

Second. If he had landed the officers and recruits, to the number of about one hundred, which he had on board, it would have been a signal service to the garrison.

Third. The men might have been landed at any time during the siege*, with great ease and little hazard.

Fourth.

* General Blakeney deposed on the trial, that on the 20th of May boats might have passed between the fleet and the garrison *with great safety*; and that if the troops ordered for his relief had been landed, he could have held out till the arrival of sir Edward Hawke. We very much doubt both these assertions. The worthy veteran was, perhaps, too sanguine in his hopes and expectations. But that Mr. Byng acted according to the best of his judgement is very apparent from the following letter written by him to the general.

“ Sir,

“ I send you this by captain Hervey, of his majesty's ship *Phoenix*, who has my orders to convey it to you, if possible, together with the

Fourth. No attempt was made to land these officers and recruits.

To these charges we have, by way of parenthesis, to answer, that they appear very weakly founded. The land-officers, who were best acquainted with the situation of the place, were decidedly of opinion, in the council of war held at Gibraltar, that all efforts to throw succours into the garrison would be of no avail. But granting for a moment the enemy had been neglectful enough to omit raising the batteries necessary to prevent the introduction of such assistance, what was the mighty reinforcement that was to render the fortrefs of St. Philip's impregnable to the assaults of an army consisting of twenty thousand men? Why; thirty or forty officers, the greater part of them subalterns only, and about one hundred recruits!

Fifth. If each ship had made sail in proportion to her distance from the ship she was to engage, all would have been in action nearly at the same time, and the engagement would have become general during the time the French lay to.

inclosed packet, which he received at Leghorn. I am extremely concerned to find that captain Edgcombe was obliged to retire to Gibraltar with the ships under his command, that the French are landed, and that St. Philip's castle is invested, as I flatter myself, had I fortunately been more timely in the Mediterranean, that I should have been able to have prevented the enemy's getting a footing in the island of Minorca. I am to acquaint you that general Stuart, lord Effingham, and colonel Cornwallis, with about thirty officers, and some recruits belonging to the different regiments now in garrison with you, are on board the ships of the squadron; and shall be glad to know by the return of the officer, what place you will think proper to have them landed at. The royal regiment of English fuzileers, commanded by lord R. Bertie, is likewise on board the squadron, destined, agreeable to my orders, to serve on board the fleet in the Mediterranean, unless it should be thought necessary, upon consultation with you, to land the regiment for the defence of Minorca; but I must also inform you, should the fuzileers be landed, as they are part of the ships complements, the marines having been ordered, by the lords commissioners of the admiralty, on board of other ships at Portsmouth, to make room for them; that it will disable the squadron from acting against that of the enemy, which I am informed is cruising off the island: however, I shall gladly embrace every opportunity of promoting his majesty's service in the most effectual manner, and shall assist you to distress the enemy and defeat their designs to the utmost of my power."

Sixthly.

Sixth. The wind and weather was such as admitted each ship's making sail in proportion to her distance from the enemy; and if they had done so the line might have been kept as well as with the sail they made.

Seventh. When the signal to engage was made, the van bore right down upon the French van, and their whole fleet was then lying to, waiting to receive the British.

Eighth. The rear did not bear right down upon the enemy, but slanting; and soon after the signal to engage was made, the admiral seeing that the *Louisa* and *Trident*, the ships next a-head of him, did not make sail, he attempted to back his main and mizen top-sails, and hauled up the fore-sail to give time for them to get into their station.

Ninth. The sail made by the van carried them about three knots an hour, but they might have made such sail as would have carried them six.

Tenth. The rear, though they were three times the distance from the ships they were to engage, made no more sail than the van, consequently must have been three times as long in coming equally near to their opponents.

Eleventh. As the van went right down, and the rear slanting with the same sail, the rear would not have been so near the enemy as the van in equal time, supposing the distance at first to have been the same.

Twelfth. The admiral, while he was yet at a great distance from the enemy, began to fire; the men were obliged to lower the metal and fire at an elevation, since not being in point blank distance the shot would, if fired horizontally, have dropped and taken the water before it reached the enemy's ship.

Thirteenth. While he was thus firing to no effect, at more than half a mile distance from the enemy, he ordered his sails to be laid a-back, and made a signal for the ships a-stern of him to shorten sail.

Fourteenth. It was near twenty minutes after this before he made sail again with his division; and the French having filled and stood on soon after his laying his sails a-back, i. e. within about forty minutes after the signal to engage, he never afterwards engaged them at all.

Fifteenth. When the French center and rear were observed to out-sail the British, no signal, or example, was given to crowd sail and close with the van, without regard to

order of battle, though, if this had been done, he might have prevented the damage that was sustained from the fire of the French ships as they came up.

Sixteenth. He did not make the general signal to chase after the engagement.

Seventeenth. He did not return off Mahon, nor make any farther attempt to assist the castle of St. Philip.

We shall now state the evidence, and fair answers tending to justify these facts, or controvert them in favour of the unfortunate admiral; they may be reduced to the following points, answering to the several articles of the charge.

1st. The admiral was by no means answerable for not taking the men on board from Gibraltar, but the commanding officer of the garrison, who refused to send them on board.

2d. It would have been imprudent in the highest degree to have attempted landing these men after the French fleet was discovered; and it was a right measure immediately to call in all the frigates, and cruisers.

3d. 4th. It is granted that men might have been landed, but this does not affect Mr. Byng, because he had no opportunity to attempt it: neither could these men have done more service in the garrison than they did on board the fleet, which, upon the whole, was short of complement, having many sick and unskilful hands.

5th. 6th. It is granted, that if each ship had sailed in proportion to her distance from the ship she was to engage, a general engagement would have been brought on while the French lay to; and that the wind and weather permitted such sail to be made: but as the enemy was lying-to, the sail which the admiral did make was the most proper upon the whole; for the sail he made was a signal what sail the other ships should go down with; and a croud of sail would have been attended with great disadvantages and hazards: besides, there was the greatest reason to suppose the French would continue to lie-to, as they were then known to be at least equal to the British; and if they had continued to lie-to, the admiral would by the course and sail he made have brought their center and rear to action, so as effectually to have succoured his van; nay, he would have done so if no impediment had happened while they did lie-to.

7th. The van went right down because they were not a-stern of the enemy.

8th. The rear did not bear right down because they were a-stern of the enemy; and if they had borne right down they would have left the enemy a-head; besides, in going right down the vessels are exposed to be raked by the enemy; and a risk is run of being beaten before it is possible to engage, so that the rear went down properly both as to course and sail; and though the admiral might have left the *Louisa* and *Trident* instead of shortening sail for them, yet in that case he must have gone down without his proper force.

9th. 10th. 11th. These articles, granting the facts, are all answered in the articles five and six; but the difference between the time when the van engaged was not forty minutes. When the admiral was impeded by an accident, he would have been very near the enemy in a very short time without altering his course or making more sail.

12th. The people on board the *Ramilies* began to fire without orders, but not till a quarter of an hour after the enemy had struck her with their shot. The metal was lowered because the ship bore down a little on that side, and therefore it was necessary to lower the metal to bring the guns parallel with the horizon.

13th. That the admiral, when he was yet at too great a distance properly to engage, laid his sails a-back is true, but this was made necessary by the accident, and the concurrence of many circumstances with it. The signal for the line of battle a-head was continued the whole day, because it was thought most advantageous to preserve that order during the action, and it was the order in which the enemy themselves lay-to, till some rising circumstances afterwards made a different signal necessary.

When the *Intrepid*, the sternmost ship of the van division was disabled, the *Revenge*, which was the headmost ship of the rear division, came close up to her, but could not pass her, because the signal for the line of battle a-head required him to keep his station behind her.

For the same reasons the ships next a-stern of the *Revenge*, which were the *Louisa* and the *Trident*, were obliged to shorten as they must otherwise have passed the

Revenge and Intrepid, which would have broke the line and carried them out of their station.

In the mean time the people on board the admiral's ship, which was next a-stern of the Trident, began to fire, and the smoak preventing the admiral from seeing what had happened to the Intrepid, he made no signal for her to quit the line; being prevented also by the same cause from seeing that the Trident had laid her sails a-back, he continued his course till he brought her under his lee bow. This situation of the Trident made it necessary for the admiral to suspend his fire, otherwise he must have fired into her. It also became necessary that he should lay his sails a-back, and make the signal for those a-stern of him to do the same, or else he would have been foul of the Trident, and the ships a-stern would have been foul of him. It is urged against him, that he might have kept clear of the Trident by going to leeward of her without shortening sail; but it is alledged in his defence, that he could not do this immediately because he did not see her; and that all circumstances considered, it was impossible for him to get clear of the Trident without laying his sails a-back.

14th. As soon as ever he was disengaged from the Trident, he made sail, and ordered the ships a-stern to do the same, but was not afterwards able to engage the enemy as they out-sailed him.

15th. The admiral, when he saw the French going, did make a signal for more sail; but it was not in his power to join the van before the French had got the length of them.

16th. He had not force sufficient to justify making the general signal to chase, which he lamented to those about him.

17th. He did not return to Mahon because he was not in a condition to come to a second engagement; and if the French had come back to him he would probably have suffered a total defeat.

The admiral in his defence observed, that he was allowed to have been guilty of no delay in getting from St. Helen's to Gibraltar, or from Gibraltar to Mahon; and gave as reasons for that part of his conduct which has been thought blameable, that as he had on board no more than one
hundred

hundred officers and recruits, he did not think the landing them was a sufficient excuse for losing any time, or delaying to attack the enemy when in sight, especially as these very men were necessary to a fleet entering into action badly manned in general, with three hundred and seventy-one men sick on board.

He stood beyond the rear of the enemy before he tacked that every ship might have an opportunity to lead slanting down to that she was to engage, and not be liable to be raked.

Just before he tacked he hauled in his main-sail, and took in his top-gallant sails, apprehending a crowd of sail inconvenient and improper to preserve the order to engage with, and unnecessary, as the enemy appeared to wait for him under top-sails, with their main-top-sails square.

After the fleet had tacked he observed that the leading ship did not steer away with the enemy's leading ship, as is required by the 19th article of the fighting instructions; he therefore fired a gun to lead to starboard, and afterwards another gun to put the leading captain in mind of these instructions.

The leading ship did not yet steer down sufficiently, and by that means was drawing the van a-breast of the enemy's van, and altering the dispositions the admiral had made for attacking the enemy by steering down in a slanting course to avoid being raked; he therefore thought it necessary to make the signal to engage, to bring on the action, and empower the ships to fire respectively as they got within a proper distance.

Upon the signal being made to engage, the leading ship bore down before the wind, as did the van in general. The Intrepid bore right down before the wind, so that being exposed to be raked, she was disabled almost as soon as she could fire.

He continued his course with the rear, which he thought most proper to fall in with and engage the enemy properly, who had head way.

Soon after the enemy began to fire, their shot passed through his rigging; but he reserved his fire till he could get close to the enemy, and declared his intention to do so: but some of his people being impatient at receiving the fire of the enemy without returning it, fired without orders. The admiral being then within half a mile

of the enemy, with a fine breeze, and apprehending that a very little time would bring him down, permitted the firing to continue, as it must prevent the enemy from taking direct aim, and disabling him before he could come to close action.

Soon after this firing began he was impeded by the Trident, which the smoke prevented him from seeing till he was almost foul of her; and there being a necessity for the rear to brace-to lest they should all be foul of each other, and no signal for the rear only to brace-to, he was obliged to make the general signal to brace-to, the rear to brace-to first; but this signal was hauled down before it was possible for the van to repeat it.

As soon as he discovered the cause of the stop, and knew what had happened to the Intrepid, he made the signal for the rear to make more sail and close the line, that the ships a-stern of the Intrepid might pass her.

During the delay occasioned by this accident the French made sail and out-ailed him.

As a considerable part of the fleet was unable to pursue, he judged it improper to pursue with the rest, as the enemy, who at first were superior, were all fit for action.

Here it may be remarked that the admiral, when the French rear first made sail and ran, did not, nor could know that any part of his fleet, except the Intrepid, could not pursue, being at too great a distance from the van to judge of the damage it had received; and as the rear of the French made sail, he had more reason to think that their van was disabled and beaten, than that his own was unfit for the pursuit. The conclusion, therefore, from these premises is obvious.

In these circumstances, and in consequence of the unanimous opinion of the council of war, he returned with the fleet to Gibraltar.

Whether the charge against the admiral is, or is not obviated by these reasons, or by any facts that were proved on his behalf, we are not now to determine; the opinion of the gentlemen by whom he was tried, who must be more particularly acquainted with the facts, as well as the circumstances under which they happened, and consequently better able to judge of them, will appear by the following articles selected from their resolutions.

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The court are of opinion,

That the admiral, having on board many officers who must have been much wanted in the castle of St. Philip's, he ought to have sent them a-head in one of the frigates to be landed, if possible, though he did see the French fleet.

That when the British fleet on the starboard tack had stretched a-breast of the enemy's line, the admiral should have tacked it altogether, and conducted it on in a direct course for the enemy, the van for the van, and the rear for the rear, under such sail as might have enabled the worst sailing ship, under all her plain sails, to preserve her station.

That upon the signal to engage, his van division bore down properly for the ships opposed to them, and engaged till the five headmost ships of the enemy went away out of gun-shot.

That after the signal to engage, the admiral separated the rear from the van, and retarded the rear from closing with the enemy by shortening sail, that the Trident and Louisa might again get a-head of him.

That instead of this, he should have made the Trident and Louisa's signal to make more sail, and ought to have set so much sail himself as would have enabled the slowest ship to have kept her station with all her plain sail, in order to have got down to the enemy as fast as possible, and properly supported the van.

That the admiral acted wrong in suffering the fire on board his ship to continue before she was got to a proper distance to engage, because he not only threw away his shot, but occasioned a smoke which prevented his seeing the motions of the enemy, and the position of the ships immediately a-head of his own.

That after the damaged ships had been repaired as much as possible, he ought to have returned off St. Philip's, and have endeavoured to open a communication with the castle, and used all the means in his power to relieve it.

That, during the engagement, he did not do his utmost to take, seize, and destroy the ships of the French king, and assist such of his ships as were engaged.

The court-martial came therefore to a resolution,
 " that he fell under part of the 12th article of an act of
 parliament

parliament of the twenty-second year of Geo. II. for amending, explaining, and reducing into one act of parliament, the laws relating to the government of his majesty's ships, vessels, and forces by sea; and as that article positively prescribes death, without any alternative left to the discretion of the court under any variation of circumstances, the court did therefore unanimously adjudge the said admiral Byng to be shot to death, at such time, and on board such ship as the lords commissioners of the admiralty should direct. But as it appeared, by the evidence of lord Robert Bertie, lieutenant-colonel Smith, captain Gardiner, and other officers of the ship, who were near the person of the admiral, that they did not perceive any backwardness in him during the action, or any marks of fear or confusion either from his countenance or behaviour, but that he seemed to give his orders coolly and distinctly, and did not seem wanting in personal courage, and from other circumstances the court did not believe that his misconduct arose either from cowardice or disaffection, and did therefore unanimously think it their duty most earnestly to recommend him as a proper object of mercy.

Article XII.

“Every person in the fleet, who, through cowardice, negligence, or disaffection, shall, in time of action, withdraw, or keep back, or not come into the fight, or engagement, or shall not do his utmost to take or destroy every ship which it shall be his duty to engage, and to assist and relieve all and every of his majesty's ships, or those of his allies, which it shall be his duty to assist or relieve; every such person so offending, and being convicted thereof, by the sentence of a court-martial, shall suffer death.”

When the court-martial transmitted a copy of their proceedings to the board of admiralty, they likewise sent their lordships a letter, which concluded in these terms:—“We cannot help laying the distresses of our minds before your lordships on this occasion, in finding ourselves under a necessity of condemning a man to death, from the great severity of the 12th article of war, part of which he falls under, and which admits of no mitigation, even if the crime should be committed by an error in judgment; and

and therefore for our own consciences' sake, as well as in justice to the prisoner, we pray your lordships, in the most earnest manner, to recommend him to his majesty's clemency."

The lords of the admiralty, instead of complying with the request of the court-martial, transmitted their letter to the king, with copies of their proceedings; and a letter from themselves to his majesty, specifying a doubt with regard to the legality of the sentence, as the crime of negligence, for which the admiral had been condemned, was not expressed in any part of them; at the same time copies of two petitions from George, lord viscount Torrington, in behalf of his kinsman, admiral Byng, were submitted to his majesty's royal wisdom and determination. All the friends and relations of this unhappy man employed and exerted their influence and interest for his pardon; and, as circumstances had appeared so strong in his favour, it was supposed that the royal mercy would be extended for his preservation. But infamous arts were used to whet the savage appetite of the populace for blood. The cry of vengeance was loud throughout the land. Sullen clouds of cruel malevolence interposing were said to obstruct the genial beams of the best virtue that adorns the throne; and the sovereign was given to understand, that the execution of admiral Byng was a measure absolutely necessary to appease the fury of the people. His majesty, in consequence of the representation made by the lords of the admiralty, referred the sentence to the consideration of the twelve judges, who were unanimously of opinion that the sentence was legal. This report being transmitted from the privy council to the admiralty, their lordships issued a warrant for executing the sentence of death on the 28th day of February. Admiral Forbes alone refused to sign the warrant, for the following very honourable and conscientious reasons:

"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.

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“ 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.

“ 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 consciences, 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.

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“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 is 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 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 Feb. 1757, at the Admiralty,

J. FORBES.”

Though mercy was denied to the victim, the crown seemed resolved to do nothing that should be thought inconsistent with law. A member of parliament*, who had sat upon the court-martial at Portsmouth, rose up in his place and made application to the house of commons, in behalf of himself and several other members of that tribunal, praying the interference of legislature to release them from the oath of secrecy imposed on courts-martial, that they might disclose the grounds on which sentence of death had passed on admiral Byng, and, perhaps, discover such circumstances as might shew the sentence to be improper. Although this application produced no resolution in the house, the king, on the 26th day of February, sent a

* Mr. Keppel.

message to the commons, by Mr. Secretary Pitt, importing, that though he had determined to let the law take its course with relation to admiral Byng, and resisted all solicitations to the contrary, yet, as a member of the house had expressed some scruples about the sentence, his majesty had thought fit to respite the execution of it, that there might be an opportunity of knowing, by the separate examination of the members of the court-martial, upon oath, what grounds there were for such scruples; and that his majesty was resolved still to let the sentence be carried into execution, unless it should appear, from the said examination, that admiral Byng was unjustly condemned. The sentence might be strictly legal, and at the same time very severe, according to the maxim, *summum jus summa injuria*, in such cases; and, perhaps, in such cases only the rigour of the law ought to be softened by the lenient hand of the royal prerogative. That this was the case of admiral Byng appears from the warm and eager intercession of his jury; a species of intercession which hath generally, if not always, prevailed at the foot of the throne, when any thing favourable for the criminal had appeared in the course of the trial: how much more then might it have been expected to succeed, when earnestly urged as a case of conscience, in behalf of a man whom his judges had expressly acquitted of cowardice and treachery, the only two imputations that rendered him criminal in the eyes of the nation. Such an interposition of the crown in parliamentary transactions was irregular, unnecessary, and at another juncture might have been productive of violent heats and declamation: at present, however, it passed without censure, as the effect of inattention rather than a design to encroach upon the privileges of the house.

The message being communicated, a bill was immediately brought in to release the members of the court-martial from the obligation of secrecy, and passed through the lower house without opposition; but in the house of lords it appeared to be destitute of a proper foundation. They sent a message to the commons, desiring them to give leave that such of the members of the court-martial, as were members of that house, might attend their lordships, in order to be examined on the second reading of
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the bill : accordingly they and the rest of the court-martial attending answered all questions without hesitation. As they did not insist upon any excuse, nor produce any satisfactory reason for shewing that the man they had condemned was a proper object of mercy, their lordships were of opinion there was no occasion for passing any such bill; which, therefore, they almost unanimously rejected. It is not easy to conceive what stronger reasons could be given for proving Mr. Byng an object of mercy than those mentioned in the letter sent to the board of admiralty, by the members of the court-martial, who were empowered to try the imputed offence, consequently must have been deemed well qualified to judge of his conduct.

The unfortunate admiral being thus abandoned to his fate, prepared himself for death with resignation and tranquillity. He maintained a surprising cheerfulness to the last; nor did he, from his condemnation to his execution, exhibit the least sign of impatience or apprehension. During that interval he had remained on board of the *Monarque*, a third rate ship of war, anchored in the harbour of Portsmouth, under a strong guard, in custody of the marshal of the admiralty. On the 14th of March, the day fixed for his execution, the boats belonging to the squadron at Spithead, manned and armed, containing their captains and officers, with a detachment of marines, attended this solemnity in the harbour, which was also crowded with an infinite number of other boats and vessels, filled with spectators. About noon, the admiral having taken leave of a clergyman, and two friends who accompanied him, walked out of the great cabin to the quarter deck, where two files of marines were ready to execute the sentence. He advanced with a firm deliberate step, a composed and resolute countenance, and resolved to suffer with his face uncovered, until his friends representing that his looks would, possibly, intimidate the soldiers and prevent them from taking aim properly, he submitted to their request, threw his hat on the deck, kneeled on a cushion, tied one handkerchief over his eyes, and dropped the other as a signal for his executioners, who fired a volley so decisive, that five balls passed through his body, and he dropped down dead in an instant.

instant. The time consumed in bringing this tragedy to a conclusion, that is to say, from his walking out of the cabin till his remains were deposited in the coffin, did not exceed three minutes.

Such was the unhappy end of the unfortunate John Byng, who, as it has been frequently remarked, seems to have been rashly condemned, meanly given up, and cruelly sacrificed to the safety or popularity of men who had no just claim to either. His own sentiments of his fate he avowed when on the verge of eternity, and there was no longer any cause of dissimulation, in the following declaration, which, immediately before his death, he delivered to the marshal of the admiralty.

“ A few moments will now deliver me from the virulent persecution, and frustrate the farther malice of my enemies; nor need I envy them a life subject to the sensations my injuries, and the injustice done me must create, persuaded as I am that justice will be done to my reputation hereafter; the manner and cause of raising and keeping up the popular clamour and prejudice against me will be seen through; I shall be considered (as I now perceive myself) a victim destined to divert the indignation and resentment of an injured and deluded people from the proper objects; my enemies themselves must now think me innocent. Happy for me, at this my last moment, that I know my own innocence, and am conscious that no part of my country's misfortunes can be owing to me. I heartily wish the shedding my blood may contribute to the happiness and service of my country, but cannot resign my just claim to a faithful discharge of my duty, according to the best of my judgement, and the utmost exertion of my ability for his majesty's honour, and my country's service. I am sorry my endeavours were not attended with more success, and that the armament under my command proved too weak to succeed in an expedition of such moment. Truth has prevailed over calumny and falsehood, and justice has wiped off the ignominious stain of my supposed want of personal courage, and the charge of disaffection. My heart acquits me of these crimes; but who can be presumptuously sure of his own judgement? If my crime is an error in judgement, or differing in opinion from my judges; and if yet the error in judgement should
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be on their side, God forgive them, as I do; and may the distress of their minds, and uneasiness of their consciences, which in justice to me they have represented, be believed, and subside, as my resentment has done. The Supreme Judge sees all hearts and motives; and to him I must submit the justice of my cause."

Ministers, indeed, could not, perhaps, have made a worse choice than they did in appointing Mr. Byng to his last command. It ended in the destruction of his own fame and life, and tended, at least in the minds of all impartial men, to excite the highest indignation against those who had first appointed, and afterwards dispatched him on a service, which certainly not his force, nor it may be his abilities, were competent to the execution of. As a commander he was, as has been already observed, far from being popular. He was austere, rigid, almost to a degree of undue oppression, and proud even beyond comparison; destitute, by nature, of those conciliating qualities which create love and esteem, fortune had, on her part, denied him the means of acquiring admiration and popularity, by withholding from him all opportunities of creating to himself either. Though we cannot by any means acquiesce in what his enemies most indecently, violently, and untimely insisted on, that he was deficient in personal activity of mind, or what in plainer terms is called courage, yet we cannot but fairly confess, we do not imagine him to have possessed that ardent spirit of enterprise which might have enabled him to surmount the several difficulties that unfortunately surrounded him; the evidence adduced against him, on his trial, fully confirms and strengthens us in this opinion.

Mr. West, whose character remained perfectly unimpeached by all parties, a circumstance rather uncommon for a colleague in an unfortunate command, declared, on the trial, he saw no reason why the rear division, commanded by Mr. Byng, could not have engaged the enemy as close as the van; and that no signal was made to chase when the French gave way. Captain Young also, of the *Intrepid*, corroborated this evidence, and deposed, that the loss of his fore-top-mast did not appear to prevent the rear division from bearing down upon the enemy. Captain Gardiner, when called upon for his testimony,

proved, that he advised Mr. Byng, repeatedly, to bear down, but without effect; for that, on the day of action, the admiral took the entire command of the ship upon himself.

These circumstances were insisted on with much firmness as so many proofs of backwardness and timidity. This was certainly judging too harshly, for all the officers who were near his person during the action, and who, consequently had the fairest opportunity of forming an accurate judgement of the state of his mind, which on such occasions is certainly not to be concealed, were unanimous in agreeing, that he discovered not the smallest signs of confusion or want of personal courage, but gave his orders through the whole business very distinctly, and with the greatest apparent coolness. The truth, candidly and impartially speaking, appears to have been, that he was too great an observer of forms, ancient rules of discipline, and what, if we may be allowed the term, may be called naval etiquette*. He deserved rather the character of a parade officer than of a great commander; this is very evident from his too strict attention to that practice which on many occasions has been undoubtedly necessary, and from his unfortunate perseverance in keeping the signal for the line of battle flying, instead of hoisting that for a general chase. From the first moment of his discovering the French fleet, till the commencement of the action, he is said to have repeatedly exclaimed, "that he would not fall into that error with which Mr. Mathews was charged, and which proved his ruin," that of gallantly engaging the enemy before his line of battle was formed. Thus we see, how delicate ought to be the conduct, how clear the judgement, and decisive the execution of a naval commander, when the same system and measures, which on one occasion are ruinous and destructive, both to the country and the commander, would at a subsequent time, if persevered in with spirit, have, probably, preserved the former from disgrace, and the latter from an ignominious death.

Reviewing the whole transaction, future ages can scarcely avoid considering Mr. Byng as a true victim, to

* Ordering the Deptford to quit the line, because he had one ship more than the enemy, is also a very sufficient proof of this.

the mistakes of others, bestowing on them the lightest term. In whatever respect he really might be deficient as a commander, the blame certainly attaches, in a much stronger degree, to those who sent him on such a service, than to himself, who was, if at all, *naturally* incompetent to the task imposed on him. But if it be admitted that the failure primarily, if not entirely, arose from a real deficiency of force, or its being inadequate to the service on account of its ill-equipment, then the malice of his enemies is completely manifest, and the innocence of the admiral becomes too apparent even for cavil or doubt. Of the latter this unfortunate man appears to have entertained the strongest innate conviction, for at the moment of his condemnation he had made every preparation to leave Portsmouth with that degree of triumph, which a man might be supposed to display when delivered honourably from the malice, and vengeance of his enemies.

EDWARDS, John,—was, on the 9th of November 1727, appointed captain of the Pearl Frigate. He was soon afterwards sent, in the same ship, to the West Indies, where he died, on the 1st of September 1731.

GASCOIGNE, John,—is said to have been promoted to the rank of captain in the navy, and appointed to the Greyhound on the 5th of December 1727: but this appears, from some private circumstances, rather a matter of doubt. We believe him to have been only acting captain of the Greyhound, and not to have been advanced to the above rank till the 25th of January 1728, when he was commissioned to the Aldborough frigate. He had no consequential appointment after this till the rupture had taken place with Spain, in 1739; he was then made captain of the Buckingham, of seventy guns. When the reinforcement was ordered to the West Indies, under sir Chaloner Ogle, in order to enable Mr. Vernon to undertake the expedition against Carthagena, Mr. Gascoigne was removed into the Torbay, of eighty guns, as successor to captain Christopher Parker, who retired; he was consequently present at every operation of that unsuccessful armament, and returned to Europe with Mr. Lestock in 1741: for some time he remained on the British station, where there being no enemy to contend with, he conse-

quently had not an opportunity of distinguishing himself. In 1743 he was ordered to the Mediterranean with a reinforcement to the fleet there. He was present at the well-known encounter off Toulon, being stationed as one of the seconds to Mr. Lestock. He escaped, however, being in any degree involved with his principal, even in that degree of obloquy which enveloped many who were not criminally charged.

He continued in the Mediterranean for a considerable time after the action, and in the beginning of the year 1745 had, occasionally, a temporary command under vice-admiral Rowley of a division of the fleet; but the services on which he was employed do not require any particular commemoration. Soon after his return to England he appears to have retired from the service, as it does not appear he ever received a subsequent commission. In the month of July 1747, he was put on the superannuated list, with the rank and half-pay of a rear-admiral. He died in England on the 29th of May 1753.

HERVEY, Hon. William, — was the third son of John, first earl of Bristol, and Elizabeth his wife, sole daughter and heiress of sir Thomas Felton, of Playford, in the county of Suffolk, baronet, comptroller of the household to her majesty queen Anne. He was born on the 25th of December 1699, and having entered into the sea service, was, after passing through the usual stations of probation, appointed captain of the Poole on the 2d of June 1727. He was very soon afterwards promoted to the Kinsale, a fifth rate of forty guns, one of the fleet collected under the command of sir Charles Wager during the years 1729 and 30, but which never proceeded to sea during that period. He accompanied the same admiral on his expedition to the Mediterranean in 1731.

When the fleet arrived off Cape St. Vincent, captain Harvey was charged, by the admiral, with a compliment to the governor of Cadiz, giving him notice of the fleet's arrival. He was moreover instructed to declare to his excellency, that sir Charles would salute the town of Cadiz with fifteen guns, provided he could be assured an equal number would be returned. The governor received this message with the greatest civility, and readily agreed to the proposal. Captain Harvey was afterwards dispatched to Leghorn on an errand almost similar, and was equally happy

happy in adjusting all matters relative to the introduction of the Spanish troops into the several garrisons belonging to the territories bequeathed, by the duke of Parma, to don Carlos of Spain. We find no other mention made of him till after the commencement of hostilities with Spain in 1739. During the following summer he commanded the *Superb*, of sixty guns, one of the fleet employed in the Channel under the command of sir John Norris. He was afterwards ordered to accompany sir Chaloner Ogle to the West Indies, when sent with the reinforcement to Mr. Vernon. That fleet was, soon after it quitted the British Channel, overtaken by a violent tempest, in consequence of which captain Hervey, together with the captains Townsend and Osborn, of the *Shrewsbury* and *Prince of Orange*, were compelled to put into Lisbon; captain Hervey afterwards proceeded to the West Indies in the month of February; but was not present at the attack of Carthagena*.

This gentleman, though so nobly descended and honourably educated, appears to have been very ill-qualified for a naval command; austere in his disposition, even to a degree of cruelty, he became at once an object both of terror, and hatred to his people. The natural violence of his disposition increased to an height no longer to be endured: having treated his officers, particularly lieutenant Hardy, with the most unmerited and unwarrantable severity, and the crew in general with a rigour bordering on barbarity, a general complaint was preferred against him on his return to England: he was, in consequence, put under an arrest, and brought to a court-martial, which was held at Spithead on the 19th of August 1742. He appears to have been very deservedly sentenced to be cashiered, and was declared incapable of holding any subsequent command in the navy.

He married, on the 27th of November 1729, Elizabeth, daughter of Thomas Bridge, of Portsmouth, in the county of Southampton, esq. This lady died in childbed, on the 13th of July 1730, of a daughter, named Elizabeth. Mr. Hervey himself lived to the advanced age of seventy-seven, and died in the month of January 1776.

* In the month of September he captured, after some resistance, the *Constant*, a Spanish register ship, mounting 24 carriage and 10 swivel guns, having on board a very valuable cargo of gold, dollars, and cocoa.

LONG, Robert,—was, on the 21st of March 1726-7, appointed captain of the Shoreham frigate. We find very little mention made of this gentleman, his name never occurring till upwards of two years after the commencement of the war with Spain, in 1739; he was then appointed to the *Ruffel*, of eighty guns, one of the ships ordered for the Mediterranean under Mr. **Rowley**, as a reinforcement to admiral Mathews. He was present at the action off Toulon, being stationed as one of the seconds to vice-admiral Lestock. He was not, however, in the smallest degree, involved in the number of those unfortunate men who contributed to the disgrace of that day. On the evening of the action Mr. Mathews, finding his own ship, the *Namur*, very much disabled, shifted his flag on board the *Ruffel*, which is the only particular mention we find made of that ship. Mr. Long continued to serve in the Mediterranean for some considerable length of time after this; but on his return to England appears to have retired from the service, being one of the many officers put on the superannuated list, with the half-pay and rank of a rear-admiral, on the 21st of July 1747. He died, in England, on the 6th of July 1771.

MEAD, Samuel, (2d)—was on August 29, 1727, appointed captain of the Deal Castle, or as other accounts say, of the *Dolphin*. He is said, by Mr. Hardy, to have been, in the early part of his life, in the service of the South Sea company; but we rather apprehend this employment to have been subsequent to his taking rank as a post captain in the navy. He is very little known in the service as an officer, but appears to have been a person of considerable esprit and consequence, as a man of Letters and understanding. The only subsequent mention we find made of him in the service, is, that in the year 1741 he was commander of the *Duke*, of ninety guns (most probably as captain under commodore Brown) one of the Channel fleet under sir John Norris. From the 9th of September 1742, he totally retired from an active employment as a naval officer, being at that time appointed one of the commissioners of the customs, a station he retained till his death, and was, for the space of thirteen years, senior captain on the list, as he continued, notwithstanding.

notwithstanding his civil appointment, to retain his naval rank. Several years previous to his decease he was elected a fellow of the royal society, and died in an advanced age on the 21st of October 1776.

MILLER, William,—was, on the 18th of November 1727, appointed captain of the *Solebay*, and does not appear to have ever obtained an higher command than that of a frigate. In the year 1736 he fell into a very violent and unhappy derangement of mind, from which he is not believed ever to have recovered. He died sometime in the year 1749.

PITMAN, Samuel.—The name of this gentleman is inserted by Mr. Hardy, as well as in some MS. lists, as a captain in the navy; but it is omitted in the greater number of those of the latter description. According to Mr. Hardy he was appointed captain of the *Pearl* frigate on the 9th of November*, and died in the West Indies (a private account says at Antigua) on October 5, 1728.

POCKLINGTON, Christopher,—was, on the 14th of November 1727, appointed captain of the *Port Mahon*. Notwithstanding we entertain no doubt of his having held many other commands, we do not find any of them particularly specified, except that of the *Deptford*, a fourth rate of sixty guns; to which ship he was appointed, in consequence of the rupture with Spain, in 1739. In the early part of the succeeding season he commanded the same ship, employed in the Channel under sir John Norris. He quitted it when the fleet returned in port, on that ship being ordered for the West Indies under sir Chaloner Ogle. Not finding him in any subsequent command, it may be not unreasonably presumed he quitted the line of active service, which we know him to have retired from altogether, in the month of July 1747, being put on the superannuated list, with the rank and half-pay of a rear-admiral. He died, in England, in the month of October 1766.

PRICE, John.—This gentleman is said to have been appointed captain of the *Superbe*, by the commander-in-chief in the West Indies, on the 2d of June 1727. He died there on the 27th of December following; and there appears some doubt whether his rank was ever confirmed.

* A Memorandum in a MS. list states this to be a mistake, and that the above commission was dated on the 10th of October.

TREVOR, John,—was, on the 15th of February 1726-7, appointed captain of the Success storeship. Some accounts make this gentleman to have been captain of the Revenge, one of the ships of the line put in commission in the month of November 1733, as a guard against any sudden rupture with Spain. This circumstance is not, however, very clearly and positively established, for there were at that time four gentlemen of the name of Trevor captains in the navy; and the strictest enquiry cannot, in many instances, lead us to any certain discrimination between them. In the year 1735 this gentleman commanded the Defiance, of sixty guns, one of the ships composing the fleet sent to Lisbon under sir John Norris. In this ship he continued many years*, and was employed, under Mr. Vernon, in the expedition against Carthage: he was afterwards stationed as a cruiser off the coast of Cuba, where he had the good fortune to capture a Spanish packet with a considerable quantity of specie on board. He died at sea, while thus occupied, before the conclusion of the year.

WARREN, Sir Peter, K. B.—was the descendant of an ancient and respectable family in Ireland. Having betaken himself to a naval life, he was, on the 19th of June 1727, appointed to command the Grafton, one of four ships of the line sent out, under sir George Walton, to join sir Charles Wager, who had at that time the Mediterranean and Lisbon command. He did not long continue in this ship, having been, soon after his arrival at Gibraltar, removed into the Solebay frigate, for the purpose of carrying out, to the West Indies, the king of Spain's orders for executing there the preliminaries of peace stipulated and agreed upon on his majesty's part, which having received, he proceeded on the above service on May 5, 1728, N. S. Having executed his commission far as related to the West Indies, he proceeded, in compliance with his instructions, to Carolina †, from whence he returned.

* In 1740 he proceeded to the West Indies as one of the convoy to a numerous fleet of merchant ships.

† Whitehall, November the 15th. — By a letter from captain Warren commander of his majesty's ship the Solebay, dated at South Carolina, October 1, we have the following account, "that, pursuant to commodore St. Loe's orders, he sailed on the 10th of June from Port Royal, and the 3d of July anchored at La Vera Cruz; from thence

returned in the following year, and was, immediately on his arrival in England, appointed to the *Leopard*, of fifty guns, one of the fleet which, during the current and ensuing year, rendezvoused at Spithead under the command of sir C. Wager. He commanded this ship till after the year 1735, in which year he accompanied sir J. Norris to Lisbon.

We do not find any farther mention made of him till after the rupture with Spain, when, as late as the year 1741, he had no higher command than that of the *Squirrel*, a twenty gun ship, on the American station. In 1742 he commanded the *Launceston* of forty guns; but the only memorable mention we find made of him is, his having captured the *Peregrina* privateer, mounting fourteen carriage and four swivel guns, in company with captain Edward Aylmer of the *Port Mahon*. He was sometime afterwards promoted to the *Superbe*, of sixty guns; and being ordered to the West Indies, was left, by sir Chaloner Ogle, commodore of a small squadron on the Antigua station. He very much distinguished himself by his extraordinary exertions while employed in this service, for, having taken a station off Martinique, his squadron in a very short time captured upwards of twenty valuable prizes, one of them a register ship, taken by the *Woolwich*, valued at 250,000*l.* In the year 1745, a project having been formed at Boston, in New England, to surprize the city of Louisbourg, the capital of Cape Breton, Mr. Warren was ordered to repair to America with his little fleet, consisting, exclusive of his own ship, only of the *Launceston* and *Eltham*, of forty guns each, which were, soon after his arrival on the coast, joined by the *Mermaid* of the same force. He arrived at Canso, in Nova Scotia, on the 25th of April, and found the troops encamped, they having reached the place of rendezvous upwards of three weeks before, under convoy of ten private armed

thence he sent the king of Spain's orders to his viceroy at Mexico, the receipt of which that viceroy owned by the return of the post, assuring captain Warren that he had given directions to the proper officers to use all possible diligence and dispatch in the restitution of the South Sea company's ships and effects, which had been seized in the port of La Vera Cruz. Agreeable to which, on the 20th of July, the *Prince Frederick* and two of the company's snows were put into possession of their agents there. On the 12th of August the supercargoes were desired to begin to receive the cargo of the *Prince Frederick*.
vessels.

vessels. On the 29th the troops reembarked, and the whole of the armament came to an anchor in Gabarus bay, about a league distant from Louisbourg, on the 30th. Nothing could exceed the consternation into which the inhabitants and garrison were thrown by this very unexpected visit: the governor feebly endeavoured to prevent the landing of the troops, by sending out a detachment of one hundred men for that purpose; but the spirit with which the invaders attacked them, compelled them to retire almost without a blow. The debarkation was effected without loss, and the city formally invested on the land side.

Mr. Warren, who was soon afterwards joined by the *Canterbury* and *Sunderland*, of sixty guns each, and the *Chester*, of fifty, all from England, blocked up the harbour so close, that such ships as attempted to get in were captured, and the place was, consequently, soon reduced to the greatest distress. The *Vigilante*, of sixty guns, which was known to be on its passage from Brest, deeply laden with provisions and military stores, was their last hope: this vessel was decoyed by one of the frigates into the center of Mr. Warren's squadron and captured, almost without resistance*. On the 11th of June the naval force

* We have the following different official accounts of the repeated success of this diligent and fortunate commander not only during the siege alluded to, but after the conclusion of it, as it was then unknown to the enemy that the place was in the hands of the English.

Gazette, No. 8450.

The letters from commodore Warren inform us, "that he, in company with the *Mermaid*, had taken a French ship of war, of sixty-four guns and five hundred and sixty men, called the *Vigilant*, the *marquis de Fort Maison* commander, bound from Brest to Louisbourg, with a great number of small cannon and ordnance stores. That he had also, in company with one of our cruisers, taken a second ship with provisions, bound from France to Louisbourg. That there was now a regular blockade of Louisbourg both by sea and land; and that he had put the said *Vigilant* into commission for his majesty's service."

" July 25, 1745.

" On the 18th instant one of the colony cruisers brought in a large French schooner from Quebec, laden with flour and other provisions. On the 22d a large ship appeared in the offing, which I took to be a sixty gun ship; and the next morning, at daylight, I sent out the *Princess Mary* and *Canterbury*, and had the pleasure to see them, from the ramparts, take her without opposition. She proves

force receiving a considerable augmentation by the arrival of the Princess Mary, the Hector, and the Lark, the siege was pressed with so much vigour, that on the 15th the city, and with it the whole island of Cape Breton, surrendered. Soon as the news of this success arrived in England Mr. Warren was promoted to be rear-admiral of the blue, his commission bearing date August the 8th, 1745.

After his return to England he appears to have enjoyed some short repose from the fatigue of public business during the ensuing year; in the course of which he was, nevertheless, on the 14th of July, advanced to be rear-admiral of the white. In the beginning of the year 1747, he was appointed second in command of the squadron sent out, under Mr. Anson and himself, for the purpose of intercepting the united French squadrons, bound to America and the East Indies, which were reported to be on the point of sailing from Brest. The latter of these armaments was reserved for a future victory, that bound to America, under the command of monsieur de Jonquiere, being the only one that put to sea. Its destination was the recapture of Louisbourg; and its discomfiture and capture must, on that ground, have been

to be the Charmante, a French East India ship, of about 500 or 600 tons, twenty-eight guns, and ninety-nine men, commanded by M. Nouvel de la Contrie, who assures us that she is (except Mr. Anson's) as good a prize as has been taken this war."

" August 1, 1745.

" The Chester and Mermaid have brought into Louisbourg the Heron, a French East India ship from Bengal, pretty rich. By her we learn that the Triton is on her passage, and that this is the appointed rendezvous for their India trade; therefore it is to be hoped more of them will fall into our hands."

" August 8, 1745.

" On the 2d instant the Sunderland and Chester brought in a French ship, called the Notre Dame de la Deliverance, captain Pierre Litant, of twenty-two guns, and about sixty men, from Lima in the South Seas, for which place she sailed from Cadiz in the year 1741. She has on board, in gold and silver, upwards of three hundred thousand pounds sterling, and a cargo of cocoa, Peruvian wool, and Jesuits bark. She came from Lima with two others, each of them much richer than this; and near the banks of Newfoundland they met with two ships which took the other South Sea man, while this with difficulty escaped."

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particularly grateful to Mr. Warren. The operations of the British armament have been already related in general terms in our account of Mr. Anson: suffice it therefore to say, on the present occasion, that Mr. Warren had happily an opportunity of signalising himself very remarkably in the course of the action alluded to. The Devonshire, of sixty-six guns, on board which ship he had hoisted his flag, got up with monsieur de Jonquiere himself, on board the *Serieux*; and after receiving his fire, which was well directed, closed within pistol-shot and continued to engage till the *Serieux* struck.

Mr. Warren having silenced this antagonist proceeded to engage the *Invincible*, commanded by the commodore de St. George, the second officer in the French squadron, and, after a short time, had the satisfaction of seeing himself so well seconded by the *Bristol*, captain Montague, that their opponent was quickly dismasted. The issue of this memorable encounter is well known, and may be comprised in very few words, "the whole of the French squadron, consisting of six ships of two decks, including the *Gloire*, of forty-four guns, besides four frigates, were taken." Mr. Warren was not forgotten on this occasion; his gallantry was rewarded with the order of the Bath, a remuneration for his services, which being honorary only, was, in all probability, more grateful to a man of his known open and generous turn of mind, than would have been one of a more substantial, and lucrative nature. In the month of July following sir Peter, being stationed with a squadron to cruise off Cape Finisterre, fell in with, on the 21st of that month, four valuable merchant-ships, convoyed by two French ships of war, which ran into a bay on the island of Sifargo. Sir Peter pursuing them, the whole ran ashore; one of the ships of war, mounting forty-four guns, was fired by the crew and blew up before the boats of the squadron could get on board; but the merchant-ships were got off the next day, and brought into Plymouth. On the 15th of July following he was advanced to be vice-admiral of the white.

Sir Peter sailed again from Spithead, on a cruise, on the 2d of September; but falling sick was compelled to quit his command and retire to his country seat, at Westbury,

bury, in Hampshire. This was the last service he ever lived to perform, for peace being concluded in the ensuing year the fleet was of course dismantled; and he lived not to see a renewal of those times, when services like his own were needed. Few men ever attained, or better deserved so great a share of popularity. He had not only the singular happiness of being universally courted, esteemed, and beloved, but had the additional consolation of having passed through life without making, far as we can investigate, a single enemy. At the general election, in 1747, sir Peter was chosen representative in parliament for the city of Westminster; and, on the 12th of May 1748, was promoted to be vice-admiral of the red. In 1752, the death of the lord mayor (Thomas Winterbottom, esq.) of London, producing a vacancy of alderman for Billingsgate ward, the citizens, who had at a previous meeting, to shew their respect for sir Peter Warren, presented him with the freedom of the city, and of the Goldsmith's company, on account of his gallant behaviour at sea, nominated him for their alderman.

As soon as sir Peter was informed of their intentions he very politely begged leave to decline accepting their offer, urging, that his character in life must undoubtedly prevent his being able to discharge, with propriety, the duties of that important office. In consequence of this, the deputy and common council sent him the following letter, dated Billingsgate ward, June 9, 1752.

“Honoured sir,

“You have given us the utmost concern in telling us, that it is inconsistent with your duty, and other avocations, to honour us in being our alderman. Ourselves in particular, and the inhabitants in general, of the whole ward, are so truly sensible of the greatness of your character and true worth, that unanimity in your election would have expressed how highly we thought ourselves honoured by your acceptance of our choice; and it is with the greatest reluctance that this disappointment should occasion us, so early as to day, to return you our sincerest thanks for the great civilities you have shewn us, and for the further assurance you have been pleased to give us of the honour of your friendship; on which reliance we beg leave to make this application to you, most earnestly desiring

desiring you to re-consider this matter, hoping some lucky incident may still induce your acceptance, that we may have a more joyful cause for our expression of the zeal we have for your high abilities and distinguished merit, and to assure you that we shall ever retain the highest sense of the obligation you will thereby confer on,

“ Sir,

“ Your most obedient humble servants.”

Sir Peter, in return to this, immediately sent the deputy and common council the following answer.

“ To the deputy and common-council-men of the ward of Billingsgate.

“ Cavendish-square, June 9, 1752.

“ Gentlemen,

“ I am extremely obliged to my worthy friends, the inhabitants of your ward, for the distinguished mark of their favour, and to you for the warm expressions of regard contained in your letter of this date; but as the acceptance of a civil office would interfere with the military one, that I have the honour to hold, in which I shall ever be ready to serve my king and country, I hope I shall stand excused in declining the singular honour so unanimously and obligingly conferred on,

“ Gentlemen,

“ Your most obedient

“ and obliged humble servant,

“ P. WARREN.”

With this letter the admiral sent the common council of Billingsgate ward 200l. one moiety to be distributed amongst the poor of the said ward, and the other to be disposed of at their discretion.

The deputy and common council, not satisfied with this answer, waited on sir Peter in person, hoping they might prevail on him to accept the office. He received them with great politeness, but still refused complying with their request, saying, it was incompatible with the duty he owed to his king and country as a naval officer.

Notwithstanding this, he was chosen alderman of Billingsgate ward; but on the 23d of June sent a message to the court of aldermen, desiring to be excused from serving

erving the office to which he had been elected, and paid the fine of 500l. for that purpose.

Immediately after the above event sir Peter repaired to his native country, Ireland, where he was unhappily seized with a violent inflammatory fever, which put a period to his existence on the 29th of July 1752. He was uniformly lamented by all persons, who agreed there could not exist a better, and honest man, or a more gallant officer. A superb monument of white marble is erected to his memory in Westminster-abbey, executed by that great master of his time, Roubiliac. Against the wall is a large flag hanging to the flag-staff, and spreading in natural folds behind the whole monument. In the front is a fine figure of Hercules placing sir Peter's bust on its pedestal, and on one side is a figure of navigation with a wreath of laurel in her hand, gazing on the bust with a look of melancholy mixed with admiration. Behind her, is a cornucopia pouring out fruit, corn, the fleece, &c. close to it is a cannon, an anchor, and other decorations. In the front of the monument is the following inscription.

Sacred to the memory of
 Sir PETER WARREN,
 Knight of the Bath, vice-admiral of the red
 Squadron of the British fleet, and
 Member of Parliament
 For the city and liberty of Westminster.
 He derived his descent from an antient
 Family of Ireland;
 His fame and honours from his virtues and
 Abilities.
 How eminent those were displayed,
 With what vigilance and spirit they were
 Exerted,
 In the various services wherein he had the honour
 To command,
 And the happiness to conquer,
 Will be more properly recorded in the
 Annals of
 Great Britain.
 On this tablet affection with truth must say,
 That, deservedly esteemed in private life,
 And

And universally renowned for his publick
Conduct.

The judicial and gallant officer
Possessed all the amiable qualities of the
Friend,

The gentleman, and the Christian;
But the Almighty,

Whom alone he feared, and whose gracious
Protection

- He had often experienced,
Was pleased to remove him from a place of
Honour

To an eternity of happiness,
On the 29th day of July 1752,
In the 49th year of his age.

1728.

BAKER, Edward, — was, on the 15th of March, appointed captain of the Aldborough. The only consequential command in which we find this gentleman, was in the years 1744 and 5, when he was captain of the Princess Amelia, of eighty guns. This trivial circumstance is all we have been able to collect relative to the life of this gentleman, far as it was connected with the naval service. On the 23d of July 1747, he was one of that considerable number of naval officers who were put on the superannuated list, with the rank and half-pay of a rear admiral. He died some time in the year 1751.

BERKELEY, George, — was, on the 27th of May 1728, appointed captain of the Bredah. No other mention is made of him till the year 1740, when he commanded the Windsor, of sixty guns, one of the ships employed on the West India station under Mr. Vernon. He accompanied that gentleman on the expedition against Carthagena, and returned home in the month of July 1741 with Mr. Lestock. His next appointment was to the

the *Revenge*, of seventy guns, in which ship he was some time afterwards ordered to the Mediterranean. In the encounter with the French and Spanish fleets off Toulon, he was stationed to lead the fleet on the starboard tack. As he consequently closed the rear of Mr. Lestock's division he was not in the action itself, and happily uninvolved in the disgrace that attended it. He did not long survive his return from the above station, dying in England on the 15th of January 1746.

BRIDGE, Timothy, — was, on the 27th of May 1728, appointed captain of the *Lyon*, by commodore St. Loe, to whom the chief command in the West Indies fell, on the death of admiral Hopson. Captain Bridge returned to Europe soon afterwards, and is not known to have received any subsequent commission till the 16th of January 1734, when he was appointed to the *Antelope*, of fifty guns. He was soon afterwards promoted to the *Dunkirk*, a large fourth rate, and ordered to Jamaica, where, on the death of commodore Dent, on August 19, 1737, he became commanding officer; but did not long enjoy this honour, dying himself on the 6th of October following.

BROOKE, Edward, — was, on the 12th of February 1728, appointed captain of the *Southampton*, or, as other accounts erroneously say, of the *Anglesea*. We have no other information concerning him, except that he died in England some time during the year 1738.

DRAKE, Duncombe, — was, on the 11th of January 1728, appointed captain of the *Gosport*, of forty guns, one of seven ships, all of the same force, put into commission at that time. He was afterwards promoted to the command of the *Argyle*, in which station he died on the 22d of May 1734. He is buried in the chancel of the church of Upper Deal, in the county of Kent, a plain flat stone being laid over his remains. On it is the following epitaph, which we have inserted as containing an epitome of his life and connexions.

DUNCOMBE DRAKE, Esq. son of sir Francis Drake, of Buckland, in Com. Devon, bart. by the daughter of sir Henry Pollexfen, lord chief justice of the common pleas. He married Grace, daughter of sir Nicholas Trevanion, commissioner of his majesty's dock-yard at Plymouth. He was one of his majesty's commissioners of appeals, and commander of his majesty's ship Argyle man of war. As he lived beloved, he died lamented by all that knew him on the 22d of May, in the year of his age 40—of our Lord 1734.

FLEMMING, William Henry,—was, on the 26th of July 1728, appointed commander of the Severn. This commission was probably granted merely to give this gentleman the rank of captain, for we have not the smallest proof of his having been ever again employed. All the information we have concerning him is derived from rear-admiral Hardy's Navy List, from which we learn that he died in England on the 18th of May 1771.

FORRESTER, John*,—was, on the 6th of March 1728, promoted to the command of the Dursley galley. In 1734 he was captain of the Kinfale, of forty guns, one of the ships belonging to the Squadron collected at Spithead, and which sailed for Lisbon, in 1735, under the command of sir J. Norris. He was afterwards ordered in the same ship to Jamaica, and unhappily died there on the 12th of July 1737.

FOWKES, Henry,—in the year 1727, commanded the Happy, a snow sloop of war on the West India station, and had the melancholy employment of bringing home the corpse of vice-admiral Hosier, with which he arrived at Spithead in the month of December. Immediately afterwards, that is to say on the 4th of Jan. 1728, he was promoted to be captain of the Chatham; and ordered back for the West Indies, where he himself unfortunately died on the 1st of December 1729.

* This surname, which is of great antiquity, is taken from the office of Forester, or keeper of the king's forests, their armorial bearings being hunting horns, &c.

There was an ancient family of the surname of Forrester in the Merse, designed of Renton, which long ago ended in an heiress, married to Ellim, of Ellimford; which family again ended in another heiress, married to the ancestor of sir John Home.

LEE, Hon. Fitzroy Henry,—was the ninth son of sir Edward Henry Lee*, of Ditchly, in the county of Oxford, baronet, created earl of Litchfield by king Charles the Second, on his marriage with lady Charlotte Fitzroy, one of the natural daughters of the aforesaid king, and Barbara Villiers, dutchefs of Cleveland. Mr. Henry Lee having attached himself to a naval life, was, after having received a suitable education, and passed through the several subordinate stations, appointed, on the 25th of October, to be captain of the Looe. In 1735 he commanded the Falkland of fifty guns, and was afterwards appointed commander-in-chief, with a distinguishing pendant, of the Newfoundland squadron, and governor of that island. He probably continued in the same employment during the two or three successive years, which is the time generally limited for an officer to retain such a command, for we find no other mention made of him till a short time before the rupture with Spain in 1739: he was then appointed to the Pembroke, of sixty guns, and ordered to the Mediterranean, where he served under the admirals, Nicholas Haddock and Mathews†, the latter of whom captain Lee joined at Villa Franca in the month of

* This family of Lee, which hath been very ancient in the county palatine of Chester, took its surname, as is presumed, from the lordship of Lee, in the parish of Wibonbury in the said county; of which family was sir Walter at Lee, knight, who lived about the latter end of the reign of Edward III. and left issue sir John at Lee, of Lee-hall, knight, to whom succeeded another John, and to him Thomas, father of John Lee, of Lee-hall, esq. who by Margery his wife, daughter of sir Ralph Hocknell in com. Cestr. had issue Thomas Lee, of Lee-hall, from whom the Lees, now of Lee-hall, are descended.

Another son of the said John, and Margery his wife, was Benedict Lee, who, about the beginning of the reign of Edward IV. came out of Cheshire, and settled at Quarendon in the county of Bucks, and by Elizabeth his wife, daughter and heir to John Wood, of the county of Warwick, esq. had issue Richard Lee, of Quarendon; which Richard altered his arms to Argent a Fess between three Crescents Sable, and had issue, by Elizabeth his wife, one of the daughters and co heirs of William Sanders, of the county of Oxford, esq. four sons, viz. Sir Robert Lee, of Burton, in the county of Bucks, knight; Benedict Lee, of Hullcote esq. Roger Lee, of Pickthorn; and John, from whom the Lees of Binfield, in Berkshire. derive their descent.

† He made some consequential prizes while on that station, and proved himself to have deserved, on every occasion, the character of an active and diligent officer.

September 1742, but did not continue on the same station for any length of time afterwards. In 1744 he commanded the Edinburgh, but on what station is not known. In the month of March 1745-6, he was appointed commodore of a small squadron sent to the West Indies, hoisting his broad pendant on board the Suffolk; but not having, during his continuance there, lived in perfect harmony with the inhabitants, a circumstance by no means uncommon, some complaints were raised against him, and transmitted home*, so that his promotion to a flag was suspended till the matter was properly investigated. His arrival soon silenced the ill-founded clamour; and the charge, being even without the ceremony of a legal inquiry, discovered to be totally groundless; Mr. Lee was, on the 15th of July 1747, promoted to be rear-admiral of the red, which, owing to the circumstance already stated, was his first flag.

On the 12th of May 1748 he was advanced to be vice-admiral of the white, which was the highest rank he ever attained. He had been an imprudent, or what is generally called a free liver. Though far from having reached an advanced age, his constitution became so much impaired; that he received a severe stroke of the palsy, of which he died on the 18th of April 1751. As to his character, he was, particularly among the seamen, far from being popular. This disgust had arisen from his supposed too great severity, and appears to have been in great measure improperly conceived; for we are told, and from good authority, that an intimate friend mentioning this dislike with a good deal of surprise, the admiral answered, very seriously, he himself was as much astonished as any person could be, for though he totally disregarded and despised the calumny, he could boldly defy the world to prove he had ever committed an ungenerous or an ill-natured action.

LINGEN, Joshua, or Joseph,—was, on the 26th of July, appointed captain of the Ludlow Castle. We hear nothing farther of him till the year 1740, when he commanded the Argyle; and in the following spring was promoted to the Cambridge, of eighty guns, one of the Channel fleet commanded by sir John Norris. On the death of captain

* The principal charge was, that he had suffered an enemy's convoy to pass him unmolested.

Durell he succeeded him in the *Elizabeth*, and soon afterwards was ordered for the Mediterranean, where he was not fortunate enough to meet with any particular or memorable opportunity of distinguishing himself. He was present at the encounter with the French and Spanish fleets off Toulon; but his being the rear ship of Mr. Lestock's division, except one, was, consequently, not engaged. He nevertheless remained totally free from all censure, but does not appear to have held any command after his return to England, and, on the 15th of July 1747, retired altogether from the service, with the rank, and half-pay of a rear-admiral. He died in Ireland some time in the course of the year 1752.

OSBORNE, Henry, — was, on the 4th of January 1727-8, commissioned as captain of the *Squirrel*. His next appointment, far as we have been able to collect, was to the *Portland*, which ship he commanded in the Channel about the year 1734. In 1739 he was captain of the *Prince of Orange*, and was sent to the Mediterranean, whence he soon afterwards returned to England, and was removed into the *Litchfield*, one of the ships ordered to be equipped for the West Indies under sir Chaloner Ogle. Before the sailing of the fleet he returned back to his former ship, the *Prince of Orange*, in which he proceeded to the West Indies, as it is believed, by some*, but certainly was not present at the attack of Carthage, under Mr. Vernon. In the engagement with the French and Spanish fleets in 1744, he commanded the *Princess Caroline*, of eighty guns, one of the seconds to Mr. Rowley, whom he very ably and gallantly supported, and is accordingly mentioned, in very high and deserving terms, by Campbell and other historians.

In the following autumn he was appointed commodore of a squadron stationed off the Italian coast †, and on this occasion removed into the *Essex*. The force under his command consisted of six ships of seventy guns, four of

* The *Prince of Orange* sustained so much damage in the storm which the fleet encountered soon after it quitted the Channel, as to be one of the ships which were obliged to run for Lisbon; and from thence, we imagine, proceeded for the Mediterranean, by a subsequent order from England; but of this we are not certain.

† He was afterwards employed on a variety of services, but these were too trivial to require any enlarged detail.

fifty, and three of forty; but no occurrence took place memorable enough to demand particular notice. In the months of April and May he commanded a squadron of twelve ships stationed to cruise between Cape St. Vincent's and Cadiz, in order to watch the Spanish fleet in that port. He returned to England in the month of June, on board the *Barfleur*, and arrived at Portsmouth on the 19th of that month. On the 15th of July 1747, he was promoted to be rear-admiral of the red, as he was, on the 12th of May following, to be vice of the white; but peace almost immediately succeeding, he had no farther opportunity either of distinguishing himself, or even being employed till after the subsequent rupture with France, in 1756. In the month of May 1759, he was advanced to the rank of vice-admiral of the red*, and appointed to command a small squadron ordered for the Mediterranean. His outset was rather unfortunate, he being driven back by stress of weather and obliged to put into Plymouth; but failing a short time afterwards he made his passage without any farther inconvenience. The object of this armament was the attack or blockade of some of the small French squadrons which were said to be ready for sea at Toulon, or different ports on that coast, intended to sail separately for America, Brest, and other places of their destination, in the hope, that by thus dividing their force, they might produce the same effect on that of Britain, and probably have an opportunity of eluding the vigilance of its commanders.

Early in the year 1758 Mr. Osborne, who then lay off Carthagena, where he had for some time kept M. de la Clue and his squadron impounded, received information that a small detachment, consisting of three ships of two decks, and a frigate, were on the point of sailing from Toulon, under the marquis du Quefne, in the hope of joining De la Clue, whose force would, in case that junction was accomplished, have become sufficient to have enabled him to have contested the point with some appearance, or hope of success. The necessary arrangements were accordingly made to prevent it; and so judiciously and happily, that the ships just mentioned, falling

* As he was very soon afterwards to be admiral of the blue.

in with the British squadron on the 28th of February, two of them, the Foudroyant, of eighty guns, and Orpheus, of sixty-four, were pursued and captured by different ships, as will be hereafter found more particularly related in the lives of captains, Gardiner and Storr. The Oriflamme, of fifty guns, was driven on shore under the castle of Aiglos, on the coast of Spain, by the captains, Rowley and Montague, who were prevented from effecting any farther injury to the enemy, by the respect always paid to a neutral port; the Pleiade frigate alone, made her escape by outfailing her pursuers.

Mr. Osborne, after having dispatched the several ships in pursuit, as already stated, stood in for Carthagena with the remainder of his squadron to watch the motions of De la Clue, who continued quietly at anchor without making the smallest attempt to rescue his companions, by pushing out and engaging Mr. Osborne*. This was the last

* The following is the official account given by the admiral of the foregoing brilliant success.

“ On the 28th of last month, between Cape de Gatt and Carthagena, I fell in with M. De Quesne, in the Foudroyant of eighty, the Orpheus of sixty-four, the Oriflamme of fifty, and the Pleiade of twenty-four guns, which were the four ships sent from Toulon to reinforce M. De la Clue at Carthagena. On their seeing my squadron they immediately dispersed, and steered different courses; on which I detached ships after each of them, whilst, with the body of my squadron, I stood off the bay of Carthagena to watch their squadron there; and about seven in the evening captain Storr, in the Revenge of sixty-four, supported by captain Hughs, in the Berwick of sixty-three, and captain Evans, in the Preston of fifty guns, took the Orpheus, commanded by M. de Herville, with five hundred and two men. Captain Gardiner, in the Monmouth of sixty-four, supported by captain Stanhope, in the Swiftsure of seventy, and captain Harvey, in the Hampton Court of sixty-four guns, about one in the morning took the Foudroyant, on board of which was the marquis de Quesne, chef d’escadre, with eight hundred men. Captain Rowley, in the Montague of sixty, and captain Montague, in the Monarch of seventy-four guns, ran the Oriflamme on shore, under the castle of Aiglos; and had it not been for violating the neutrality of the coast of Spain, they would have entirely destroyed her. The Pleiade, of twenty-four guns, got away by meer out failing our ships.

“ In this action we have had the great misfortune to lose captain Gardiner; and captain Storr has lost the calf of one of his legs. And on this occasion I should do the officers and seamen great injustice if I did not mention to their lordships their very alert, gallant, and brave behaviour

last consequential service he was able to perform. In a very short time afterwards he was obliged to resign his command to sir Charles Saunders, in consequence of a very sudden and melancholy indisposition, of which we have the following plain and unaffected account, in a private letter, written by an officer belonging to the Squadron.

“ I must now lament the condition of that excellent, brave, and able officer, Mr. Osborne. He came in here yesterday, but the weather is too bad to permit his being landed yet. A fortnight since he lost, suddenly, the use of one eye; and three days ago was struck, on one side, dead with the palsy. His senses are clear and entire yet; but they do not expect he can live above two days. As he is not landed yet, his flag is not struck, though he has resigned the command to Mr. Saunders, who is with the fleet expecting the French at the back of the hill. The fatigues and anxiety the poor gentleman underwent, the loss of rest for so many nights, and grief for Gardiner's fate, (for he burst into tears when he heard it) were too much for his years, and delicacy of constitution. No man can die more sincerely and justly lamented.”

“ P. S. March 31. I have just time to close this, first giving you to know that Mr. Osborne is so well recovered as to give out orders as usual; though this being the day he landed, he is not able to get on board again should the enemy appear.”

behaviour: and I must, in a very particular manner, recommend lieutenant Carket, of the Monmouth, for his bravery, after his captain's death, in engaging and disabling the Foudroyant, in such a manner as to oblige her to strike as soon as the other ships came up, and whom I propose to give the command of the Foudroyant to, as a reward for his conduct.”

A private letter, from an officer on board the fleet, adds the following particulars to the above relation.

“ After our success we continued to cruise off Carthagena, and frequently stood in so near as to have a fair view of the French fleet, which consisted of one ship of eighty guns, four of seventy-four, two of sixty-four, and one of fifty-four, besides two frigates. Six of our ships at this time being absent, our whole force consisted of two of ninety guns, one of seventy-four, one of sixty-four, three of sixty, one of fifty, and a frigate: yet they dared not come out to engage us, though they had an equal number of the line, and one more frigate, with a greater number of guns and much heavier metal.”

Although

Although the strength of his constitution enabled the admiral to escape the immediate effects of a stroke so violent, which rarely fails to prove fatal, yet he found his health so much impaired that he requested permission to resign his command: he did this in the month of July, arriving at Spithead on the 21st, in the *St. George*, of 90 guns, accompanied by the *Montague*. On the meeting of parliament the house of commons unanimously voted him their thanks, which being communicated to him by the speaker, he returned the following modest answer.

“ Sir,

“ I want words to express my sense of the honour the house of commons has been pleased to confer upon me, and only hope that you, sir, will be as gracious to me in representing my gratitude to that august assembly, as you have been in acquainting me with their favourable acceptance of my services. I have done no more than my duty; I have only been the humble, though happy instrument of executing the wise measures directed by his majesty.

“ I have no title, sir, to any glory, but what is common to me as a seaman; and as an Englishman zealous for the service of my country, which is pleased to reward me with this instance of their approbation. From the situation of my health, sir, I can flatter myself with having but few opportunities of employing the remainder of my life in grateful exertion of my abilities for the honour and interest of my country; but as the house of commons is so gloriously watchful to encourage the greatest merit, by rewarding the least, England can never want good officers: and however honoured I am by this distinction, may my services be the most inconsiderable that shall be thus acknowledged.

“ I am, with the greatest respect,

“ Sir,

“ Your most obedient, and

“ Most humble servant,

“ Dec. 8, 1758.

“ HENRY OSBORNE.”

Notwithstanding he had in some degree recovered his health, he never was again appointed to any active or actual command afterwards; but, as a very convincing
proof

proof of the high sense retained of his past services, he was, on the 4th of January 1763, on the death of lord Anson, appointed his successor, as vice-admiral of England and admiral of the white squadron. His former appointment he resigned in 1765, and had a pension granted him; on the Irish establishment, of 1200*l. per annum*, which he retained till his death, on the 4th of February 1771.

The family of Osborne is supposed to have been originally of northern extraction, and in later days to have settled in Essex, as we find situate at Purleigh in that county, in 1442, temp. Hen. VI. Peter Osborne, who, besides several other children (of which one was a priest, another a nun at Malden) left Richard Osborne his heir. Henry Osborne, of whom we are speaking, was the third son of sir John Osborne, bart. the second who bore that title, and was in the seventh descent from Peter Osborne first mentioned.

As to his character we find in it much to praise, and, alas! (it is not in human nature to be void of blame) some things to censure. His bravery, his attachment to the cause of his country, and his diligence while employed in its actual service, have never been even questioned; but those who were his warmest friends could not deny him to have been of a cold saturnine disposition, ill-habituated to the warmth of sincere friendship, or even to those attachments which men are generally, from their very nature, prone to form. Having scarcely ever made a friend, though possessed of habits not actively inclined to create enemies, it is little to be wondered at, that his public virtues should not have had sufficient weight to annihilate what were thought private deformities: but on the other hand, it is certainly no slender proof of his worth, considered as a professional man, that those admitted it who feelingly felt the coldness of his disposition, they themselves, perhaps, possessing hearts overflowing with benignity; that those did not deny it, who smarted under his austerity, which scarcely knew how to distinguish between tyranny, and the exacting of due obedience, from persons who were subordinate to him; and lastly, that those should not be insensible of his merit, who was himself, probably, as little attentive to that
of

of others, as any man who ever had the honour of holding a naval command.

REDDISH, Henry,—was, we believe, the brother of captain Edward Reddish of whom a short account has been already given*. He was appointed captain of the *Experiment* on the 11th of January 1727-8, but the station on which that ship was employed is unknown. In 1733 he commanded the *Fox* frigate, one of the Leeward Island squadron; and after that time is unnoticed till the rupture took place with Spain, in 1739; he was then commissioned to the *Anglesea*, of forty guns, and ordered to Jamaica, where he was instructed to put himself under the command of vice-admiral Vernon. On his arrival at Port Royal he found that gentleman had already failed on the expedition against Porto Bello, leaving instructions for the *Anglesea*, and such other ships as should come in during his absence, to follow him thither. Captain Reddish reached Porto Bello on the 29th of November, and consequently had no share in the reduction of that place, the conquest having been concluded some days before. He did not remain in the West Indies any considerable length of time, but after his return to England continued captain of the *Anglesea*, at least till the end of the year 1741. He was most probably prevented, by death, from receiving any other commission, supposing him to have quitted the *Anglesea* before that time; of this circumstance we are uncertain, as well as of the precise period when it happened, knowing only that he died in London during the course of the year 1742.

SMITH, John (2d),—was, on the 13th of January 1727-8, appointed captain of the *Sapphire*, of forty guns, one of seven ships of the same force ordered to be equipped for service with the utmost expedition. He was sent immediately to the West Indies, and unhappily died at Antigua on the 18th of August 1729, at which time he continued captain of the *Sapphire*.

SMITH, William (3d),—was, on the 13th of June 1728, appointed, as some accounts state, captain of the *Success*; but we apprehend this to be a mistake, and that

* See page 84.

Mr. Hardy is most correct * in saying he was commissioned to the Experiment, as we find him in that ship before the conclusion of the month, attached to the fleet collected at Spithead under sir Charles Wager. How long he continued either in this command, or the service, we do not know; all the information we have been able to procure concerning him is that given by Mr. Hardy, who tells us he resigned his rank, but without giving us any reason or date. The time of his death is also unknown.

STANLEY, John, — is known only as having been appointed captain of the Gibraltar frigate, or as other accounts say, of the Princess Louisa, a fourth rate, on the 26th of July 1728. He died in England in the course of the year 1740.

STAPLETON, Miles, — was, on the 20th of June 1728, appointed captain of the Diamond. His next command we believe to have been that of the Sheerness, in which ship he was sent to the West Indies in the year 1732. We believe him to have continued there a very considerable length of time; but we have no other particular account of him till his promotion, after the rupture took place with Spain, in 1739, to be captain of the Princess Louisa, a fourth rate of sixty guns. He was then, to a certainty, in the West Indies, having received his appointment to this ship from Mr. Vernon, after the reduction of Porto Bello, who had the chief command there; and we believe Mr. Stapleton to have continued on that station, during the whole intermediate space of time, as captain of a frigate. We have been informed, and we believe from very good authority, he remained in the West Indies till the year 1745 or 6, and then returned to England captain of the Prince of Orange. This appears to have been the last commission he ever received, and is indeed the last information we have been able to procure concerning him, except that, on the 23d of July 1747, he was put on the superannuated list with the rank and half-pay of a rear-admiral. The precise time of his death is no where mentioned, but certainly happened soon after his retirement, as he was not living at the end of the year 1750.

* He might not improbably have taken post in the Success, and have been removed in a day or two afterwards into the Experiment.

TOLLER, John,—was, on the 20th of November 1728, appointed captain of the Pearl. He continued in same ship till after the year 1733, having been her commander at that time on the Leeward Island station. Soon after the commencement of hostilities with Spain, in 1739, he was appointed to the Warwick, a fourth rate of sixty guns, and ordered to the Mediterranean in 1740 or 41, to reinforce Mr. Haddock, who commanded-in-chief there with a force inadequate to the service he was employed on. In 1743 Mr. Toller quitted the Warwick, and was succeeded by Mr. West. After this time we have no account of his having held any commission. He is said to have shot himself in England on the 8th of May 1747; but the cause of the discontent or distrefs of mind which induced him to commit that rash action is no where related.

1729.

BARNESLEY, John,—received a considerable part of his naval education under the auspices and protection of that worthy and gallant officer Mr. Haddock, with whom he afterwards served as a lieutenant. In the beginning of the month of January 1728, he was promoted to the station of master and commander, and appointed to the Otter sloop, of ten guns. He was advanced, on the 9th of April 1729, to the rank of post captain, being commissioned to the Scarborough, a small frigate of twenty guns, belonging to the fleet collected at Spithead, during the ensuing summer, under the orders of sir Charles Wager. What intermediate commands he might have held, we know not, but we have no other intelligence concerning him till the year 1734, when he was taken by his old patron, rear-admiral Haddock, to command the Namur, under him, when he hoisted his flag on board that ship as third in command of the fleet collected in the Downs under sir John Norris.

Captain Barnesly continued in the same station with Mr. Haddock during that and the ensuing year. When the fleet was ordered to Lisbon, and the admiral was, in 1738, pitched upon to command the Mediterranean squadron, Mr. Barnesly was again appointed his captain, in the Somerset. In 1740, two years after the fleet had been out on the station above-mentioned, he was removed to the Port Mahon frigate. We have on this occasion to observe, lest such an appointment may be thought by some a degradation to a man who had, with much reputation, commanded a second rate, that, according to the regulations of the navy at that time, such a command was much more lucrative, and consequently, on some accounts, much more eligible than his former. It was given him by the admiral as a mark of his special favour, and purposely it the hope of his being able to enrich himself by his success against the enemy. Whether this hope and good intention of his patron was actually realised does not appear. He is stated in some accounts to have again commanded the Somerset in 1741; but though this is a circumstance we have reasons, and are inclined to disbelieve, there are others which convince us of the truth of it, so far as to warrant our asserting, that in 1742 he commanded the Somerset*. We have not any other intelligence that can be depended upon relative to this gentleman, except that he died in England on the 7th of August 1745.

DAVIS, Arthur, — was, on the 11th of November 1729, promoted to the Sapphire, of forty-four guns. His next command we believe to have been that of the Edinburgh, a third rate of seventy guns, to which he was appointed, in 1734, as captain to vice-admiral Stewart. When the fleet sailed for Lisbon in the ensuing year, Mr. Stewart was one of the admirals left behind for the protection of the Channel, with a very stout fleet. Captain Davis was, in 1738, re-appointed to the Edinburgh, which was ordered to be fitted as a guard ship. He resigned this command, however, as soon as the ship was com-

* Being concerned with many other ships of war in the capture of a very valuable Spanish vessel, called the St. Joseph, of eight hundred and fifty tons burthen, commanded by the don Christoval de Loide, carried into Gibraltar.

pletely

pletely manned, and we do not know that he ever held any subsequent commission. He died in England * on the 2d of May 1743.

DOUGLASS, William, — was, on the 31st of December 1729, appointed to command the *Anglesea*. In the month of November 1731, he was removed into the *Phoenix*, a small frigate of twenty guns, ordered, together with three other vessels of the same force, and two sloops of war, to be equipped and sent to the West Indies, as a check to the insolence of the Spanish *guarda costas*. His next command, far as we have been able to investigate, was that of the *Falmouth*, a fourth rate of fifty guns, one of the West India squadron in 1740, under the command of Mr. Vernon. He served with that gentleman at the siege of Carthage, being one of commodore Lestock's division, and was one of those unfortunate commanders who fell a victim to the insalubrity of that destructive climate. He died sometime in the month of May 1741.

ONLEY, John, — was, on the 18th of January 1728, appointed captain of the *Lively* frigate. He was dismissed from the command of this ship, and declared incapable of holding any subsequent commission in the navy, by the sentence of a court-martial held in Portsmouth harbour on the 3d of December 1728. A private MS. memorandum says 1738; but we apprehend this to be one of those mistakes to which all documents of that nature are more particularly subject. His offence appears to have been a disobedience of orders, in not cruising according to his instructions. The time of his death, as is commonly the case with those officers who are previously out of the service, is unknown.

SPARKES, Israel, — was, on the 9th of April, appointed captain of the *Solebay* frigate, one of the vessels attached to the fleet which rendezvoused at Portsmouth soon afterwards, under the command of sir C. Wager. In the month of June the *Solebay* was converted into a bomb-ketch, and Mr. Sparkes still continued to command her; but no mention is made of her having ever proceeded to sea while he continued in that station, nor have we

* A private memorandum says in the *marshalsea*; whether this is authentic we cannot pretend to determine.

any reason to believe him to have been again employed. We suppose him, for many years previous to his decease, to have retired totally from the service, as he was omitted in the very extensive promotion of officers, to the rank and half-pay of a rear-admiral, on the superannuated list, which took place in the month of July 1747. This omission would most probably not have happened had he been considered, in consequence of his situation, as liable to be called into active service, and entitled to such an advancement. He died in England, at that time holding the rank of captain in the navy on the 22d of August 1753.

SYMONDS, Richard,—was, on the 22d of February 1728-9, appointed captain of the *Succes*. We have no other subsequent information concerning him, except that he died, at sea, on the 23d of October 1740, being then on his return to England from the West Indies, as captain of the *Colchester*, a fourth rate of fifty guns.

VINCENT, Philip,—was, on the 18th of July 1729, appointed captain of the *Torrington*, a fifth rate of forty guns; in which ship he sailed for the Straights in the month of December following, having on board the earl of Kinnoul, who was appointed ambassador to the Porte. It is most probable he quitted this vessel on his return to England, as we find it, very soon afterwards, commanded by another gentleman (captain Fytch). In the month of January 1732, he was appointed to the *Dolphin* of twenty guns, a ship put into commission, for the West India station, to protect the commerce of that part of the world from the insolence of the Spanish guarda costas. No farther mention is made of captain Vincent till the year 1740, when he commanded the *St. Alban's*, a fourth rate of fifty guns, a ship employed in the Bay of Biscay as a cruiser, and afterwards on the Mediterranean station. While in the former occupation, we find him a claimant in the capture of the *Princessa* Spanish ship of war, mounting seventy guns. This assertion was afterwards set aside, it being proved, to the satisfaction of the court, that he was not in sight at the time of the action. On his arrival in the Mediterranean he was sent to the Levant as convoy to the Turkey trade. On his return to England he was appointed to the *Royal Oak*, of seventy guns, and ordered

ordered, with Mr. Lestock, for the Mediterranean. Soon after his arrival there he quitted his former line of profession as a naval officer, and was employed on the coast of Italy, at Villa Franca, Nice, and the intermediate posts between those places, as an engineer, or superintendent of fortifications. He returned to England by land, and did not long survive his arrival, dying, in London, on the 11th of December 1746.

1730.

COCKAYNE, Samuel,—was, on the 19th of September 1730, appointed captain of the *Garland*, or, as some accounts say, not improbably owing to an error in the transcriber, the *Greyhound*. We have no other information concerning him, except that he died in the West Indies; but in that circumstance reports vary, Mr. Hardy stating England as the place of his decease, some time in the course of the year 1735.

SMITH, Thomas,—generally known among seamen by the quaint name of *Tom of Ten Thousand*. A singular circumstance, well deserving relation, occurs in the life of this gentleman. When lieutenant of the *Gosport*, his captain being at the time alluded to on shore, a French frigate putting to sea from Plymouth, passed very near him without paying the usually exacted compliment of lowering his top-sails. Mr. Smith very spiritedly fired at the French ship, and compelled her commander to perform this act of complaisance, the failure of which had, on a former occasion, involved England in a war with Holland. However strictly consistent this might be with the national character, and spirit of an Englishman, as the greatest harmony at that time subsisted between the courts of England and France, a serious complaint was made by the ambassador of what was termed an outrageous act of violence. Mr. Smith was accordingly brought to a court-martial; and it being impossible, to deny or controvert the fact, was accordingly broke. His conduct was, nevertheless, so highly acceptable both to the sovereign and the nation, that, although political reasons rendered the above apparent censure indispensibly necessary, he was advanced, on

the following day, to the rank of post captain without ever passing through, or occupying the intermediate subordinate station of commander of a sloop of war.

He was accordingly, on the 5th of May 1730, appointed captain of the *Success* frigate; but the service on which this vessel was employed is no where mentioned. In the month of March 1733, we find him commanding the *Dursley* galley, one of three frigates ordered for the Straights, to restrain and punish the insolence of the different piratical states on the coast of Barbary. We believe him to have retained the same command till the beginning of the year 1741, he was then promoted to the *Romney*, and appointed commander-in-chief on the Newfoundland station, and governor of that island. He continued thus employed and occupied, both in regard to his command and office, till after the year 1743; and was, we believe, at some time during the above period, brought to a court-martial on a very ill-founded and ridiculous charge of rapacity, in improperly converting to his own use provisions and necessaries which ought to have been distributed among his people. Such a complaint could not have been laid against any commander with a greater share of improbability, as to the truth of it, than in the present instance. Open, liberal, generous in the extreme, his general character ought to have placed him far above so base, and unworthy an aspersion. But we should recollect that there are certain ignoble characters existing, who appear never so happy as when attempting to depreciate, and injure the virtuous and noble. The court-martial, however, of which Mr. Cavendish was president, did ample justice to his honour and reputation, by acquitting him in the most ample and unequivocal manner. He was afterwards appointed to the *Princess Mary*, one of the fleet stationed in the Channel; and the enemy not having any western squadron at sea, no opportunity afforded itself by which he could particularly distinguish himself. On the eve of the rebellion in Scotland, which broke out in the year 1745, he hoisted a broad pendant, at the *Nore*, on board the *Royal Sovereign*, a first rate, and was soon afterwards appointed to command a squadron on the north coast, the better to prevent the introduction of any supplies from France. He displayed, as he had on every former occasion, the greatest diligence and zeal for the service of his

his country, while employed on the above station; but the operations of war being afterwards contracted into a very small compass, and the opportunities of any singular exertion but few, we find no other mention made of him during its continuance *, except that he was, on the 15th of July 1747, very deservedly advanced to be rear-admiral of the red.

On the 12th of May 1748 he was still farther promoted to be vice-admiral of the white; but peace having taken place, became an additional and more forcible reason for his non employment. In the year 1756, he was appointed president of the court-martial held at Portsmouth for the trial of Mr. Byng. In 1757, he was again advanced and made admiral of the blue; but was not ever, far as we have been able to learn, invested with any active command. Having continued to live a life of retirement, rendered truly honourable by the general notoriety of his gallantry, honour, and unshaken integrity, he died, at last, on the 28th of August 1762, universally lamented by all who ever had enjoyed the comfort as well as satisfaction, either of his acquaintance or having been under his command, and regretted by all the rest of his countrymen who had only heard but consequently admired his character.

1731.

AUBIN, David,—was, on the 24th of November 1731, appointed captain of the Deal Castle, a frigate of twenty guns, ordered to be equipped for the West Indies to protect the commerce of that part of the world from the insolence and depredations which were daily committed by the Spanish guarda costas. Not long after he reached his destined station, he fell in with a very valuable Spanish merchant-vessel, which he detained by way of reprisal. This was one of those spirited steps, which being occasionally taken, convinced the Spaniards of the supe-

* We must not omit, that in 1745, he was one of the members of the court-martial held on board the London, in Chatham river, for the trial of the officers charged with misbehaviour under Mr. Mathews.

riority of British naval power, and that it was not to be long trifled with merely by *making* pacific declarations and promises. Mr. Aubin, on what particular occasion is not mentioned, removed some time afterwards into the Spence sloop, in which vessel he died, at Barbadoes, in the month of February 1735.

BARNET, Curtis.—We do not precisely know under whose auspices this brave and worthy officer went first to sea; but in 1726 we find him serving as lieutenant under sir Charles Wager, who held the chief command of the Baltic fleet. He was entrusted by the admiral, on many important occasions, as a confidential person*, on whose conduct and prudence he could implicitly rely; and so well established that good opinion which sir Charles very deservedly entertained of him, as to excite in him a most cordial friendship and esteem, which he ever afterwards, through life, continued to manifest towards him.

After having thus passed through the several subordinate stations and appointments, with the highest reputation and credit, he was, on the 26th of January 1731, very deservedly promoted to the rank of post captain, and appointed to the Biddeford frigate. About the year 1734 or 5, he was advanced to the Nottingham, of sixty guns; but that having been employed solely as a guard-ship, we have nothing particular to record of this gentleman till after the commencement of hostilities with Spain, in 1739, when we find him commanding the Dragon, of sixty guns, one of the fleet stationed in the Mediterranean under Mr. Haddock. Mr. Barnet's behaviour while acting under the orders of that gentleman, as it was most exemplary and meritorious, so had he the satisfaction of obtaining the most cordial and unqualified approbation of it.

Soon after his arrival in the Mediterranean, being detached on a cruise, in company with another British ship of the line, they fell in with three French ships of war off Cadiz, which they imagined were register ships laden with treasure from the Spanish West Indies. Mr. Barnet accordingly hailed them, but received no sort of answer till after a third repetition of that mode of enquiry; even

* He was sent in the Port Mahon frigate to Cronstot, with the dispatches to the empress of Russia and admiral Apraxin, a business on which the event of the expedition entirely turned.

then it was so dissatisfactory and equivocating, that captain Barnet was the more confirmed in his original opinion: he accordingly fired a single shot a-head of the French ships, which the chevalier de Caylus, who commanded, returned with a broadside. A sharp contest ensued; and, after a continuance of two hours, the French, who had lost one of their captains and a considerable number of men, besides having upwards of seventy desperately wounded, thought proper to desist, and come to a proper explanation. They were so severely handled as to be obliged to put into Malaga to refit. Mr. Barnet and his companion, on their parts, sustained considerable injury in their masts and rigging; but had only four men killed, and fourteen wounded, several of them only slightly.

Although he continued to persevere in that uniformly honourable line of conduct which ever graces the life of a brave and good man, under Mr. Haddock's successor, Mr. Lestock, he was not happy enough to pass, even the short time during which the latter gentleman held the supreme command on the above station, free from anxiety, trouble, and unmerited reproach.

We have already alluded to the circumstance of which we are now speaking in the life of Mr. Lestock, Vol. III. page 340, and shall only add, on the present occasion, that as no man could be more undeserving of censure at all times than Mr. Barnet, so could no one repel the insolence of a man, ridiculously proud of his elevated station, with more firmness, spirit, and decency; observing at the time he defended his own character, the greatest decorum to his superior in service, who had most illiberally and wantonly attacked him. This affair cannot be better explained than by inserting the correspondence which passed between these gentlemen at full length: the fact will then speak for itself, and the behaviour of each shew itself in proper colours to the world, without requiring the smallest comment on our part.

We have to begin with the peremptory and violent order issued by Mr. Lestock, which occasioned Mr. Barnet's spirited and proper reply.

“ Captain Hodfoll,

“ Go to the Lenox, Nassau, Royal Oak, Romney, and Dragon, tell them I am the centre from whence the line of battle is to be formed; and if any ship or ships cannot

get into their stations, I am to find remedy for that; but those who can, and do not get into their stations, are blameable; and that a line of battle is not to be trifled with, nor misunderstood, go with this yourself to the several captains, from,

“ Sir,
 “ Neptune, at sea, “ Your most humble servant,
 14 April, 1742. “ Richard Lestock.”

“ P. S. An enemy in fight would not admit of this deliberation.”

To this Mr. Barnet returned the following answer:

“ Ann galley.
 “ I thought that all the ships of a fleet, or squadron, were to sail in their proper divisions. I have heard and read of divisions getting late into the line; not in time to have any part in the action; but never knew till now that it was my duty to leave the flag, or officer representing one, in whose division I am, without a particular order, or signal; I therefore kept my station in the division, not with a design to trifle with the line of battle.

“ I am, &c.
 “ To Mr. Lestock. “ C. Barnet.”

This occasioned the following passionate and ridiculous reply from Mr. Lestock*:

“ Sir,
 “ I have your letter of the 15th instant, in answer to mine I sent to you and several other captains, by captain Hodfoll, on the 14th instant, at the time the signal was out for the line of battle a-breast of each other. Your not getting into the line, “ and” *when you could have done it*, gave me that occasion by the fire-ships.

“ You say you thought that the ships of a fleet, or squadron, were to sail in their proper divisions; and you have heard and read of divisions getting late into the line

* Mr. Lestock appears in his vehemence of rage, to have been guilty of a few literary omissions and mistakes, which we have supplied and corrected, in italics, in order to render his meaning more intelligible.

not in time to have any part of the action; but never till now knew, that it was your duty to leave the flag, or officer representing one, in whose division you are, without a particular order or signal.

“ *Let us suppose* you are in a division, and a signal for the line of battle is made; the commanding ship of that division, by bad failing, could not get into the line; all the rest of the squadron could have got into the line, but did not; that division makes one-third of the squadron.

“ *I will ask you*; Is it your duty to see two-thirds of the squadron sacrificed to the enemy, when you could, and did not join in the battle? But an admiral in such a case would leave the bad-failing ship for one that could get into the action, or send to you such orders as should justify you at a court-martial, for not coming into the action when you could have done it.

“ Captain Rowley, indeed, has not the power either to shift his ship or to stop you with him.

“ Such an account would tell but ill to our country, after the loss of a battle; but I hope such a thing can never happen to an Englishman: and the *punishment inflicted on a breach of the 12th article of the statute of Charles the Second, relative to those who withdraw, or keep back, or do not come into the fight and engage*, would be what must follow in such a case.

“ So I will say no more of trifling, nor misunderstanding of a line of battle, as these are, and must be the consequences of, of a not trifling want of duty, weighing circumstances, in regard to battle, for that is the cause why lines are formed.

“ The 13th article of the fighting instructions leans that way also: so having, I think, answered your letter,

“ I am, sir,

“ Neptune, at sea,
16th April, 1742.

“ Your most humble servant,
“ Richard Lestock.”

This produced a rejoinder from Mr. Barnet, to which Mr. Lestock did not *deign* to make any answer.

“ Sir,

“ Dragon, 16th April 1742.

“ As you have given yourself the trouble to answer the letter I thought necessary to write in excuse for my continuing in my station in the division of which I am, when

you made the signal for the line of battle a-breast; and in it are pleased to say, “ Is it your duty to see two-thirds of the Squadron sacrificed to the enemy, when you could and did not join in the battle?” I answer, that I should readily concur in punishing rigidly any man, who could, and did not join in the battle. But as the commanders of divisions will, I imagine, always expect that the captains, in their respective divisions, should in any thing like the late case take directions from them, and, as we are to suppose, every officer of that distinction neither wanting in zeal or capacity, I can make no doubt but such orders would be immediately given as could be most essential for his majesty’s service; and that a signal or order might be expected for the ships to make sail into the line, if the commander of the division could not get up with his own ship, and did not think proper to remove into another. Without such an order, or a proper signal, I could not in my conscience condemn any man for remaining with his division, or think that he fell under the 12th article of the statute of Charles the Second, or the 13th of the fighting instructions; for a man in his station cannot be said to withdraw, keep back, or not use his endeavours to engage the enemy, in the order the admiral has prescribed. In this manner I should judge, were I to sit at a court-martial on such an occasion; but in this manner shall no longer act, since you have been pleased to tell me captain Rowley has not the power to shift his ship or stop me.

“ I presume there are instances both of whole divisions going down to the enemy too soon, and of coming in so late as to have no part in the action; but I never heard that the private captains, who kept their stations in those divisions fell under the least censure; and as I was neither called, or sent from the division, by order or signal, I had no apprehension of being blameable.

“ With regard to what you are pleased to say of seeing the Squadron sacrificed to the enemy, that cannot happen while you, sir, command it, who will never go down to the enemy in an improper manner, with more sail than the principal ships of the line can keep your company. With respect to the line of battle, one ship a-head of another, the matter appeared to me in a different light; and when the signal was made for those to lead, who are
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to lead with starboard tacks, I being the leader of the division went immediately into my station, in the rear of your division, as when that signal is made, after bearing down in the line a-breast, we were to be supposed in presence of the enemy, and on the point of engaging.

“ I hope nothing may ever with justice be said of me, that will tell but ill to our country. I acknowledge my want of experience, through which I may mistake; but I have too much respect for you to attempt to trifle, and too good an opinion of your judgement and experience not to be concerned, when I am so unhappy as to misunderstand your orders, or so weak as not duly to weigh circumstances.

“ I am, &c.

“ To Richard Lestock, esq.

“ C. Barnet.”

It is somewhat singular that the principal points on which the foregoing correspondence turns, were nearly similar to those, *mutatis mutandis*, which afterwards became the subject of dispute between Mr. Mathews and Mr. Lestock. It appears, could we persuade ourselves to such a belief, that Mr. Barnet had an intuitive knowledge of what was hereafter to happen, and had been studying his proper rebuke for his admiral's conduct, when he made use of the following sarcasm—“ I presume there are instances both of whole divisions going down to the enemy too soon, and of coming in so late as to have no part in the action.” Mr. Lestock, as we have already said, desisted on finding Mr. Barnet a man of too much firmness to endure the shadow of insult, and too good an understanding to suffer himself to be imposed upon, or betrayed into a confession of having been in the wrong, when he knew not only the integrity of his own heart, but was in every respect a competent judge as well of the duties of a private captain, as of the admiral under whose orders he then acted.

Mr. Barnet did not, however, remain long on the same station; and soon after his return to England was appointed commodore of a small squadron ordered for the East Indies, in consequence of a representation made by the company to the lords of the admiralty. His force consisted of the Deptford (his own ship) and Medway, of sixty guns each; the Preston, of fifty; and the Diamond frigate,

frigate, of twenty. He sailed from Portsmouth on the 5th of May 1744, and arrived at Porto Praya, in the island of Jago, on the 26th. He found there a Spanish privateer, mounting fourteen carriage and twelve swivel guns, called the *Amiable Maria*, and a British pink of two hundred and fifty tons, a prize, both under Spanish colours. Mr. *Barnet* at first took no notice of them, not having the smallest intention of violating the neutrality of the port which protected them: but being soon informed that the privateer herself, despising all forms and the laws of civilised nations, had captured the pink, together with a brigantine, and burnt two other British vessels at the *Isle of May*, another of the *Cape de Verde* islands, all which were entitled to the same protection she now wished to shelter herself and her illegal prize under, he immediately informed the governor of the circumstance, and at the same time acquainted him that, finding "the privateer had so notoriously and flagrantly violated the neutrality of the *isle of May*, he did not think himself any longer bound to observe any respect with regard to her."

He accordingly summoned the privateer and her prize to surrender, which they did without hesitation, and were immediately taken possession of. He then dispatched the pink to the *Isle of May* for the masters and crews of the different vessels which had, as just stated, been either taken or destroyed; but the brigantine, which had been driven to sea before his arrival, being seen in the offing, he dispatched his boats to take possession of her. They executed these orders without interruption, the Spaniards on board having all quitted her, and made their escape to the town of *St. Jago* in their boats. On the return of the pink he reinstated the masters and crews in possession of their different vessels, making to them the fullest restitution of every thing they could claim, which the Spaniards, as is customary among privateers, had plundered them of, and taken on board their own ship. Having thus executed justice, and relieved the different sufferers to the utmost of his power, the commodore continued his voyage to the *East Indies*.

He first put into *Madagascar*, where having procured the supply of water and provisions, which he much needed, he prosecuted his voyage to his original destination. In a short time after he quitted *Madagascar* he divided his
little

little squadron into two parts, his own ship and the Preston passing through the streights of Sunda, and from thence to Banca; while the Medway and Diamond steered for the streights of Malacca. Mr. Barnet took every possible precaution to disguise both his own ship and his consort, by painting and adorning them after the Dutch fashion. After having been for some time stationary in the streights of Banca, on the 25th of January 1744, he got sight of three large French-built ships, of which he supposed two to be merchant vessels from China, and the third a French ship of war mounting fifty guns, from Pondicherry, which he had information was in those seas. Mr. Barnet immediately got under sail, accompanied by the Preston, in order to attack them; and so perfect was the deception, that the enemy had no doubt of their being Dutch ships, till they were within musket-shot of them, and, striking their Dutch, hoisted English colours. The French ships were not, however, surpris'd, though deceived, for they were all completely ready for immediate action. Mr. Barnet was mistaken in the first opinion he had formed of them, for the ship of fifty guns was not in company, and the vessels he attacked were the Dauphin, Jafon, and Hercules, large ships of seven hundred tons burthen, each mounting thirty guns, and carrying one hundred and fifty men, deeply and richly laden, from China, with cargoes of tea, China-ware, and silk.

Mr. Barnet ordered lord Northesk, in the Preston, to board one of the ships, while he himself prepared to act in the same manner against that which was apparently of the most force, and which he accordingly supposed to be the commodore. While, however, they were both endeavouring to carry this measure into execution, an unlucky shot from the enemy's ships cut both the tiller ropes, when they were on the point of sheering on board them. This unfortunate accident delayed the capture for some time; but being repaired with all possible expedition, the enemy's ships were all secured, after a very stout, and, indeed, more determined resistance than could have been expected, of two hours continuance. They were all prizes of considerable value, the cargoes being valued at upwards of three hundred thousand pounds, had they arrived

rived safe in Europe. The prizes were sent to Batavia, and the commodore himself, with his consort, pursued his voyage to the British settlements in India.

During the ensuing season he afforded the most perfect protection to the British commerce, and effected considerable mischief on that of the enemy. In the month of October, having detached two of his Squadron, the Preston and Lively, to cruise off Cape Palmyras, they had the good fortune completely to effect the purpose on which they were sent by Mr. Barnet, having captured all the French ships bound into the river Ganges, consisting of two ships of six hundred, and one of four hundred tons burthen, all of them armed for defence; the two former mounting eighteen, the latter twelve guns. In the month of January he repaired to Pondicherry, where his presence completely baffled a project formed by the French for the attack of fort St. David. They had marched out of Pondicherry with a corps of one thousand infantry, four hundred of which were Europeans, together with forty horse, and a sufficient number of cannon. They encamped within a mile of fort St. David's*; but on Mr. Barnet's arrival, and his making apparent dispositions for landing, by sending his boats to sound, and practising every other ostensible manœuvre preparatory to that intent, the enemy decamped with the utmost expedition from fort St. David's; thinking it an happiness to get, by forced marches, once more into Pondicherry, which they felicitated themselves in having been the cause of preserving from the destructive arms of the English.

The Medway and Lively joined the commodore on the 31st of January, having completed the success of the Squadron under his command, by capturing the Expedi-

* The governor was so alarmed as to press Mr. Barnet's return with the utmost vehemence and eagerness. But a report being at the same time most industriously propagated by the French, that they hourly expected four ships of the line in Pondicherry road, the commodore prudently considered this as nothing more than a manœuvre to draw him from his station; he accordingly only sent the Dolphin, to which the governor was instructed to make the necessary signals, in case of being absolutely reduced to extremities. The commodore assured him he would, in that case, repair to his assistance on the moment he received such intelligence. The event fully proved the wisdom of Mr. Barnet's arrangement.

tion,

tion, of fourteen guns, the only cruiser which at that time remained to the French in the Indian seas*. These were unfortunately the last services Mr. Barnet lived to afford his country, a premature indisposition having put a period to his existence, when in the very prime of life, on the 29th of April 1746.

BEAUCLERCK, Lord Aubrey,—was the eighth son of Charles, first duke of St. Alban's, and the lady Diana Vere. He was consequently brother, and the youngest of the family to the lord Vere Beauclerck, whom we have already had occasion to give some account of in page 89. Having, as well as his elder brother, entered into the navy and passed regularly through the several subordinate stations, he was, on the first of April 1731, promoted to the rank of post captain, and appointed to the Ludlow Castle. We meet with no subsequent information relative to his intermediate appointments, or any mention made of him till some short time after the rupture had taken place with Spain, in 1739, he then commanded the Weymouth, but was immediately afterwards promoted to the Prince Frederick, of seventy guns. At the end of the following year he was sent out, under sir Chaloner Ogle, to reinforce Mr. Vernon preparatory to the expedition against Carthagená. Being ordered, on the 23d of March, under the command of commodore Lestock, with a detachment of five ships, to attack the castle of Boca Chica, he unfortunately fell in a renewal of the assault on the following day†. A very handsome monument has been erected to his memory in Westminster-abbey, very properly ornamented with arms, trophies, and naval ensigns. In an oval niche, on a pyramid of dove-coloured marble, is a bust of this promising young nobleman, thus prematurely snatched from life, and the service of his country. On

* We believe Mr. Barnet to have removed into the Medway on the arrival of that ship. Mr. Hardy states him to have still continued in the Deptford till his death; but that is evidently a mistake, the Deptford having left India nearly three months before the commodore's decease, and arrived at St. Helen's on the 26th of August, in company with the Dolphin, and six East India ships under their convoy.

† Mr. Hardy erroneously states him to have died on the 17th of December 1741.

the pedestal is the following inscription, which we have inserted as affording not only a brief and modest account of the leading transactions of his life, but as delineating elegantly a character, which any attempt of ours would certainly do less justice to.

The lord Aubrey Beauclerck was the youngest son of Charles, duke of St. Alban's, by Diana, daughter of Aubrey de Vere, earl of Oxford. He went early to sea, and was made a commander in 1731. In 1740 he was sent upon that memorable expedition to Carthage, under the command of admiral Vernon, in his majesty's ship the Prince Frederick, which, with three others, was ordered to cannonade the castle of Bocca Chica; one of these being obliged to quit her station, the Prince Frederick was exposed not only to the fire from the castle but to that of fort St. Joseph, and to two ships that guarded the mouth of the harbour, which he sustained for many hours that day, and part of the next, with uncommon intrepidity. As he was giving his command upon deck both his legs were shot off; but such was his magnanimity, that he would not suffer his wounds to be dressed till he had communicated his orders to the first lieutenant, which were to fight his ship to the last extremity. Soon after this he gave some directions about his private affairs, and then resigned his soul with the dignity of a hero and a christian. Thus was he taken off in the 31st year of his age, an illustrious commander of superior fortitude and clemency, amiable in his person, steady in his affections, and equalled by few in the social and domestic virtues of politeness, modesty, candour, and benevolence.

Over the inscription are the following lines.

Whilst Britain boasts her empire o'er the deep,
 This marble shall compel the brave to weep;
 As men, as Britons, and as soldiers mourn,
 'Tis dauntless, loyal, virtuous Beauclerk's urn:
 Sweet were his manners, as his soul was great,
 And ripe his worth, tho' immature his fate.
 Each tender grace that joy and love inspires;
 Living, he mingled with his martial fires;
 Dying, he bid Britannia's thunder roar,
 And Spain still felt him when he breath'd no more.

He

He married the daughter of sir Henry Newton, knight, and widow of colonel Francis Alexander, but had no issue by her. She died October the 30th, 1755.

BENNETT, Edward,—was, on the 7th of December 1731, appointed captain of the Flamborough frigate, and being soon afterwards ordered to Jamaica, died there on the 23d of December 1732. Mr. Hardy states this gentleman to have taken post in the Garland, but we decidedly are of opinion this is a mistake.

CRAWFORD, Hon. Charles*,—was the fifth and youngest son of John, first lord viscount Garnock, of the kingdom of Scotland, and lady Margaret Stewart, daughter of James, earl of Bute. Having attached himself to a naval life, he was, on the 6th of September 1731, appointed captain of the Lynn frigate. We find him commanding the same ship in 1737: whether he had retained this station and command during the whole of the intermediate time we have not been able to discover; but in that year he appears to have accompanied Mr. afterwards lord Anson, to the coast of Guinea, and was ordered from thence, by that Gentleman, to proceed to Jamaica. In 1741 he commanded the Roebuck, a fourth rate of forty guns, in which ship Mr. Hardy has incorrectly stated him to have first taken post. No mention is made

* The surname of Crawford is of great antiquity in the west of Scotland, it is certainly local, and was assumed by the proprietors of the lands and barony of Crawford, in Clyddale, as soon as surnames began to be used in this country. The immediate ancestor of this noble family was Gualterus de Crawford, who flourished in the reign of king William the Lion. He was cotemporary with Galfridus, ancestor of the Crawfords, lords of that ilk.

Thus Gualterus was witness to a charter of Roger, bishop of St. Andrew's, confirming a donation to the monastery of Coldinghame, inter 1189 et 1202, in which last year the bishop died.

The eighteenth in descent from Gualterus de Crawford was John Crawford, of Kilbirnie, who coming early into the revolution, was chosen member of parliament for the shire of Air, anno 1693, and continued in that station during the life of king William.

Upon the accession of queen Anne to the throne, he was again chosen member for the county of Air, and was appointed one of the privy council to her majesty, who was pleased to dignify him with the title of viscount of Mount Crawford, which he afterwards changed for the title of Garnock, the patent being provided to his heirs male whatever.

of the services on which he was employed, so that it is most probable they were unimportant. Nor have we been able to collect any other information relative to this gentleman, except that he died in Scotland sometime in the course of the year 1745.

FYTCHÉ, Robert,—was, on the 10th of May 1731, appointed to command the *Torrington*, of forty guns, one of the vessels which was originally intended to have sailed with the fleet under sir Charles Wager to the Mediterranean; but on what account we know not, did not proceed thither. In the month of December he was appointed to the *Sheerness*, a sixth rate of twenty guns, and ordered for the West Indies, to protect that part of the world from the piratical depredations then frequently committed by the Spanish guarda costas. Sometime after his return to England he was appointed to the *Ruby*, a fourth rate of fifty guns, on board which ship he put a period to his existence by shooting himself, on the 1st of October 1740, being at that time in the Bristol Channel. Other accounts, though we believe not so authentic, palliate this disaster, and say he threw himself overboard, under the effect of temporary delirium, and was drowned.

GRIFFIN, Thomas,—was, on the 1st of April 1731, promoted to be captain of the *Shoreham* frigate*. He commanded the *Blenheim*, of ninety guns, as captain to Mr. Cavendish, who had his flag on board as vice-admiral of the red, and commander of one of the divisions of the

* The family of Griffin was not improbably of Welch extraction; its pedigree was drawn up by sir Richard St. George, knight, Lancaster herald, and perused and approved by the learned William Camden, Clarendieux king of arms. There is a pedigree now in the possession of lord Howard, of Walden, beginning with Griffin of Gomundley, in Leicestershire, whose eldest son, sir Richard Griffin, knight, flourished in the reign of king John. The present lord Howard de Walden is the representative of the family, and in the seventeenth descent from Richard Griffin, knight, just mentioned.

Admiral Griffin was not immediately related to the later descendants of the family, but was certainly descended from the same original stock. Rear-admiral Matthew Griffin, otherwise Whitwell, was the next brother to the lord Howard de Walden, and has been, in consequence of the similitude of names, confounded by many persons with the gentleman of whom we are now to give some account. Of rear-admiral Whitwell we shall have hereafter occasion to speak.

fleet left for the protection of the Channel, when sir John Norris sailed for Lisbon in the year 1735. In 1739 he commanded the *Oxford*; and in the following year was promoted to the *Princess Caroline*, of eighty guns, one of the ships employed, in the Channel, during the summer, under the command of sir John Norris. On his return into port, the *Princess Caroline* was ordered out to the West Indies under sir Chaloner Ogle. On the arrival of the fleet at Jamaica, Mr. Vernon, whom it was sent to reinforce, hoisted his flag on board the *Princess Caroline*; and Mr. Griffin removed into the *Burford*, out of which ship the admiral himself came.

After the failure of the expedition Mr. Griffin returned to England with the convoy and squadron under the orders of commodore Lestock: and his next appointment, far as we have been able to investigate, was to the Captain. While in this station and command, he was, we believe, principally employed as a cruiser. In the beginning of the year 1745, he was thus occupied, with three other ships of the line, he himself being the senior, or commanding officer, and fell in with two French ships, also of the line. As the affair made no little noise at the time, and one of the captains (Mr. Mostyn, of the *Hampton Court*) was so much censured, that his conduct became the subject of serious investigation, we shall state the transaction at some length. The first intimation was received in a private letter from Dartmouth, and was to the following effect: "That a privateer, belonging to that place, had been taken by two French men of war, on January the 4th, and on the 6th was re-taken by the Captain man of war, captain Griffin. The vessel arrived at Portsmouth, and brought certain advice, that on the 6th instant, the *Hampton Court*, Captain, *Dreadnought*, and *Sunderland*, were left in chase of two French men of war, of seventy guns each, and twenty sail of French merchantmen under convoy, in latitude 48; that the four men of war gained ground upon them, particularly the *Hampton Court*, who was left within about two miles of the French." The privateer alluded to was the *Mars*, commanded by Mr. commonly called commodore Walker, who was himself on board the *Florisant*, the smaller of the French ships, by which he had been unfortunately taken a few days before.

The following plain unadorned account is taken from the history of that gentleman's voyages, a book, we believe, now very little known; and however it may be deficient in elegance, it certainly is a curious and unbiassed, as well as authentic account of the transaction alluded to.

"It was," says the author, "on a Friday we went on board the *Florissant*, at break of day. On the Sunday morning following we saw four sail of large ships a-stern, which greatly alarmed the French, especially as their gaining ground upon us was every half hour more and more visible. This panic of the French arose from their concern for the great value of their cargo, as they were bringing home all the French and Spanish treasure from the West Indies, to the amount of near four millions sterling: their ships were besides in no order for fighting, as they had come so long a voyage; and were likewise very sickly. In less than two hours we could plainly perceive the four ships a-stern to be English men of war. The French crowded all the sail they could to get away, and the English were as brisk in pursuit of them. The captain of the *Florissant*, who had by this time become familiar with Mr. Walker, addressed himself to him to this effect, "That if it had not been for the trouble Mr. Walker had given him, by obliging him to go out of his course, he might now be farther on his way, out of reach of the ships in view:" he said that, "at the time, he thought it ill-judged of the commodore to make the signal for chasing, considering his treasure on board," of which he made no secret. "It is seldom," says he, "any great accident happens from single causes, but by a chain or series of things: thus, if we be here overcome, our loss will be owing to the waspishness," as he called it, "of a single frigate, which would not cease fighting so long as it had a sting in its tail." This being said, though peevishly, with some pleasantry, and being rather complimentary than otherwise, was received by us with equal ease. We had certainly no reason to be out of temper, as the scene of fortune was now clearing up in our favour, for the English drew near. The ships were the *Hampton Court*, *Dreadnought*, *Sunderland*, and *Captain*. The French officer on board the *Mars* judiciously bore away to the leeward, in order to draw off one of the ships in pursuit of him. This had

had the intended effect, for his majesty's ship, the Captain, failed off in chase of him, and retook him, but did not afterwards return to the fleet; so our ship, the Mars, was brought back to England. The Sunderland lost her main-top-mast in coming up, by which accident she fell a-stern; but the Hampton Court of seventy guns, and Dreadnought of sixty, a little a-stern of her, came up alongside by sun-set. As an engagement now appeared unavoidable to every body, the captain of the Florissant again, with great politeness, spoke to Mr. Walker and desired the English to quit the quarter deck, saying, "that he hoped we would excuse the necessity of things, but as an engagement was expected, it was not usual to admit strangers on their decks." Mr. Walker answered, "Sir, I go off with great pleasure on the occasion, as I am now certain of my liberty; and I hope to have the satisfaction of seeing you again in being." We were then all conducted to the cockpit, where we discovered the sad situation of the ship, there being above one hundred and ninety of the people then lying sick, unable to stir, so that their confusion was very great; but no engagement beginning that evening, Mr. Walker was very soon called up. All that night and the next day the French kept on their way, the Hampton Court and Dreadnought closely following; when the second evening coming on the English altogether disappeared. As this affair has been already settled under the sanction of a court-martial, we refer to that better examination of the cause of such proceedings."

We have but little observation to make on the foregoing account. As to Mr. Griffin, he appears to be little implicated in the business, though he was the senior, and, consequently, the officer most accountable. He chased one of the ships, which he captured, and by that conduct separated, perhaps unavoidably, from the rest of his companions. The only possible ground on which his enemies could attach blame to him was, that he did not chase the largest; but, to say the truth, the most clamorous, in respect to the disappointment alluded to, were tolerably silent as to Mr. Griffin. He continued occupied, as before, for a considerable time, and appears to have been very diligent; but his most consequential success was nothing greater than the capture of a large privateer belonging to St. Maloe's, called the

Grand Turk; and a second, called the Achilles, which he took, in company with the Princess Louisa*, on the 4th of June following the transaction just related. He remained occupied, as before, till the month of March 1746; and his employment was then interrupted only by his being appointed president of two court-martials, assembled in succession on board the Tilbury and St. George, for the trials of captains, the lord Forrester and Cosby, a more particular account of which will be hereafter given in their lives.

It being deemed necessary to send a squadron to the East Indies soon after this time, the command of it was given to Mr. Griffin with the rank of an established commodore. His first operation was the blockade of Pondicherry†, the reduction of which place was the principal

* Admiralty-office, May 29.—His majesty's ships, the Captain and Monmouth, being on a cruise in the Channel, on Sunday the 26th, in the morning, they saw two sail in the S. E. quarter, to which they immediately gave chase; the Captain to the largest, and the Monmouth to the other. At five o'clock in the evening the Captain came up with the chase, and gave her a broadside; upon which she immediately struck, being then between Portland and the Gasketts. She proves to be the Grand Turk of St. Malo, with thirty-two guns and two hundred and forty men; but had only twenty-four guns mounted, having thrown eight overboard.

Admiralty-office, June 4.—His majesty's ships, the Captain and Princess Louisa, being on a cruise in the Channel, on the 30th past, at seven in the morning, saw two sail to the S. W. of them, to which they immediately gave chase. One of the ships, which was an English privateer, stood towards the Captain, and told them the other ship they were in chase of was a privateer of St. Malo. The Captain and Princess Louisa continued the chase, and at eight in the evening came up with the ship, which struck without firing a gun. She proves to be the Achilles privateer, of St. Malo, of twenty-two guns and one hundred and forty-eight men, and is sent into Plymouth.

† Venice, Feb. 16, N. S.—There is just arrived in this port, on board a Venetian ship, come from Alexandria, Mr. Peilsley, a supercargo of the East India company, who having lost his passage, came from Bombay to Aleppo by land; by him we learn that he left India in April last, when they had received advice that commodore Griffin, with fifteen ships of war, fitted out at Bengal, was arrived before Pondicherry. The day that Mr. Peilsley left Surat they intercepted a packet designed for the French commander; by which they discovered the stations of their men of war, as also that they were starving at Pondicherry for want of provisions, particularly rice, which was not to be procured at any price.

object

object which the armament was intended to accomplish. It failed, however, in its execution; but the junction of Mr. Griffin's squadron with the ships which had been employed on that station, under the orders of Mr. Peyton, previous to his arrival, enabled him to protect the British settlements from falling into the hands of the enemy, as they most probably would have done, had it not been for that timely succour. His subsequent operations were not consequential enough to demand any particular relation. While absent he was, on the 5th of July 1747, promoted to be rear-admiral of the red, and on the 12th of May 1748, was farther advanced to be vice-admiral of the blue.

At the latter end of July 1748, Mr. Boscawen, who had been invested with the rank of commander-in-chief on the coast of Coromandel, arrived there with a stout squadron; and Mr. Griffin having resigned to him the command, proceeded to Trincomalè, in the middle of August, to clear and refit his ships preparatory to his return to Europe, as soon as the change of the monsoon would permit him. He reached England without accident; but it being conceived that his failure against Pondicherry was entirely owing to misconduct, and several other subordinate charges being also made against him, in particular that he did not endeavour, to his utmost, to bring the French squadron to an action off the coast of Coromandel, he was tried by a court-martial, convened at Chatham on the 1st of December 1750, which was as soon as the necessary witnesses could be collected and brought from India. The charge against him proved to be so far well-founded that he was sentenced to be suspended from his rank and employment, as a flag officer, during his majesty's pleasure.

He was afterwards restored to his former station, but, as it is said, under the express stipulation, that he should never receive any higher rank. His ministerial friends, however, advised him to try his fortune in endeavouring to procure himself to be chosen representative for the borough of Arundel. In this he succeeded for that time, but was not re-elected in any subsequent parliament; nevertheless the interest he acquired by following the advice of his friends, enabled them to exert their influence so far

in his favour that the former stipulation was forgotten; and after passing regularly through the several intermediate ranks, he at last attained that of admiral of the white. Having, for a great many years previous to his decease, lived totally retired from public life, he died at last (in the course of the year 1771) in Wales, where he is said to have for some time resided.

The following is given, but by an author of no great consequence, as the reason of his failure in the expedition against Pondicherry.

“ It was in August that commodore Griffin appeared before the place; he found it strengthened by many new works; the fortifications mounted with one hundred and eighty pieces of heavy cannon, and the exterior works flanked with six considerable forts; the magazine and arsenal well stored; and the garrison, with the armed Indians, amounting to near five thousand men.”

LAWES, William,—was, on the 5th of March 1732, appointed captain of the Seaford frigate. We meet with no other information concerning him, except that, at the end of the year 1741, he was sent out to Jamaica, with a small force, to protect thither a reinforcement of troops, and in 1744 commanded the Greenwich, of fifty guns; On the 24th of July, 1747, he was put on the superannuated list with the rank and half-pay of a rear-admiral. The time of his death is unknown.

MITCHEL, Cornelius, — was, on the 14th of June 1731, appointed captain of the Lark, of forty guns; and afterwards either of the Norwich, or Rochester; which of the two is uncertain. Soon after the rupture with Spain we find him commanding the Kent, a third rate of seventy guns, one of the squadron stationed in the West Indies, under Mr. Vernon, in the year 1741. He continued employed, principally, we believe, in the same part of the world, till the year 1746; no mention is at least made of him till that time; and happy had it been for himself and his reputation, if he had passed on in the same undistinguished stream through life, or that history had not been reluctantly compelled to affix on him the stigma of infamy.

About the latter end of the month of July vice-admiral **Davers**, who then commanded-in-chief on the Jamaica station,

station, received intelligence that monsieur Conflans was hourly expected at Martinico, from France, with a squadron of four ships of war, one of seventy-four, another of sixty-four guns, with a fifty-four and a forty-four, having under their protection a fleet, consisting of ninety merchant-ships, laden with stores, ammunition, and provisions, as well for the support of the colony as its defence, he in consequence immediately detached Mr. Mitchell to intercept them, with the following very sufficient force under his command: the *Lenox*, of sixty-four guns; the *Stafford*, his own ship; the *Plymouth*, and *Worcester*, of sixty guns each; the *Milford*, of forty-four; and the *Drake* sloop. The commodore fell in with the enemy on the 3d of August, and at seven in the evening was a league to windward of them, when, instead of instantly bearing down and engaging them, he made a signal for the captains of the several ships to come on board him, the majority of whom, it is said, were of opinion that it would be better to defer the encounter till the next morning. Campbell shrewdly, and, generally speaking, with much truth, observes, "that councils of war seldom forebode much heroism; for when a man calls his friends about him on the eve of an engagement, and asks them whether he shall fight then or stay till the next day, there is much reason to believe he had rather not fight at all." Orders were, however, issued to all the ships to keep the enemy in sight during the night, and to be ready for action as soon as day-light should appear. Thus was the appearance, at least, of spirit kept up; but the sequel, Campbell observes, unhappily proved it to be only appearance, for the caution of Mr. Mitchell was so great, that when night came on he ordered his ships to carry no lights, lest, as historians say, the French squadron should be so rude as to give him chase.

With all due deference to authority so respectable as that of Mr. Campbell's opinion and judgement, we must, in the present instance, observe, that though we cannot disprove such to have been the motive of Mr. Mitchell's conduct, yet it is by no means incontrovertibly established that it was so. He might certainly have issued the foregoing order from an intention diametrically opposite to that suggested, and in the hope, that by concealing the lights

of his Squadron he might get nearer the enemy than they otherwise would permit him to do. Whatever were, indeed, the reasons which influenced his conduct, the event proved unfortunate, for the French merchant-ships made their escape during the night, and in the morning *monsieur* Conflans, with the ships of war, followed their example, after exchanging a few distant shot with the British Squadron. Mr. Mitchel's conduct was afterwards investigated by a court-martial, held at Jamaica on the 28th of January; and their opinion confirmed the propriety of Mr. Campbell's remarks, for he was sentenced to be dismissed the service, and was declared incapable of being ever again employed. He was, however, some little time afterwards, restored to his half-pay, of ten shillings *per* day. He did not long survive his disgrace, dying, as Mr. Hardy informs us, in the course of the year 1749.

SWALE, William, — was, on the 1st of September 1731, appointed captain of the Rye frigate; in this vessel he was ordered out to Barbadoes, in 1733, having on board, as a passenger, lord Howe, who had just before been appointed governor of that island. In the year 1737 he was sent to the coast of Guinea, being then captain of the Oxford; and having had the misfortune to break his leg while employed on that station, died, in consequence thereof, on the 9th of November 1737, being on his passage from thence. Mr. Hardy, in his naval list, states, from what authority we know not, that he died at sea on the 8th of November 1736.

1732.

BOUTFLOWER, William, — is stated in Mr. Hardy's, and in some of the MS. lists of naval officers, to have taken post in the Flamborough frigate on the 23d of December 1732; and to have died in the West Indies on the 23d of December 1733, being at that time captain of the *Wolf* sloop.

CAVE, Clemson (2d), — is a gentleman nearly of the same description. His name is given by Mr. Hardy, but is not to be met with in any of the MS. lists of naval officers of

of this year. He is said to have been appointed, on January the 24th, to the Port Mahon. No farther notice is taken of him even by the same authority; and it is not improbable he is confounded with the person of whom a short account has been given, vol. iii. p. 125. The singularity of the primitive, as well as that of the surname, encourages the idea, at least, of their consanguinity; and a private MS. memorandum confirms to us the belief, that a gentleman of that name was appointed captain in the navy at the time as stated,

COULSELL, William, — was, on the 1st of April 1732, appointed captain of the *Rose* frigate. No other mention is made of him, or notice taken, except to inform us that he died in England; the time not being mentioned.

OGILVIE, John, — is supposed to have been the third son of sir Alexander Ogilvie, of Forglen, second son of George, second lord Bamff, who was created a baronet anno 1701, and appointed one of the senators of the college of justice anno 1706. This account is, however, merely supposititious, formed on such circumstantial information as we have been able to procure. All we know with any degree of certainty is, that he was, on the 13th of January 1732, appointed captain of the *Kingston*; from which ship he was, if ever commissioned, very soon afterwards removed. He died at Lisbon on the 18th of May 1734, being then captain of the *Hector*. A private memorandum informs us he was, in the first instance, appointed to the *Hector*.

PARRY, William, — was, in 1731, appointed commander of the *Otter* sloop, on the Newfoundland station. He was from thence, on the 18th of April 1732, promoted to be captain of the *Torrington*, and ordered to the coast of Africa. Not long after his return to England he was appointed to the *Charlotte* yacht; and some time previous to the year 1745 to the *William and Mary* yacht. He continued in this station till his decease, which happened on the 6th of February 1753.

TOWRY, John, — was, on the 7th of November 1732, made captain of the *Shoreham*, and was employed against the *Salletines*. He effected a very signal piece of service, in conjunction with captain *Wyndham* of the *Rose*, having surprized and burnt two of their largest cruizers, mounting twenty-six guns each: in the same ship he

continued till the year 1735 or 6. Having been in one of those seasons at Canfo, sometime after hostilities had commenced with Spain, he was promoted to the Buckingham. This was about the year 1742; and he was, almost immediately on his appointment, ordered to the Mediterranean, where he continued till some time after the action off Toulon. The Buckingham, having been one of the ships belonging to Mr. Lestock's division, was not engaged, so that he underwent the mortification, which must be a great one to a gallant man, of looking on, without being personally concerned in so great an encounter. In the following year, 1745, he was ordered home, being one of the witnesses summoned, on the part of the crown, at the trial of Mr. Lestock. On the 25th of February 1747, he was appointed a commissioner of the navy resident at Mahon. This was a temporary office created in consequence of the powerful fleet, which it had become necessary to maintain in the Mediterranean, and was intended to cease at the conclusion of the war. Mr. Hardy asserts, and his information is in some degree confirmed by a MS. memorandum, that in the month of July or December following, this gentleman was put on the superannuated list of admirals; but we are notwithstanding well convinced this is a mistake. It is not, however, improbable that, after peace had taken place, he had, as a reward for his past services, a pension settled on him equivalent to the half-pay of a rear-admiral; and this circumstance may have given occasion to the error just stated. He died in England on the 20th of March 1757.

TREVOR, Thomas,—was commander of the Thunder bomb-ketch in 1729. This vessel was attached to the fleet, which was collected at Spithead in that year, under the orders of sir Charles Wager, but never proceeded to sea. On the 26th of February 1732, he was promoted to be captain of the Kingston, probably a guardship. From this vessel he removed, about the end of the year 1734, into the Defiance, a ship of the same rate and force, which was one of the fleet sent, in 1735, under the orders of sir John Norris, to Lisbon, previous to the commencement of hostilities with Spain. In 1739 he was appointed to the Strafford, of sixty guns, one of the ships put under the command of Mr. Vernon, when he was sent out on
the

the expedition against Porto Bello. Captain Trevor was, consequently, concerned in that as well as the subsequent desultory enterprises which took place previous to the arrival of sir Chaloner Ogle; these were the first attempts made on Carthagea, in 1740, as well as those which immediately, and with more success, followed them against the Spanish settlement on the river Chegre. Mr. Vernon hoisted his flag on board the *Strafford*; but that ship was little concerned in the attack, having had the misfortune, as Campbell expresses it, to be retarded by an accident which happened to his fore-top-sail yard, and prevented his getting in to an anchor till ten o'clock at night.

Mr. Trevor still continuing in the *Strafford* was also present at that more unfortunate expedition, because more consequential and attended with much greater destruction of men, which proceeded for the second time against Carthagea in 1741. Mr. Hardy and some other MS. accounts agree, that this gentleman died on July 3, 1743, being then commander of the *Duke*. But a private memorandum we have seen contradicts this circumstance, so far as to place the time of his decease two years later, and that at the time of his death he was captain of the *Leviathan*. We must, however, in reply to this account, confess we do not find any ship of that name in the royal navy at the time stated.

WINGATE, John,—was, on the 6th of April 1732, appointed captain of the *Torrington*. This commission was given him merely that he might take rank as commander of a post ship from the time just mentioned, for in twelve days afterwards he was succeeded as captain of the *Torrington* by captain Parry. No subsequent mention is made of him in the service, nor have we been able to collect any farther information concerning him, except that he was the descendant of a family of some consequence in the county of Bedford, and died in England on the 19th of May 1760.

1733.

BURRISH, George.— This unfortunate man entered into the naval service under the protection and patronage of that very great naval character, the earl of Berkeley, having obtained the king's letter, a mode of entering into the service which we have before explained, when that nobleman went to sea, in March 1718-19, as commander-in-chief of the fleet, with an appointment little inferior to that of high-admiral. After passing through the intermediate ranks, he was, on the 7th of May 1733, appointed captain of the Blandford. At the end of the year 1735 he carried over his excellency general Oglethorpe to Georgia, he being then most assiduously occupied in settling that colony. Mr. Burrish remained in the same ship till the year 1738, when it was put out of commission for a short time, in order to undergo a thorough repair. This being completed, Mr. Burrish was immediately re-appointed to her; but we do not find any mention made of the service, or station on which he was employed, although we know him to have retained the same command till after the year 1741.

On his quitting the Blandford we believe him to have been promoted to the Dorsetshire, of eighty guns; in which ship he was, most probably, immediately ordered to the Mediterranean; and being charged with very improper behaviour, in the action with the French and Spanish fleets off Toulon, was one of the officers put under an arrest, but not till a considerable time after the action. He was ordered home for trial in the following year. The court-martial consisted of the following members; admiral sir C. Ogle, president; rear-admiral Mayne; commodore Thomas Smith; with the captains, Parry, Windham, Chambers, Rentone, Allen, Frankland, sir William Hewitt, Coleby, Laton, Hamar, sir Charles Molloy, Geary, Callis, Rodney, Erskine, Pitman, Elliot, Spragge, Swanton,

Swanton, Stewart, and Orme; assembled on board the London, a second rate, in Chatham river, on the 25th of September, when the following charges were exhibited against captain Burrish.

1st. For not engaging within point blank, withdrawing from the battle, and being out of his proper station in the line.

2dly. For not bearing down and engaging in his station, notwithstanding admiral Mathews sent him, during the engagement, two several orders to bear down, and engage the enemy; in return to which orders, the said captain Burrish pretended he had no powder filled, altho' an engagement had been expected for several days before.

3dly. For firing when he was sure of not reaching the enemy, upon a point blank, contrary to his instructions and duty.

4thly. For not assisting and relieving the Marlboro' (though the next ship to him, he being capable of affording her assistance) agreeable to his instructions, and to two several orders sent to him, by lieutenant Bentley, from admiral Mathews.

5thly. For not covering and conducting the fireship, whereby she blew up without doing execution, notwithstanding the deceased captain of the fireship did hail him, and request assistance from him.

A variety of witnesses were examined in support of these charges, as well as in defence of Mr. Burrish; and, perhaps, never was greater contradiction manifested on any trial whatsoever; some having borne the most unfavourable testimony to the conduct of captain Burrish, and others, on the contrary, having as positively asserted, that no ship in the fleet behaved better than the Dorsetshire, and no officer more gallantly than captain Burrish. The most honourable testimony in his favour appears to have been that of captain De Langle, admiral Rowley's captain: but this was merely to character, and not to facts. He deposed, that when captain Burrish was put under arrest, by admiral Rowley, in consequence of orders from England, that the crew unanimously testified the greatest surprise, and lamented in the strongest terms the injustice done to their captain.

Captain Burrish, when called upon for his defence, and offered a reasonable time to prepare it; replied, "that what he had to say flowed from truth and justice, that he wanted no body to prompt him; and that what he had to observe was so very short, that it was not worth while to adjourn."

He then proceeded to answer the particular points given in evidence against him. "There are many contradictions," said he, "even in persons that belong to one ship. I am charged with not being within point blank of the enemy; but I have to observe, that my officers have proved, a shot went through the main-mast, and that it passed directly through in a line; therefore I must at that time have been within point blank, because, if I had not, it would have gone through in a curve; I therefore hope this is an answer to that article in the charge.

"I am charged with the loss of the fireship. I never had any orders to go down to cover her; and I never knew where she was going till she passed me: then, though she was going to the rear, I took care to give her all the service that was in my power, by sending my barge to take up her men.

"I am charged with not being in my station; but I believe I have proved, that I was always in a line with the admiral, or rather to leeward of him. Here I beg to observe, that, suppose I had not been within point blank when I fired upon the enemy, yet, as the signal was abroad for the line of battle, I hope the court will consider, and I will submit to them, whether I should not have fired upon the enemy, if I was in a line with the admiral, though I was not at that time within the reach of point blank.

"I am charged with not assisting the Marlborough; but hope I have fully proved that I gave her all the assistance I was capable of. I am sorry she was disabled; and surely it was owing to the greatest rashness in a commander that ever was known; for had not she, by the rashness of her commander, gone in between the Namure and the Real; had she kept a-stern of the Namure, they must have destroyed or taken the Real; but by that rashness she rendered the Namure entirely incapable of any service. It has been asked why I did not go a-stern of the Marlborough before I had my orders: but I beg leave to observe,

observe, that it has been given in evidence, I was even then to leeward of the admiral; and I trust it has been also proved, that as soon as I had orders from the admiral, I went immediately down to the assistance of the Marlboro'. I hope, and shall take it as a particular favour, if the court would give me an opportunity to clear up the situation of the Dorsetshire from the representations given by Mr. Lestock in his draughts."

The court here interrupted him and said, "none of these draughts have been given in evidence against you here; they are of no weight in this court, and are no foundation of the charge against you."

The prisoner proceeded, "If Mr. Mathews had thought me the least culpable he would have suspended me before he came home: and as a farther proof that I was not suspected of misconduct by any of the commanders, Mr. Rowley afterwards trusted me with a very considerable command there: and now to be loaded with so much infamy, it is too much for a man to bear. I had rather be shot. I will submit to the court." He then burst into tears, and was going to withdraw.

The court asked him "if he would recollect himself and make any farther observations." He replied, "He had nothing farther to say, but would submit to the court," and then withdrew.

After two days deliberation the following judgement was given.

"October the 9th.—In pursuance of an order from the lords of the admiralty, dated the 11th of September, the court have proceeded to enquire into the conduct of captain George Burrish, commander of his majesty's ship the Dorsetshire, on the 11th of February 1745, in the engagement between his majesty's fleet and the combined fleets of France and Spain, he has been tried upon a charge exhibited against him, on behalf of the crown; and the court having strictly examined into the matter, having heard all the witnesses, as well on behalf of the crown, as of the said George Burrish, and having duly considered thereof, it appears to the court, that when the Dorsetshire first brought-to she was not in a line with the admiral; but after the admiral hauled off she was in a line, or rather to leeward of the admiral. That the

Dorsetshire, after the Marlborough's masts were gone, lay inactive for half an hour; and that she had not then received damage to make her lying inactive necessary. That when captain Burrish received a message from the admiral to bear down and assist the Marlborough, he bore down, but soon after he hauled up again for a little time, upon a mistaken information that he had no powder filled; that being cleared up he soon bore away, and assisted the Marlborough, by engaging the Real till she bore away. That as he had no orders to cover the fire-ship, by signal or otherwise, he is not chargeable with the loss of that ship. That a bar-shot came on board the Dorsetshire in the first part of the engagement, and as she did not afterwards haul off, the Dorsetshire must have been within extreme point blank during the greatest part of the engagement; that by reason of his lying inactive as above, and not being in a line with the admiral when he first brought to, he is guilty of the charge exhibited against him, as he did not do his utmost to burn, sink, or destroy the enemy, nor give the proper assistance to the Marlborough till after the message which he received from the admiral; and that he is guilty of a breach of the 12th and 13th articles of the fighting instructions, contained in an act of parliament made in the thirteenth year of the reign of king Charles the Second; and therefore the court do adjudge him, the said captain Burrish, to be cashiered and for ever rendered incapable of being an officer of his majesty's navy; and it is ordered that the marshal do discharge the said captain Burrish out of his custody."

Notwithstanding the above sentence, to the justice and propriety of which, from the very well known and honourable character of his judges, we cannot in the smallest degree except, it is the part of candour to observe, that no man had ever lived with a fairer and more honourable character, previous to the unfortunate event, which, as we have seen, did such irreparable injury to his reputation. Many of his cotemporaries, men in the highest popular estimation, who knew him well, could scarcely credit what were indisputably established as facts, and declared, with the utmost astonishment, "they believed it next to impossible for captain Burrish to behave otherwise, than as a man of gallantry and intrepidity." He does not appear

to have been ever restored even to his half pay, nor is the time of his death known.

FANSHAW, Charles,—when a master and commander, was appointed to the *Hawke* sloop of war. We believe him to have been promoted from thence, on the 11th of January 1732-3, to be captain of the *Solebay* frigate; from which he was afterwards removed into the *Phoenix*. So immaterial and unconfidential were his several appointments that we do not find any mention whatever made of him till the year 1739, when he was ordered to *Carolina*, in company with the *Hector*, commanded by sir Yelverton Peyton. On his return to England a charge of misconduct, while employed on that station, was exhibited against him; in consequence of which he was tried by a court-martial, of which admiral Cavendish was president, held on board the *St. George*, at Spithead, on the 9th of June 1742, and sentenced to forfeit six months pay for the use of the chest at Chatham. He does not appear to have ever again entered into actual service; but it is not improbable the above decision was thought somewhat severe, he having been, on the 15th of July 1747, put on the superannuated list, with the rank and half-pay of a rear-admiral. He died in England on the 16th of February 1757.

GOODERE, Samuel.—This unhappy man was the third and youngest son of sir Edw. Goodere, of Burhope, in the county of Hereford, bart. and —, only daughter of sir Ed. Dinely, of Charlton, in the county of Worcester, bart. by Frances his wife, sister to Thomas, marquis of Rockingham. He was from his earliest youth destined, by his father, for sea; and his first entrance into that way of life was in the service of the merchants. There is a short account still extant of this gentleman, written immediately after his execution, by some person apparently very well acquainted with every private circumstance worth recording, relative to his life. It informs us that, having learnt the first rudiments of navigation practically, after being properly furnished with the theory at school, he made several voyages, during which, by his uniform propriety of conduct, he gained the good word and good will of the different captains he sailed with. After being duly qualified for such a trust he obtained the command of a vessel in the merchant service himself. In that station

he made two or three voyages with success; but his views enlarging with his years and experience, he was determined, if possible, to get preferment in the navy; and, in pursuance of this resolution, entered himself on board a ship of war, in the reign of queen Anne. His father, soon after his embracing the service, procured him a station fitting his birth; and when he had served his time, according to the rules prescribed by the service, was promoted to be a lieutenant before the accession of George the First. All this time he conducted himself suitable to his rank, to his own hopes of preferment, and to sir Edward Goodere's wishes and expectations.

As an officer, he behaved in the most becoming manner to all of subordinate rank, and with the properest deference to those who were his superiors in command. He was consequently beloved by both officers and sailors, shewing great intrepidity and resolution upon all occasions. He served in the royal navy, as a lieutenant, in 1719, having, on the 24th of May, in that year, sailed from Plymouth Sound, in the Winchester, on an expedition against the Spaniards, with whom Britain was then at war. On the 30th of May he arrived at St. Sebastian's, where he received an order to command the boats, and was sent with them to cruise in shore, each boat having in it a junior lieutenant. The first prize he made was a Spanish shallop, from Fonteravia; the next day he took another shallop, with forty deserters, two were killed in the action, and two jumped overboard. He was afterwards employed to block up the castle of St. Sebastian's by sea, and gave a full account of the strength of that place to the commanding officers, he having every other day been on command with the boats, who went upon the service just stated.

On the 23d of June he made one hundred and fifty French soldiers prisoners, and attempted to surprize the island of St. Clare; but coming within musket-shot, the Spaniards began to fire. He did not return their salute till he came to the usual place of landing; when finding the water upwards of six feet deep, and no place to land a man, so as to be of any service, he ordered the boat to be winded, and went through their fire back again, getting on board with the loss of eight men; four killed, and four who died of their

wounds before he got to his ship. On the 9th of July he was ordered to go into St. Oviedo and reconnoitre that place. The Spaniards fired very briskly at him, but he received very little damage, having only one man shot through the mouth, and two shot which passed thro' the boat. When coming out he took a Spanish launch laden with wheat for St. Sebastian's. On July 12, the squadron anchored in a sandy bay to the westward of St. Antonio; and the signal being made for the soldiers to land, it was effected, though not without much difficulty.

Neither officers or soldiers were very eager to go on shore, but colonel Stanhope jumping out of his boat, emboldened some of them to follow him, and others were thrown overboard by the seamen. The English ships fired very briskly at two batteries, and dismounted the guns. The Spaniards then ran away; on which the Winchester and Antelope sent forty English seamen, who took possession of the Spanish works. At ten they entered the town of St. Antonio, when they burnt three ships on the stocks, one of seventy and two of fifty guns each. They likewise destroyed all the king's magazines, storehouses, and what they contained; together with all the planks, masts and yards, that were in the yard; the forts were taken and demolished; their cannon spiked up, the carriages burnt, and whatever could be of use to the enemy thrown into the sea.

July 20, Mr. Goodere was ordered to go and reconnoitre Ferrol and Decoina, in order to find a place to land a body of men, which were to march to the back of the Groine. He proceeded accordingly, and landed a little way from Decoina, of which town he took possession, and found in it one hundred and sixty families. Ten or twelve of the English having straggled in a disorderly manner, emboldened the Spaniards to rally, which the English perceiving, instantly fired; and having killed twenty at the first discharge, the rest of them ran away to the mountains.

On July 22, he cut out of the harbour of Quares a privateer of twelve guns, which had a commission, signed by the Spanish ambassador, dated at the Hague the 10th of August, N. S. the captain's name Sullivan, and the lieutenant's Galloway; the complement of men eighty. They all got ashore, and left a train to blow her up, but Mr. Goodere prevented it. In the same harbour he took

a bark laden with provisions for the men of war at the Groine; a bark in ballast, and another laden with onions. He afterwards landed his men, and took off two hundred and forty sheep.

On the 17th of September (as he relates in his journal) at half an hour after twelve, we anchored in the bay of Ribardue; the castles and ships fired very briskly on us for three hours, and we at them. The commodore sent for me, and giving me a commission for the Greyhound, ordered me to go with the boats and tow her out: I immediately jumped into the boat, and commanded the rest of the men to follow me, which they did to the number of one hundred and fifty. We landed just by the westernmost castle, which we took, and hoisting English colours, fired the guns on the town. I then went in a barge in order to go on board the Greyhound; but when we were about one hundred and fifty yards distant she blew up; and the other Spanish man of war was set on fire. I then went on board the merchant ship, where I found a train to blow her up, which I prevented.

September 18, the Town of Ribardue capitulated, and delivered hostages. In the afternoon we attacked Castropel, a town two miles up the river, and took it, bringing off hostages for the payment of contributions.

Next day (added Mr. Goodere) I went with all our boats, manned and armed, to Ribardue, and Castropel, to force them to perform what they had promised the day before. We took what we could get, which were five hundred piltrois from Ribardue, and one hundred and fifty from Castropel. We exchanged hostages, and demolished their fortifications, throwing the guns into the sea. The same afternoon we embarked all our seamen, and sailed out of the harbour.

On the 14th day of October following the squadron arrived in Plymouth Sound, so that nothing more worthy of notice is to be found in his journal, out of which the foregoing particulars are extracted, and are consequently to be credited as facts.

We have no subsequent information concerning him till his promotion, on the 13th of November, to be captain of the Antelope, of fifty guns; and are again ignorant of any particulars relative to his life, till his unfortunate

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nate advancement to the command of the Ruby. We call it unfortunate, inasmuch as that ship being stationed in the Bristol channel, he was the better enabled to carry a most infernal project into execution*, which, even though

* We have the following particulars of his behaviour in private life, and have been induced to insert them, as a proof how the strange contrarieties of honourable conduct, and infamy in its blackest shape, may exist in one and the same character.

"If he behaved well abroad, he did the same at home, and became his father's favourite son, the son in whom he most confided, with whom he conversed most frequently, and the son he seldom or never chose to enter upon any thing of consequence or moment, after the death of his lady, without having first consulted. As his judicious behaviour, and dutiful carriage to his own parent, gained him his sincere regard and affection; so his sobriety, good nature, free conversation, and candour, discoverable upon all occasions, gained him the love of his acquaintance, and the general esteem of the whole country. We may, therefore, with great truth, assert, that till he became guilty of the late direful action, the unhappy captain Goodere had as valuable, as well established a character in Herefordshire, and, in every other place where he came, and was known, as any gentleman of his station in life, could hope for or desire.

"Soon after he was made a lieutenant, he was, with the consent of relations on both sides, married to a young gentlewoman of a worthy family, who is much too good and valuable in herself, to have her maiden name mentioned upon this miserable, melancholy occasion, inconsolable as she is for the dreadful disaster befallen her brother-in-law, for the disgrace and infamy brought upon her children, and for the more dreadful doom her wretched husband brought upon himself.

"The captain had a handsome fortune with this lady, equal to the estate his father settled upon him. They were as happy in each other, always living as comfortably together, as those always do, whose hearts as well as interests are united, and make it their continual study, by every act of kindness in their power, to endear themselves to each other. He must, indeed, have been a brute to have acted otherwise to Mrs. Goodere, who is, by universal consent, allowed to be a woman of the highest character, and most consummate worth."

From the same source we derive the following information relative to the cause of that deadly and diabolical hatred which produced the murder of one brother, and, consequently, the just and ignominious death of the other.

"A most irreconcilable enmity took place between the captain and his brother, the late sir John Dinely having conceived, as the captain said, a causeless and an unjustifiable antipathy at him, and manifested it whenever he had it in his power. In short, they opposed

though premeditated, a proper reflection might, perhaps, have induced him to abandon. The steps he took previous

each other upon all occasions, when it was possible for them to shew their private resentment; and appeared in public in as different interests as if they were determined the world should be witness to their inveterate hatred of each other.

“The captain was not the only person whom sir John Dineley used ill; and it was thought that his having stood forth as the protector of lady Dineley against sir John’s unkind usage of her, was one of the principal reasons of his persecuting him with so much ill nature and rancour.

“Such was the difference in the behaviour of the two brothers; but all who knew him condemned that of sir John. The father, notwithstanding his fondness for the captain, added fuel to that flame which already burnt but too fiercely, and made a compromise of their differences more difficult than otherwise, perhaps, it might have proved. Sir John’s high spirit could not brook this sort of treatment, and he gave into the fatal resolution; fatal indeed, as it has since proved to himself, of cutting off the entail of his estate, as soon as his son should be of age to join with him in it, and disinheriting his brother, if his son died without issue male.

“The late sir John adhered to what he had so rashly resolved on; and, when the young gentleman attained manhood, obliged him to join with him in his design of disinheriting his uncle. He cut off the entail accordingly, and settled the estate upon his only sister, who was married to one Mr. Foote, a gentleman belonging to the law, and after her decease upon her eldest son.

“This was undoubtedly a transaction which irritated and exasperated captain Goodere more than any thing his brother had done before, or could have done, that excepted, the more so when he heard of the death of sir John Dineley’s son, who died presently afterwards. It is much to be apprehended this unhappy man then meditated the direful revenge he has since taken for such an indignity as well injury offered to him, and his children, by this unkind act. He, however, smothered his resentment for several years, till the death of old sir Edward Goodere, their father, when the captain met with fresh disappointment, and matter, to enrage him still more. It is believed he at that time became more absolutely determined than ever he had been, to carry his bloody design into execution, whenever he should be favoured with an opportunity of performing it effectually.

“There were many other quarrels between the two brothers, which, as we have hinted, we could enlarge upon and give the world all the particulars of; but those, we think, should now be buried in everlasting oblivion. If the unfortunate sir John Dineley was to blame, as undoubtedly he was in many of them, he has paid dearly for his having been so; and we would not disturb his ashes with any recapitulation of his weakness, and miscarriages in times past. If the captain has likewise been to blame, we would equally avoid adding to the grief of

vious to the actual commission of the horrid crime for which he paid the forfeit of his life, are pretty fully explained in the confession he made to the clergyman who attended him after his condemnation. This we have subjoined*, not only as affording a perfect account of the horrid

of his afflicted family, by a rehearsal of his faults; he having accounted for them all, and received from the justice of his country a punishment equal to the crying sin he has been guilty of, if it is within the power of man to inflict a punishment adequate to so heinous an offence."

* Confession of captain Goodere.

"As to the murder of my brother, it has been premeditated; and some people have been ill-natured enough to tell me idle stories relating to him, though God forbid I should say any body did so with intent to make me destroy him. As I used to walk on the tolzel, at Bristol, I have heard things spoken of him, as if he intended to do me all the prejudice that lay in his power: yet I cannot say but he was a good natured man; though our family differences were fomented to such a degree, that we mortally hated one another. Pray God grant all families may be united, and that brothers may never have such quarrels as we have had. I own I was greatly to blame in many things, and so was he; pray God forgive us both. When I first heard my brother was at Bath, and that he was to be at Mr. Smith's, on college-green, Bristol, I applied to that gentleman, and he was so kind as to introduce me to my brother, and rejoiced to see us reconciled. I sat down, and drank wine, after shaking hands with my brother: I parted with him in a friendly manner. All this time William Hammond, Charles Bryan, and Edward Macdonald, with Matthew Mahony, &c. were at Mr. Hobb's, the sign of the white hart, on college-green, opposite St. Augustine's church, fronting Mr. Smith's: and when my brother and myself came out of that gentleman's house, he went on, I ordered these men not to touch him then, but to dogg him, and see where he housed: I then went into a coffee-house, near the change, the better to secrete myself. Mahony came to the coffee-house, and told me my brother was gone on; and that he thought it would be proper to seize him, there being at this time, with the before-mentioned persons, George Best, cockstern of the barge, and greatest part of the barge's crew. They laid hold of him just as he came under St. Augustine's church-yard wall, and forcibly hurried him over captain Day's rope-walk, and so on to the hot well, not far from which my barge lay. In coming along I kept a little behind; and a soldier, who was in the crowd, asked, what the man had done: I told him he was a murderer, and going on board the ship to be tried. My brother then said, I wish Mr. Smith knew how you use me; and called out murder, several times, and said his name was sir John Dingley. But I took care to stop his mouth, to prevent his speaking, and when I had got him into the barge, I ordered my bargemen to row away.

horrid transaction, but as an implied proof of his sincere and genuine repentance; it being a maxim very generally established, that no man confesses that crime which he is not convinced of the wickedness of.

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We quarrelled in the barge, when the deceased called me coward, and asked me, if I was not ashamed to use him in such a manner. My heart relented a little; but I thought I had gone too far to retract, or curb my fixed resolution. When we had got him on board, I told the crew he was mad; and ordered Mr. Jones to carry candles into the purser's cabin, which I had some days before caused to be cleaned for my brother's reception. When he came into the cabin he seemed uneasy, and looked fatigued, begging I would not use him so. I asked him to drink a dram, (and my steward brought up a bottle of rum) but he would not drink any of it: he still kept complaining of a pain in his limbs, caused by our hurrying him along in such a manner, and said his head ached. Mr. Duggen, the surgeon, went, by my order, to feel his pulse, and said it was pretty regular. Sir John still kept groaning; I went up to supper, having first ordered Mr. Weller, the carpenter, to put two strong bolts on the cabin door, where my brother lay, as he continued to make a great noise in the cabin. I told the people who heard him, that he was mad, and would cry out in the middle of the night when his mad fits came on him; but they must not mind him. When I returned from supper I went to carry him a clean pair of stockings, that I might the better see how he lay, and which way we should murder him; at the same time ordering the centry not to be surprized, if he tore the cabin down in the morning. Between two and three o'clock I ordered Mahony to call up Charles White (for Elisha Cole, who was intended to assist Mahony in this murder was dead drunk) and to bring him into my cabin. White came presently, and I believe I made him drink a quart of rum out of gill glasses. When he was near drunk, I asked him if he would kill a Spaniard. The poor fellow seemed surprized; but Mahony and myself worked him up to a proper pitch, so that he was ready enough to assist. All the night long Mahony was to and fro in the deceased's cabin; and the centry thought he was sent by me to assist and help sir John to any thing he might want in the night. I must own that Mahony was unwilling to commit the murder; but I insisted, that, as he had undertaken it, he should go thro' it. I immediately gave him a handkerchief, and a piece of half-inch rope, about ten foot long, bidding him and White follow me. The rope was to strangle him, and the handkerchief to thrust into his mouth to stop his making a noise. When we came to the cabin door I ordered the centry to give me his sword, and ordered him to go up on deck, which he did: I then opened the cabin door, and Mahony and White went in. I saw my poor brother lying on the bed in his clothes. White seized him by the throat; and, he having his stock on, almost strangled him. But he cried out murder, as well as he could,

and

He was equally ingenuous to those his particular friends who visited him while under confinement: and every effort to procure his pardon, as certainly, on all similar occasions they justly ought to be, proving ineffectual, he became perfectly resigned to his fate. As to his behaviour it was in every respect as exemplary as could be expected from a man in his unhappy situation; and as the particulars attending his execution have nothing to distinguish them from all occurrences of the same nature, it may,

and help, for God's sake. I stood at the cabin door with my sword drawn; and gave the lanthorn, which hung up in the cabin, just as they had got the rope about his neck. They told me to keep back. And the centry, whose place I had taken, seeing me without a candle, brought one to the cabin door; but I held my sword to his breast, and ordered him away: this was the very time that my poor brother was giving his last gasp, for about a minute before I heard him say, Oh, my poor life! which were the last words he ever spoke.

"In a minute or two after the deceased expired, both Mahony and White came out of the cabin, and I asked if he was dead. They said he was. I then went into the cabin, and felt my brother's corpse. Having afterward locked the cabin door, I put the key into my pocket, and ordered White and Mahony to attend me in my cabin, where I went and sat down. Mahony came in first, and said, D—mn me, captain, we have done it, boy. Then Mahony gave me my brother's gold watch, and I gave him in return a silver one, which I wore. As to the money they took out of his pockets, they shared it, each having upwards of fourteen pounds, though White had the most cash, because Mahony had the watch. About four o'clock they went into the vault, and got on shore, I having promised to send them tickets for three weeks or a month's absence from the ship.

"As to the disposal of the deceased's body, we intended to have concealed it till the ship sailed, and flung it over-board sewed up in a hammock; or if it had been discovered before, then I intended to have proved, by Mahony, that the deceased strangled himself, and thought I could have influenced a jury to have brought him in lunatick.

"I cannot help reflecting on my conduct in this unhappy affair; and what makes a great impression on me is, when my brother was first brought into the boat, he told me he knew my intent was to murder him; and (says he) why don't your men throw me overboard now, and then you may go a-shore and hang yourself in the boat's fore-sheer. Justice has most deservedly overtaken me; and what gives me the greatest concern is, that the death of these two poor creatures, Mahony and White, lies at my door. Pray God forgive me; for sure never was any man guilty of so much wickedness. As to what the witnesses swore on my trial, I can contradict no part of it. They did their duty, and I forgive them, as I hope, through the merits of my dear Saviour, the Almighty will forgive me."

perhaps,

perhaps, be better to conclude this melancholy narrative with the following remark, which, extraordinary as it may appear, is strictly true. Those very persons on whose evidence he was most clearly convicted felt individually the severest sorrow, that fate had made them the instruments and means by which he was to receive the punishment due to his crime, lamenting his fate with grief as poignant as though he had been a friend, a relative of their own. How conciliating, how worthy must be the conduct of that man, who has so strongly acquired the affections of all those he commanded. He paid the forfeit to justice on the 4th of April 1740.

HARRISON, Robert,—was, on the 10th of July 1733, appointed captain of the *Tyger*, or, according to Mr. Hardy's account, of the *Looe*. We have no farther information relative to this gentleman sufficiently authentic to warrant our inserting it. By Mr. Hardy he is asserted to have died in England on the 6th of July 1739; but a MS. memorandum places it on the same day of the year in 1745.

HERBERT, Richard,—in 1729 was commander of the *Pool* fireship. He was, on the 20th of November 1733, promoted to be captain of the *Diamond* frigate, and ordered to the coast of Africa. After this time we know nothing of him till his promotion, immediately on the rupture with Spain in 1739, to the command of the *Norwich*, a fourth rate of fifty guns. This ship was one of the small squadron put under the command of Mr. Vernon, when ordered to the West Indies on the expedition against Porto Bello. Mr. Herbert distinguished himself in the most signal manner while employed on the above service, by the very able and gallant support he afforded commodore Brown, who led the attack. In the ensuing year his behaviour was equally conspicuous in the various little desultory expeditions which Mr. Vernon projected, and executed with different success, against the Spanish settlements, previous to the arrival of sir Chaloner Ogle. He is particularly to be noticed for his gallant conduct at the attack of fort St. Lorenzo, at the entrance of the river Chegre, as, in consequence of Mr. Vernon's ship, the *Stafford*, having sprung her main-yard, he was ordered to lead the squadron when the assault was

on

on that instant taking place, and the smallest alteration in the disposition might have been productive of confusion.

We labour under no inconsiderable degree of difficulty relative to this gentleman. Mr. Hardy states captain Herbert to have died in the West Indies commander of the Norwich, on the 26th of December, 1740; and we are rather inclined to believe this account to be true: nevertheless, we cannot help observing, that we find, early in the following year, an officer of the name of Herbert captain of the Tyger, of sixty guns, on the same station. It is barely possible that the gentleman just mentioned may be a Mr. Edward Herbert, of whom we shall hereafter have occasion to give some account.

WINDHAM, Charles,—was promoted from the rank of lieutenant, without ever exercising the intermediate office of commander of a sloop of war, to be captain of the Lowestoffe, on the 12th of January 1733. He received this appointment merely to give him the rank of post captain, being immediately afterwards removed into the Rose; in which ship he is (though erroneously) said, by many persons, to have taken post according to the date already given. He was in a few days ordered to Sallee, in company with captain Cornwall in the Greyhound, and captain Smith in the Dursly galley, for the purpose of obtaining some satisfaction for the insults then almost daily committed by their corsairs. He was remarkably active and fortunate while employed on this service, having destroyed several of those piratical cruisers, in particular two mounting twenty-six guns each, in company with captain Towry, of the Shoreham, about the month of July 1734.

After having executed this piece of justice he was ordered to Carolina, still retaining the command of the Rose. He afterwards was captain of the Greenwich on the West India station, and returned home in the course of the year 1740. We do not find any other mention made of this very brave and deserving officer till the year 1741; he then commanded the Monmouth. In the month of May 1743, in conjunction with captain Cockburn, in the Medway, and a frigate of twenty guns, attacked the town of Santa Cruz, the chief town of the island of Gomera, one of the Canaries; but after a very brisk cannonading,
from

from which the enemy sustained considerable damage, it being found absolutely impracticable to land any men, the farther prosecution of the design was given up. Captain Windham with his colleague stood out to sea and continued his cruise, without having received any injury worth remarking. In 1745 he sat as one of the members of the court-martial, held at Chatham, on the captain's charged with misconduct in the action with the French fleet off Toulon. Early in 1746 he was captain of the *Lenox*, and was from thence, some time before the month of October, promoted to the *Duke* of ninety guns. Early in the ensuing year he was advanced to the rank of commodore, and hoisted his broad pendant, on board the *Duke*, in Portsmouth harbour, on the 10th of April. He immediately afterwards removed into the *Kent*, a new ship, of seventy guns, just before launched. He did not long survive the appointment, dying at Bath, of the gout, in the course of the following month.

1734.

AMBROSE, John,—was, on the 27th of March 1734, appointed captain of the *Greyhound* frigate, one of the smaller vessels attached, during that and the following year, to the fleet collected under the command of sir John Norris, which, in the latter end of those seasons, proceeded under his orders to Lisbon. We hear nothing of this gentleman subsequent to the above period till the year 1741, when he commanded the *Rupert*, of sixty guns, a ship employed, during that summer, as a cruiser. In this occupation no man could have been more alert, and his fortune was equal to his very high deserts. He appears to have been principally, if not entirely, when out on service, stationed in the Bay of Biscay. His activity and exertions soon became remarkably conspicuous; and though the several events are not, perhaps, of a rank to be classed among the most memorable and prominent transactions

transactions in war, yet they certainly merit particular notice; and the more so on account of that unfortunate charge which he afterwards fell under, as will be presently seen. His first success was the capture of two privateers which had done considerable injury to the British commerce. They were both fitted out from St. Sebastian's: one of them, called the St. Antonio de Padua, carrying sixteen guns and one hundred and fifty men; the other the Biscay, of ten carriage and two swivel guns, with one hundred and nineteen men. The latter alone had captured twenty-three English prizes since the commencement of the war. On the 19th of September he had the good fortune to make prize of the most considerable private ship of war belonging to the Spanish nation; it was called the duke de Vendosme, mounting twenty-six guns, and manned with a crew consisting of upwards of 200 men.

The circumstances attending this success were such as reflected the greatest honour on the conduct, activity, and gallantry of captain Ambrose; for though the force of the ship he commanded was naturally so superior as apparently to render the smallest resistance, on the part of the enemy, an act of romantic rashness, bearing more the appearance of a paroxysm of madness, than the fair impulse of a brave and intrepid mind; yet this great disproportion of force was most considerably lessened by the tempestuous weather, and the consequently heavy sea, which prevented captain Ambrose from opening any of his lower ports, thereby considerably impeding the short contest which those disadvantages, under which he laboured, permitted the enemy to sustain. Captain Ambrose first got sight of this vessel on the evening of the 18th; it was then at so considerable a distance as to be visible only from the mast head, and had the additional advantage of being directly to windward. Not, however, discouraged by this very distant prospect of success he immediately gave chase; and after a pursuit continued for twenty-six hours, during which time he ran upwards of seventy leagues, at last, succeeded in closing with him. The very great disproportion between the loss of the enemy* and his own, dis-

* The loss of the enemy amounted to twenty-nine men killed, besides the commander; twenty were, moreover, so desperately wounded that very few of them recovered: while, on the other hand, only one man was killed on board the Rupert, and four were wounded.

played his ability in action, as much as his immediately preceding conduct did his activity in pursuit.

The prize was a ship new from the stocks, fitted in the completest manner, and equal to any vessel of the same force in the British navy. On the 7th of November following, having in the interim convoyed his prize into port and returned back to his former station, he himself gave chase to two vessels which were to windward, and at the same time observed a large Spanish privateer, mounting twenty-four carriage and twenty swivel guns, in chase of the Rupert. Captain Ambrose was not, however, to be diverted from his first object. On coming up with those he chased, and sending his boat on board without firing a gun, he found them to be Dutchmen, whom he immediately apprised of his intention to entrap the enemy into a belief, that he himself was of the same nation. He accordingly trimmed his sails, and manœuvred his ship in such a manner, as to induce a complete belief, on the part of the Spaniard, that the Rupert was a consort of the vessels just mentioned. The enemy accordingly crowded sail, and at the close of the day got up within two leagues. Captain Ambrose now brought his ship to wait for his antagonist, who, on his nearer approach, discovering his danger, and the force of the ship he had before supposed to be unarmed, hauled upon a wind and made every effort to escape.

Captain Ambrose now pursued in his turn, and about two o'clock in the morning of the 8th was within gun-shot of the Spaniard; but, a squall coming on, he lost sight of him before he could close, and secure him. At day-break captain Ambrose again had sight of him; and again the enemy was fortunate enough to effect his escape. On the 9th he once more discovered him, and chased the whole day. About half an hour past midnight he was so near as to begin the engagement. The enemy maintained a running fight till two o'clock in the morning, when captain Ambrose having worked up so close as to enable him to board, the privateer struck*. In this encounter, which proved very bloody on the part of the Spaniard, captain

* In a few days afterwards he captured a smaller privateer called the *Nuestra Lenora D'El Camien*, mounting fourteen carriage and six swivel guns, with a crew of one hundred and eighty-one men.

Ambrose

Ambrose himself lost only one man, who fell accidentally into the sea, when endeavouring to board the Spaniard. The merchants of London thought so highly of the vigilance and spirit of captain Ambrose on the foregoing occasions, as well as of the service he had actually rendered them by the capture of so many of their enemies, that they presented him with a very magnificent silver cup: nor were the people of Bristol less grateful, they also presenting him with a piece of plate of one hundred guineas value.

He was some time after this ordered to the Mediterranean, where he behaved very much to the satisfaction of Mr. Mathews, and afterwards of Mr. Rowley, who succeeded him.

In the month of February 1742-3, he was stationed off the coast of Valentia, as a cruiser, in company with the Feversham frigate; and while thus employed captured a very considerable number of prizes, some of which were vessels laden with stores and provisions for the use of the French and Spanish fleets then impounded in the harbour of Toulon. He also made an attack on the town of Vineros, in the kingdom of Valentia, where he destroyed several settees, and other Spanish vessels, which were hauled on shore for greater security; doing much other injury to the enemy, to the amount of upwards of fifty thousand dollars. No reprehensible mention was made of his conduct in the action off Toulon, even by Mr. Mathews himself, who might have been supposed the person most likely to observe and complain of any impropriety. He not only continued to retain his command, but, in the month of November, subsequent to the action, was appointed commodore of a small squadron detached to cruise in the Streights, and occasionally to rendezvous at Gibraltar. He met with his usual good success on the above station, having captured several valuable prizes, and sunk a French privateer of fourteen guns.

In the month of January he was still more successful in point of private advantages, having, when on his passage to Lisbon, in company with the Guernsey, captured a register ship, called the Maria Fortune, bound from Cadiz to Buenos Ayres, having on board a cargo valued at upwards of one hundred thousand pounds. ~~He returned immediately from Lisbon into the Mediterranean; and in~~
the

the month of April captured, sunk, or otherwise destroyed, near to Port Maurice, seven vessels belonging to the enemy, all valuably laden with arms, military stores, and provisions. His squadron was immediately very considerably reinforced, he being ordered, in the month of May, to cruise to the westward of Genoa, for the purpose of watching a small squadron of three French ships of the line, which were then lying in Villa Franca. He was soon afterwards ordered to England, in consequence of the resolution of the house of commons*; and was brought to trial before the court-martial, assembled on board the London, in Chatham; the following charges being preferred against him.

1st. For not doing his utmost to take, fire, kill, and destroy his majesty's enemies, as he might and ought to have done; but instead thereof, withdrawing or keeping back from the fight, to windward of the enemy during all or the greatest part of the engagement.

2d. For firing at the enemy when he was not in the reach upon a point blank, and not even in reach of random shot.

3d. For not assisting the Marlborough, according to his instructions, as the Dorsetshire, and Essex did not keep in their stations in the line to succour and relieve her; but, instead of giving assistance, withdrawing from the fight.

4th. For not conducting and covering the fireship when going down upon the Real, knowing the improbability of her doing any execution without being covered and conducted, through which means the fireship was burnt, sunk, or otherwise destroyed.

5th. For disobedience to his majesty's instructions, and the signals and commands of the admiral; neglect of naval military discipline, and being one of the principal causes of the miscarriage of his majesty's fleet.

Some contrariety was observable, as is usual in such cases, between the evidence given on behalf of the prosecution, and in favour of the prisoner. In his defence he urged, that he was charged with not closing the line and assisting the Marlborough; but that, according to the tenor of the fighting instructions, it was the duty of the next ship to assist the Marlborough, and could not extend to him, who was three ships a-stern: and as he found the

* See vol. iii. page 269.

Real with her second were likely to fall into the hands of the ships a-head of him; as also that there were others of the enemy's squadron coming up, it would have been imprudent in him to have left his station to assist the Marlborough, especially as her distress did not appear till after he was warmly engaged himself: as to the fireship he had no orders to cover or conduct her; and if he had had any, he could not have acted her better than he did, having prevented the five ships from destroying her*.

The

*. He urged farther in his defence the following points. "If the witnesses that I have produced to this court, who are the chief officers, the oldest, and best seamen in the ship, are not sufficient to make plainly appear a captain's conduct and behaviour, when his honour is called in question, where is the captain, however brave and innocent, who is not liable to be undone, when, through pique or malice, or the hidden views of his enemies, he is loaded with infamy, and called to an account, in the manner I have been?"

"Had I behaved in that scandalous manner that I have been represented to this honourable court, most certainly vice-admiral Leflock is too penetrating an officer to let my behaviour escape his observation, and would certainly have fired a shot at the Rupert, to put me in mind of my duty, at the same time he did at the Dunkirk and Cambridge; without doubt he would have sent a letter of complaint to admiral Mathews, for such a notorious breach of my duty, when he was induced to prefer one against captains Purvis and Drummond: but, on the contrary, my behaviour that day was thought of so well, that, in a short time after, I was sent with a command of sixteen sail of his majesty's ships to Villa Franca, to assist the king of Sardinia, on the enemy's attacking that place. I hope, without the least tincture of vanity, I may assert, that through my vigilance I saved his whole army, by landing a detachment of the marines and troops from on board each ship, and placing the ships in such a manner, that I secured the passes, and covered the retreat of his army.

"I acknowledge my services were no more than what my duty exacted; but this honourable court will permit me to say, that they were such as his Sardinian majesty condescended to take notice of, and admit they were for the public good. I received a present from his majesty worthy of so great a monarch: and as a farther proof of his being satisfied with my conduct, he gave, even after my disgrace, positive orders to his minister at the British court, to recommend me to the king, my master, as worthy both of rewards and favour. This was an honour, of which I declined taking any advantage, until my conduct had been publicly, legally, and minutely examined into, that my enemies might have no opportunity to tax me with any endeavours to

The court, however, weighing the several points of evidence in support of the charge, as well as those urged by

avoid a fair and open trial, by sheltering myself under his Sardinian majesty's favourable opinion.

"I have had the honour of twenty-two different commands in the Mediterranean.

"First, from admiral Leflock; next, from admiral Mathews; and, lastly, from admiral Rowley. I had not the pleasure of being known to any of those gentlemen till I came under their command; and have the satisfaction to think, that my conduct and proceedings were always agreeable to them.

"Admiral Rowley sent me to command on the Gibraltar station with a Squadron of ships, where I was absent from him six months; and on his judging proper to proceed to that station himself, with the rest of the fleet, he detached me, with a strong Squadron of his majesty's ships, to command on the coast of Italy and Riviere off Genoa, where I had nothing more at heart than the glory of my master's arms, and the good of the common cause. Aafter a successful command of three months I was made a prisoner, at the head of that command, on the 1st of June: I have been kept since a close prisoner, and brought here an unhappy spectacle, as you now see me.

"As you, sir, have been a witness of my former behaviour, having had the honour to serve under your command, my saying any thing farther to my character may be thought altogether unnecessary; but as I have more than life at stake, my reputation, allow me to say, it is a pleasure to me, that I can look back into my conduct, and be able to aver, that from the time I had the honour of his majesty's first commission, till this accusation against me, I never had any blemish upon my character, or reflection upon my conduct. When I bore away for five ships of the enemy, the Real was so disabled, that it was the opinion of all my officers, as well as myself, that, as sure as there was a God in heaven, she would fall in half an hour; and I thought I could not do a more commendable service to my king and country, than by the engaging those five ships. If I had been well seconded by the rear division, they must inevitably have fallen into our hands." He concluded—

"Having done with the observations which seemed necessary for me to make upon the evidence before the court, and relative to my case, I will, sir, only beg so much more of your time as may serve to close my defence, by assuring you, that as I have looked with great satisfaction upon the trouble which some members of this honourable court have been pleased to give themselves, in the course of my trial, by taking of notes of the evidence for the crown, and for myself; and that, as I am fully persuaded the whole court will conspire to the distinguishing and separating the direct, clear, and well-supported parts of that evidence, from those which are either doubtful, inconsistent,

by Mr. Ambrose in his defence, passed the following sentence.

“ November 7, 1745. The court, pursuant to an order from the lords commissioners of the admiralty, to sir Chaloner Ogle, dated the 11th of September 1745, proceeded to enquire into the conduct of captain Ambrose, who commanded his majesty's ship the *Rupert*, at the time of the engagement between his majesty's ships and the combined fleets of France and Spain, off Toulon, in the Mediterranean, on the 11th of February 1745. He was accordingly tried for the same, upon a charge prepared against him by the prosecutors for the crown. It appears to the court, after having examined all the witnesses, as well in behalf of the crown, as on the part of the said captain Ambrose, and having duly considered and weighed the matter on both sides, that quickly after the admiral bore down, the *Rupert* bore down also, and continued to do so for some time after the admiral brought up: that when the *Rupert* herself brought up there was no ship belonging to the enemy properly in the line for her to engage, inasmuch as there was a large opening between the *Real* and the five sternmost ships of the enemy then coming up; that afterwards the *Rupert* bore down towards the enemy's line and began to engage the headmost of the five ships of the enemy, and continued in action with her, and the second till admiral Mathews, in the *Namure*, wore, and engaged the enemy in passing: that when the *Rupert* first brought up she was not in the line, but was afterwards as far to leeward as any of the other ships, while they engaged on the larboard tack, though not within point blank of the enemy, nor at a proper distance to do execution. That the court are of opinion that he, captain Ambrose, had it in his power to engage closer, without going to leeward of

or contradictory in themselves, so I promise myself, that the matters in question between the crown and me will then receive a well-founded, just, and equitable determination, or, in other words, such as will be suitable to that candour, that impartiality, that honour, that dignity, which ever ought, and which, I hope, ever will attend the proceedings of a British naval court-martial.”

the line; and that he did not act in conformity to the fighting instructions from the time the admiral and Marlborough first began to engage; that therein he failed of his duty, and is guilty of part of the charge exhibited against him. That as to his going to the assistance of the Marlborough, the court are of opinion he ought not to have shot a-head to her assistance, either before, or after her masts were gone. The court are farther of opinion, that as he had no orders to cover or conduct the fireship, he is not guilty of that part of his charge: that on account of the above failures of his duty the court are of opinion, that he falls under part of the 12th article of war, contained in an act of parliament made in the 13th year of king Charles the Second; but in regard he hath both before and since the engagement bore the character of an experienced and diligent officer, and that his failure of duty seems to have proceeded from a mistake in judgment, the court do adjudge him to be cashiered, and to be incapable of serving as an officer in his majesty's navy during pleasure; that he be also mulcted one year's pay. The court do therefore hereby adjudge him to be cashiered during his majesty's pleasure; and he is also mulcted one year's pay, as captain of the Rupert, to the use of his majesty's chest at Chatham."

In consideration, however, of his former services, and that not only irreproachable, but excellent character he had on every other occasion acquired, and supported, he was restored to his rank of captain in the navy, by order of council, bearing date the 12th of May 1748. But the kingdom being at that time in a state of profound peace, he was not invested with any command; and on the 17th of April 1750, retired altogether from the service with the rank, and half-pay of a rear-admiral on the superannuated list.

He died on the 25th of March 1771. In justice to his memory we cannot but briefly observe, that the error, if any, committed by him, was certainly deemed, by those who held the power of punishment, as one of the most venial kind. A life on every other occasion uniformly spent in the pursuit of honour and the strictest attention to the service of his country, must entitle him to the compassion of all good men, silencing the clamour even of those who are most rigid in their ideas of strict discipline,

pline, and the necessity of enforcing it on all occasions whatsoever.

BRADLEY, Thomas, — was, on the 5th of March 1734, promoted to the command of the Princess Louisa. He was, not long afterwards, removed into the Diamond frigate; in which ship he had the misfortune to be wrecked on the Hynder, a sand at the entrance of the port of Helvoetsluys, on the coast of Holland, sometime in the year 1737. He was afterwards, at his own solicitation, being in rather narrow circumstances, appointed to the Grampus, a small vessel sent to the Mediterranean, which, though of inferior rate, was, according to the regulations of the navy existing at that time, of more advantage, in a pecuniary light*, than a more consequential command. He did not long enjoy this station, returning to England soon afterwards, and dying, in London, in the course of the year 1741.

BUTLER, Sir Roger, — was, in the month of June 1734, lieutenant of one of the ships sent, under sir John Norris, to Lisbon, most probably that of the admiral himself. On the death of captain Ogilvie, at that port, he was, on the 3d of June 1734, promoted to the command of the Hector, as his successor. He was afterwards captain of the Chester; and soon after the commencement of hostilities with Spain, in 1739, was appointed to the Plymouth. In this ship he was immediately ordered to the Mediterranean, and did not long survive his arrival on that station, dying at Gibraltar some time in the year 1741.

COMPTON, James, — was, on the 13th of December 1734, promoted to the rank of post captain, and appointed to the Seahorse. We do not find any subsequent mention made of him till after the commencement of the war with Spain, and then only as having commanded the Lenox, of seventy guns, in the year 1741, under commodore Mayne. In that station he attended sir John Norris, during his different cruises in the Channel in the course of that summer. On the 6th of April 1743, he was appointed an extra-commissioner of the navy, an

* The captains of ships or vessels of that description acting in the twofold capacity of commander and purser.

office he resigned in the month of January 1747, and was allowed his half pay. In the year 1754 he had a pension of 400*l.* a year granted him, as a superannuated commissioner of the navy. He is said, by Mr. Hardy, to have put a period to his existence, by cutting his throat, sometime in the year 1775. This melancholy accident is said to have happened at Hampton, but the cause of it is not even suggested.

DURELL, John, — was, on the 8th of November 1734, made captain of the Gibraltar frigate. In the following year he sailed for Lisbon some short time after the fleet had proceeded thither under sir John Norris, and was there promoted, by that admiral, to command the *Centurion*, after the decease of captain Proctor. We have no information concerning him, after that appointment, till the year 1741, when he commanded the *Mary galley*, a fifth rate of forty guns. In 1745 he was captain of the *Eltham*, a ship of the same rate and force; but does not appear to have had any particular opportunity of distinguishing himself in either of those commands. He died in England either at the latter end of the year 1748, or the beginning of the ensuing, different dates being assigned to this circumstance.

HAWKE, Edward, Lord, — was the only son of Edward Hawke, of Lincoln's-inn, esq. barrister-at-law, and Elizabeth his wife, relict of Col Ruthven*, and daughter of Nathaniel Bladen, esq. also of Lincoln's-inn, and of the same honourable profession with his son-in-law. His lordship being from his earliest youth intended for the sea, received an education suited to such allotted pursuit. After having, with the greatest reputation, passed through those inferior and subordinate stations which were necessary to qualify him for the command of a ship of war, in which he acquired a perfect knowledge of every branch and particular of his duty. He was, about the year 1733, made commander of the *Wolf sloop of war*. On the 20th of March 1733-4, he

* This lady was the sister of colonel Martin Bladen, one of the commissioners of trade and plantations, and representative in parliament for Portsmouth. Her mother was Isabella, daughter of sir William Fairfax, of Stockton, in the county of York, knight.

was promoted to the rank of post captain, and appointed to the Flamborough. In the year 1740 he commanded the *Lark*, of forty guns*, on the Leeward Island station, and on his return to England was made captain of the *Portland*, of fifty guns. He was not long afterwards still farther advanced to the command of the *Berwick*, of seventy guns, one of the ships ordered for the Mediterranean to reinforce the fleet under Mr. Mathews.

Captain Hawke, during these, his early years of service, laboured under a misfortune which has not unfrequently attended the bravest and best of men; and as no person ever lived to acquire a more just or honourable title to fame even to a degree of popular adoration, so may it to other brave men who pass a considerable part, if not the whole of their lives, almost in actual obscurity, or at least in a state of inactive and unnoticed service, highly grating to a generous and warlike spirit, afford some consolation when they reflect that a commander, so renowned as Hawke, laboured under the same inconvenience for ten years after he attained the rank of captain.

The encounter off Toulon afforded this gallant man the first opportunity of rising from that level line of service to which many of the bravest officers are unfortunately confined. The *Berwick*, which he commanded, was one of the few ships which were particularly distinguished on that unfortunate occasion, in so great a degree that, it is certain, the combined fleets of France and Spain would have been nearly annihilated, if every other ship in the fleet had been as warmly engaged as herself. It is almost needless to repeat the several circumstances attending that part of the action in which Mr. Hawke was particularly and individually concerned, as they have been already given in the life of Mr. Mathews†; but we must beg to remark, we can scarcely think sufficient tribute has been paid to his gallantry in the account of that action published by authority, for no notice is there taken that the *Poder*, of sixty guns, a Spanish ship of war, which was the only one

* This appears rather a doubtful circumstance. In the beginning of the year 1741 he commanded the *Portland*, as above stated, and was then on the Barbadoes station.

† Vol. iii. Page 262, et seq.

which fell into the hands of the British, was engaged and taken by the Berwick, and, as appears from several concurrent testimonies, without the least assistance from any other ship in the fleet. Collins, in his account of this noble lord, informs us, "that the Poder had, in the earlier part of the action, driven the *Princessa* and *Somerfet* out of the line, which being perceived by captain Hawke, he gallantly bore down upon her till he got within pistol-shot; when discharging his whole broadside, he killed twenty-seven of her people, and dismounted seven of her lower-deck guns. Continuing the attack with the same spirit he had commenced it, the Poder in a very short time surrendered."

The subsequent fate of the prize is well known, and and we can only join in a lamentation, which all admirers of gallantry must be uniform in making, and feel a sorrow even at this distant period, that so much bravery should be deprived of its reward, by the desertion, or want of proper exertion in those who refused to follow the path to victory, so clearly pointed out to them, that they could not, except through perverseness, have possibly mistaken it. It is reported, but on what ground we have been unable to discover, after the strictest enquiry, so that we indeed totally disbelieve the whole story, it is that he was brought to a court-martial for his conduct in the foregoing encounter, and sentenced to be dismissed the service, for breaking the line and fighting without orders; but as a palliative to what would, but for that, have been a disgrace, that he was immediately restored to his rank, by the express command of his majesty, king George the Second. However unaccountable it may appear, it is no less so than true, that we have nothing related of this very renowned, and worthy character till the year 1747, when he was, on the 15th of July, promoted to be rear-admiral of the white. He was immediately afterwards appointed to command a strong squadron ordered to sea, in the hope of intercepting a numerous fleet of merchant-ships collected at the Isle of Aix, and intended to be convoyed to America by a very formidable force under the command of Mr. de L'Etendiere, chef d'escadre. Mr. Hawke sailed from Plymouth, on the 9th of August, with the following ships under his command.

Ships.

Ships. 3d Rates.	Commanders.	Men.	Guns.
Devonshire —	{ rear-adm ^l . Hawke } captain Moore, }	555	66
Kent—Fox	- - -	480	64
Edinburgh—Cotes	- - -	480	70
Yarmouth—Saunders	- - -	500	64
Monmouth—Harrifon	- - -	480	70
4th Rates.			
Princess Louisa—Watfon	- - -	400	60
Windfor—Hanway	- - -	400	60
Lyon—Scot	- - -	400	60
Tilbury—Harland	- - -	400	60
Nottingham—Suamarez	- - -	400	60
Defiance—Bentley	- - -	400	60
Eagle—Rodney	- - -	400	60
Gloucester—Durell	- - -	300	50
Portland—Steevens	- - -	300	50

A very dull and unconfidential cruize of some continuance was at last repaid to Mr. Hawke by a fight of the French squadron, on the 14th of October, at seven in the morning. He was then in latitude 47° 49', longitude from Cape Finisterre 1° 2' W. when the Edinburgh made a signal for seeing seven sail in the S. E. quarter. A general chace immediately commenced, and in an hour's time the squadron had sight of a very considerable number of ships, so crowded together that the eye could, with the greatest difficulty, separate or count them. At ten Mr. Hawke began to form the line of battle a-head; and soon afterwards the Louisa, which was the headmost as well as the weathermost ship, made a signal for seeing eleven ships of the line belonging to the enemy. At half past ten captain Fox, who commanded the Kent, hailed the admiral and informed him he discovered twelve large ships of war, with a fleet of merchant vessels, or transports, under their protection. The latter were soon perceived to be crowding away with all the sail they could set, while the ships of war endeavoured to form a line a-stern for their protection, and hawled near the wind under their topsails and foresails, and some of them with their top-gallant-sails set.

Mr.

Mr. Hawke finding, according to his own expression, that he lost time by endeavouring to form the line, as the enemy was at that time standing away with all the sail they could set; at eleven o'clock he began a general chase with the whole squadron. In half an hour the headmost ships had neared the enemy so considerably that they were within a proper distance to engage, and Mr. Hawke making the necessary signal, the encounter commenced. The *Lyon* and *Princess Louisa*, which were the headmost of the British squadron, began the action, the other ships supporting them as fast as they could get up, and close. In a very short time it became general from van to rear. The French squadron was inferior in point of force, but had the advantage of the weather-gage; and a very brisk and constant fire being maintained on both sides, the smok, of necessity, prevented every person present from observing the number and manœuvres of the enemy, or even what passed among the ships of his own squadron. As to Mr. Hawke, after having previously received the distant fire of several ships while in the act of going down and endeavouring to close with the enemy, he at last succeeded in bringing the *Severn*, of fifty guns, which, as it happened, was the smallest ship in the French line to a close action. His fire was too formidable to be withstood for any length of time; the *Severn* was, accordingly, the first ship which struck, and Mr. Hawke, without waiting to take possession of his prize, immediately on her surrender, left her to some of the smaller ships which were coming up, and hauled his wind in order to assist the *Eagle* and *Edinburgh*, which were then warmly engaged, the latter having lost her fore-top-mast.

This gallant attempt was frustrated by the *Eagle's* falling on board the *Devonshire*, having had her wheel shot to pieces, all the men at it killed, and her braces and bowlings gone, so that the ship was absolutely ungovernable. Mr. Hawke was, in consequence, obliged to bear away, and was by that accident prevented from attacking either the *Monarque*, of seventy-four, or the *Tonnant*, of eighty guns, so close as to afford any prospect of bringing the contest to a speedy decision. The admiral, however, endeavoured to engage them both in succession, and had very nearly succeeded in closing with the latter; but as soon as he

he had began to open his fire, the breechings of several of his lower deck guns gave way, and he was obliged to shoot a-head till the new breechings were seized, for the upper and quarter deck guns could effect but little service at the distance they then were, against so formidable a ship as the *Tonnant*.

The enemy perceiving that some accident prevented Mr. Hawke from attacking them as he intended, employed themselves in firing single guns, carefully pointed, in hopes of dismasting him before the injury he had sustained was so far repaired as to enable him to come again into action. Captain Harland, who commanded the *Tilbury*, perceiving this attempt of the enemy, very gallantly ran between the *Devonshire* and the *Tonnant* and began to fire very briskly on the latter to take off her attention. The *Devonshire* was soon in a condition to renew the action, but by that time had ran so far a-head as to be nearly alongside of the *Trident*, of sixty-four guns, which ship he immediately began to engage, and soon silenced.

The admiral about this time made the signal for close action, in consequence of his having observed some of the ships of his Squadron engaged, as he thought, at too great a distance; and having himself soon afterwards closed with the *Terrible*, of seventy-four guns, the surrender of that ship, about seven at night, in a great measure put an end to the action. Six of the enemy's ships had by this time surrendered; and as the British Squadron was a good deal dispersed, Mr. Hawke thought it most prudent to make the signal for bringing to; but a considerable firing continuing at some distance astern, he was not without hopes that the remaining ships of the enemy's Squadron were captured. In the morning however he had the mortification of learning, that instead of that success, captain Saumarez, of the *Nottingham*, had unfortunately fallen in that encounter, and that the *Tonnant* had escaped during the night by the assistance of the *Intrepid*, which ship had sustained little or no damage in the preceding action.

Mr. Hawke on the morrow called a council of war; and as it would have been highly imprudent and improper to have detached any ships after the French convoy, either at first, or pending the action itself, except frigates, which it would also have been dangerous in the extreme to have sent

sent on that service, the merchant ships being cautiously left under the protection of the Content, of sixty-four guns, and several frigates, some of them mounting thirty-six guns; so did he now take the only measure possible to promote success, by dispatching the Weasle sloop express to the West Indies for the purpose of alarming commodore Pocock, who commanded there*, and whither it was found the enemy's ships were bound, that he might take the proper measures to intercept as many of them as possible.

The event fully answered the expectation, and repaid the care taken by the admiral on this occasion, for a very considerable number of them fell into the hands of the British ships in that part of the world. The enemy's vessels having in general sustained considerable damage in their masts and rigging, three being completely dismasted, two others left with their fore-masts only standing, and the Severne alone, of all the prizes, being in a condition to make sail, the admiral was compelled to lay to for two days in order to get up jury-masts, and put them in a condition to reach England. The ships taken were,

			Men.	Guns.
Le Terrible*	-	-	686	74
Le Monarque	-	-	686	74
Le Neptune*	-	-	686	70
Le Trident*	-	-	650	64
Le Fougeux	-	-	650	64
La Severne*	-	-	550	50

The ships marked thus * were under orders for Martinico, from whence they were to have returned with a convoy. The ships which escaped with M. de L'Eten-diere, the chef d'escadre, were

			Guns.	Men.
Le Tonnant	-	-	80	822
L'Intrepide	-	-	74	686

Mr. Hawke arrived at Portsmouth with his prizes on the 31st of October; and, as a reward for his very great bravery and good conduct on the foregoing occasion, was, in the month of November, elected one of the knight's companions of the most honourable order of the bath,

* Mr. Legge, who was supposed to have been commanding officer on that station, having died there a few days before the action took place in Europe.

but

but was not installed till the 23d of June 1749*. In the month of January 1747-8, he was again ordered out with a Squadron to cruise in soundings†; two of his ships, the Nottingham and Portland, were fortunate enough to capture, on the 31st, the *Magnanime*, a French ship of war, of seventy-four guns, which having lost her top-masts two or three days before, when bound to the East Indies, in company with two other two-decked ships and a frigate, was then returning to brest to refit. Nothing more remarkable took place during the cruise; and peace being concluded not long afterwards, he finally returned to Spit-head on the 24th of July‡. The Squadron being dismantled, and the prospect of affairs perfectly pacific, it might be expected that a life of retirement would naturally have succeeded those more active scenes in which we have of late seen him engaged. This, however, was far from being the case, he was desired to hold himself in constant readiness to take upon him any command the exigencies of the state might require his employment in; and accordingly, in 1749, was appointed to the Squadron sent to convoy the transports, with the intended new settlers of the province of Nova Scotia: on this occasion, as Collins very justly observes, “he performed this duty with all that integrity and care, that could be expected from a person of his honour and veracity.”

The same heraldic author proceeds, after having informed us that he afterwards was president of several courts-martial §, to observe, “that he always took the greatest

* In the month of December he was chosen representative in parliament for the borough of Portsmouth; and in the following year was elected one of the elder brethren of the trinity-house.

† He then removed his flag into the Kent, and sailed from St. Helen's, for Plymouth, on the 11th of January, having the *Anson*, *Centurion*, and *Crown*, under his command. He arrived at Plymouth on the 14th, and sailed from thence two days afterwards, with a Squadron of nine sail of the line.

‡ On the 12th of May 1748, he was advanced to be vice-admiral of the blue.

§ On the 6th of July he sat as president of a court-martial, that was held on board the *Invincible*, at Portsmouth, for the trial of Samuel Couchman, the first lieutenant, and John Morgan, lieutenant of marines; with several other officers and seamen, for a conspiracy to seize his majesty's ship, the *Chesterfield*, and carry her off from the coast

greatest care to distribute justice without any regard to rank or connections. The innocent were sure to meet with his protection, and the guilty to feel the rod of punishment." Accounts of such avocations constitute all the information we can expect to collect of any naval officer during a recess of peace; and it is sufficiently valuable, were it only that it affords us the opportunity of reporting the very just and well-deserved encomium bestowed on his conduct on occasions that otherwise have very little interest to excite our attention. In the year 1750 he was appointed to the Portsmouth command; and on the 15th of August entertained, on board the *Monarch*, his flag ship, then lying at Spithead, their royal highnesses the prince and princess of Wales, with several of their children, an honour no admiral had at that time ever before received. In the month of December following he was appointed president of the court-martial assembled for the trial of Mr. Griffin, on a charge, already related in the account of that gentleman. We find no other mention made of him till the suspicious conduct of the French court, in 1755, induced administration to arm several squadrons, to be ready for immediate service on the first emergency. At the very beginning* of the year sir Edward was advanced to the rank of vice-admiral of the white; and on the 21st of July sailed from Portsmouth, having under his command a fleet, consisting of eighteen ships of war, under orders to cruise in the Bay of Biscay. He returned into port on the 29th

coast of Africa, with a piratical intent. At this court-martial Couchman and Morgan were sentenced to be shot; and the carpenter, carpenter's mate, the quarter-master, and one seaman, to be hanged; on all whom the sentence was afterwards executed.

He was also in the same year appointed president of a court-martial on board the *Monarch* man of war, at Portsmouth, for the trial of an officer of rank, on a charge of disobedience of orders, of which he was convicted, and suspended for a year.

In the month of December 1749, he sat in a court-martial, held on board the *Charlotte* yacht, at Deptford, for the purpose of enquiring into the conduct of rear-admiral Knowles, in an action between a fleet under his command, and a Spanish squadron off Hispaniola.

He also sat at a court-martial, held at Deptford, in February 1750, for the trial of captain Holmes and captain Powlet, who were accused, by admiral Knowles, for misbehaviour in the same action, when they were both acquitted with great honour.

* On the 9th of January.

of September, being relieved by the unfortunate Mr. Byng; and continued on the same uninteresting service alternately relieving and relieved till Mr. Byng had sailed for Minorca. The report of the unfortunate encounter which had taken place in the Mediterranean, induced ministers, as is well known, to recal that gentleman, and appoint sir Edward as his successor.

He accordingly sailed from England, in the Antelope, on the 16th of June, and on his arrival at Gibraltar took upon him the command: but the object which the French court had in view being effected, their squadron retired back to its harbour, leaving to sir Edward the poor satisfaction and empty honour of continuing on the same station master of the sea * during the remainder of the year. His next appointment was to command the squadron sent to convoy the body of troops commanded by sir John Mordaunt on the expedition against Rochfort. He accordingly sailed on the 8th of September 1757; and this appears to have been the least successful service on which this brave and deserving officer was ever employed. The fleet and expedition was detained by those impediments which commonly arise when two distinct authorities are employed to effect one end and purpose. Its force was sufficiently formidable to strike all France with dismay. It consisted of sixteen ships of the line †, two bomb-ketches, two

* The only circumstance deserving notice, that occurred during the cruise, is thus related by Campbell.

“ A French privateer having taken an English vessel on the coast of France, brought her to an anchor under the guns of Algezire, a Spanish fort in the bay of Gibraltar. Sir Edward Hawke, whose squadron was at this time riding in the bay, and lord Tyrawley, governor of Gibraltar, immediately sent to demand the restitution of the prize, which the governor of Algezire positively refused. The English officer who carried this demand, being attended by a number of armed boats, with orders to cut the ship out and to bring her off at all events, proceeded to execute his orders, and carried his point; but the castle gave him so warm a reception that above a hundred of his men were either killed or wounded. The court of Spain approved of the governor's conduct, and pretended to be violently offended with that of sir Edward Hawke.

	Guns.		Guns.
†Royal George—capt. Buckle	100	Neptune—Galbraith	90
Ramilies—adm. Hawke, Hobbs	90	Namure—Dennis	90
			Royal

two fireships, two buffes, one storeship, and fifty-five transports, exclusive of the Jason, of forty guns, employed as a transport; and the Chesterfield, as a repeating frigate. The land force consisted of ten regiments of infantry, two of marines, a squadron of light horse, and a proportionate train of artillery.

The fleet sailed from St. Helen's with a fair wind and bore away to the westward. On the 20th, being then off the isle of Oleron, sir Edward ordered Mr. Knowles, who was appointed to cover the landing, to proceed for that purpose with his division, and the transports, to Basque road. The conquest of the isle of Aix was to be first attempted. Campbell is exceedingly satyrical on this occasion; but whether the contemptuous light in which both himself and other authors treat the assault and capture of the fortress is just or otherwise, is not our present consideration. It is an undeniable and certain fact, that nothing farther was attempted till the afternoon of the 23d, when rear-admiral Broderick, with the captains Dennis, Douglas, and Buckle, were ordered to sound the coast and reconnoitre a proper spot for the debarkation of the troops. A difference of opinion arose, principally among the land officers, and proved the bane of the expedition, for in a council of war called on the 25th, on board the Neptune, in consequence of that want of necessary unanimity, it was determined, "that the attempt on Rochfort was neither adviseable nor practicable."

	Guns.		Guns.
Royal William—Taylor	84	Coventry—Scrope	28
Barfleur—Graves	80	Cormorant—Clive	18
Princess Amelia—Colby	80	Postillion—Cooper	18
Magnanime—Howe	74	Beaver—Gascoigne	18
Torbay—Keppel	74	Pelican—O'Hara	16
Dublin—Rodney	74	Efcort--Inglis	14
Burford—Young	70	Bombs.	
Alcide—Douglas	64	Firedrake—Edwards	8
America—Byron	60	Infernal—Kenzie	8
Achilles—Barrington	60	Fireships.	
Medway—Proby	60	Pluto—Lindsay	8
Dunkirk—Digby	60	Proserpine—Banks	8
Frigates.		Bufs.	
Southampton—Gilchrist	32	Canterbury—Lampriere	6

A strange

A strange degree of irresolution appears to have pervaded the minds of those to whom the more active parts, and absolute execution of the plan was to be entrusted. Spirited measures soon succeeded to those of torpidity, and the actual determination of immediately prosecuting the original intention of the expedition followed an abandonment of it almost like cause and effect. On the 28th, in the afternoon, sir Edward made a signal from the Ramillies for all the commanding officers of regiments, or corps, to repair on board his ship for orders, which were accordingly issued at eight o'clock that evening, for the troops immediately to prepare for landing in the course of the night. The utmost expedition and alacrity was used by the subordinate officers in preparing for an attempt, which it was hoped might efface the remembrance of the former delay, by causing this formidable armament to return back to its native country crowned with honour, and triumphing in the defeat of its enemies; but the wind unfortunately freshing soon after midnight, an order was issued about three o'clock in the morning for the troops to return to their respective transports.

Sir Edward, wearied at last by repeated disappointments, did, on the 29th of December, declare, by letter, to sir John Mordaunt, the commander-in-chief of the army, that if he had no active or immediately decisive operations to propose, he, sir Edward, intended to proceed with the fleet to England. The general declining any farther attempt, immediately approved of the admiral's intention; and the whole fleet having sailed on the 1st of October, for England, came to an anchor at Spithead on the 6th. The people were extremely dissatisfied at this fruitless and expensive attempt; but though it ought to have been very apparent to every body * that no part of the blame resulting from the failure could fairly be attributed to sir Edward;

* Lieutenant-colonel, afterwards general, Wolfe, paid sir Edward the highest tribute of applause, in the evidence he gave at the trial of sir John Mordaunt: and Collins concludes the short mention he makes of the ill success of this expedition in the following terms. "Sir Edward Hawke engaged to do every thing in his power to assist the land forces in their attempt against Rochfort; but nothing was done except taking the small island of Aix, though the gallant admiral exerted himself to the utmost to answer the intention of the expedition.

yet the baser part of his countrymen, forgetful of his former services, neglectful of that gallantry which had on so many occasions been the object of their admiration and delight, instead of receiving with a consolatory tenderness, or sympathising with him, on an occasion, which, doubtless, gave him an equal if not superior concern to what it did any other individual in the kingdom: they aggravated the distress he certainly felt as a patriotic character, wishing the welfare of his country, by insulting him with the vulgar affront of a dumb peal. A mortifying reception when compared to those acclamations he had always been accustomed to be greeted with.

So much for popular opinion and the critically discriminating voice of what is called the nation. Sir Edward failed again for the coast of France on October 22, in order to prevent any of their ships of war from putting to sea. He continued employed on that service during the winter, except at such intervals of return as the necessary recruit of provisions and water rendered indispensibly necessary*. No particular opportunity of distinguishing himself occurred till the month of April following. He had sailed from Spithead on the 11th of March 1758, with a squadron consisting of seven ships of the line, with some frigates, and made the light of Ballines, on the isle of Rhè, about nine at night, on the 3d of April. The squadron continued plying off and on till three in the morning on the 4th, and then made sail for Basque road. At day-break sir Edward discovered a numerous convoy belonging to the enemy, a few leagues to windward of him. He immediately gave chase; but the wind baffling him, the convoy, together with the three frigates that escorted it, all effected their escape into St. Martin's, on the isle of Rhè, except one brig, which was burnt by the Hussar. After this disappointment he bore away at noon for Basque road, in a line of battle a-head, and at four in the afternoon discovered a squadron and convoy, belonging to the enemy, lying off the isle of Aix. He soon distinctly made their force to consist of one ship of seventy-four guns, the Florissant; three of sixty-four, the Hardi,

* In the month of December he repaired to London for a few days, to attend the court-martial held on general sir J. Mordaunt.

Sphinx, and Dragon; one of sixty, the Warwick; six or seven frigates; and about forty merchant-ships or transports. This armament, on board which were embarked, as it was afterwards known, upwards of three thousand land forces, was to have been joined by some other ships from Bourdeaux, and then to have proceeded to America, for the protection of Louisbourg, and the other French colonies: its destruction consequently became an object of the highest importance*. At half past four sir Edward made the signal for a general chase to the S. E. At five the enemy began to cut and slip their cables, endeavouring to make their escape, but in the utmost confusion. At six the commodore himself began to fly, some of the ships belonging to the British Squadron having worked up within little more than gun-shot of him. Many of the first fugitives were by this time fast in the mud: and the admiral being aware that there was not a depth of water sufficient to permit him to follow them, at half past six came to an anchor off the isle of Aix.

At five the next morning all the enemy's ships were seen aground and nearly dry, at the distance of five or six miles. A considerable number of the merchant-ships, and some of the ships of war, had fallen on their broadsides. As soon as the tide of flood made, sir Edward putting his best pilots on board the Intrepid and Medway, sent them nearer in shore a full gun-shot: they then came to an anchor, and founding a-head at high water, found they

* The following account was given of the success of this attack, in a private letter from France, written immediately after it happened.

"We find admiral Hawke with ten ships of the line passed the Pertuis d'Antioche, and about five in the afternoon sailed towards the isle of Aix, where we had one seventy-four gun-ship, three or four of fifty and sixty guns, which were not entirely armed, and two frigates. About half an hour after five, admiral Hawke went with his whole fleet to attack, and was about one league from them. About three quarters after five our merchant-ships endeavoured to run ashore, and the men of war were trying to get into the river Charente; but as it was then growing dark nothing could be seen. They write it is impossible that one ship could be saved, as they could not get into the river Charente. This is asserted by people that saw all that passed that day." The enemy were, however, in some degree, less unfortunate than they themselves expected.

had but five fathom, or thirty feet, of which the tide rose eighteen. The enemy were now discovered to be extremely busy in getting boats and launches from Rochfort to assist in drawing their ships through the soft mud, as soon as they should be water-borne. In the interim they were preparing for that operation in the best manner possible, by carrying out warps, and throwing every thing overboard they could get at. They in consequence disburthened themselves of their guns, their stores, their ballast, and even their water. So industrious and indefatigable were they in their endeavours to save themselves, that in the course of the day the greater part of their ships of war got as far as the mouth of the river Charente, without its being possible for the admiral to intercept, or prevent them. As for the merchant-ships and transports they were aground near the isle Madame, but so protected were they by the shoal-water, that no other injury could be done them, except that of cutting away eighty buoys which they had laid down on their guns, anchors, and other unperishable articles, which they had thrown overboard. This service was effected by the boats belonging to the frigates. On the 5th captain Ewer of the marines, was detached, with one hundred and forty men, to the isle of Aix, with orders to destroy the new works which the enemy was busily employed in erecting there, as a substitute for the fort destroyed by the English in the preceding autumn. This service was effected without interruption, and by sir Edward's especial and peremptory command, without giving the smallest disturbance to the inhabitants. The primary object of the expedition was thus executed, far as circumstances would admit, and the English admiral was obliged to be content with the satisfaction of having completely frustrated the expedition to America, thereby giving a decided superiority to the arms of Britain in that quarter.

Sir Edward quickly afterwards returned to England, and was appointed to serve as second in command of the fleet put under the orders of lord Anson, for the purpose of covering the descent made on the coast of France, near Cherbourg. He still continued in his former ship, the *Ramilies*, and sailed upon the service just mentioned on the 1st of June; but being unhappily seized with a violent fever
soon

soon after the fleet got into the Bay of Biscay, was obliged to quit his command, and repair to England for the recovery of his health. He arrived at Portsmouth on the 19th and immediately struck his flag. This indisposition prevented sir Edward from accepting any command during the remainder of the year. In the beginning of the ensuing he was nominated commander-in-chief of the very powerful fleet equipped, to oppose an equally formidable force which the French were then very busily employed in equipping, at Brest and other ports, for the purpose of invading Britain. He sailed from Portsmouth on the 18th of May, and was so diligent and attentive to his duty, that, for the space of nearly six months, the enemy were effectually prevented from putting to sea. While they thus suffered themselves to be ingloriously blocked up, they underwent not only the national mortification of seeing their coasts insulted, but with the aggravated circumstance of having their merchant-ships taken in their sight, and some of them even cut out of the port where this formidable armament, their dernier resort, lay, without having it in their power, or even daring to attempt their rescue. A strong westerly wind at last effected the enemy's temporary deliverance, by driving sir Edward from his station on the 12th of October. After some fruitless attempts to regain it, he at last put into Plymouth Sound on the 8th of November; and the enemy seized on this opportunity, unfortunate as it proved to them, of putting to sea.

The marquis de Conflans sailed from Brest on the 14th of November, and steered for the bay of Quiberon, in hopes of being able to effect, as a prelude to future success, the destruction of a small British squadron, consisting of fifty gun-ships and frigates, which lay there at anchor, under the command of commodore Duff, watching a large fleet of French transports which were assembled for the purpose of taking on board a very considerable land force, with cannon and camp equipage, destined for the invasion of Ireland. Sir Edward, as it were sympathetically, sailed from Torbay, in pursuit of them, on the same day, having hoisted his flag on board the Royal George. The event is well known, and cannot be more satisfactorily or clearly

described than in the account given by that gallant admiral himself, of this memorable and glorious encounter.

“ Royal George, off Penris-point, Nov. 24, 1751.

“ In my letter of the 17th, by express, I desired you would acquaint their lordships with my having received intelligence of eighteen sail of the line and three frigates, of the Brest Squadron, being discovered about twenty-four leagues to the N. W. of Belleisle, steering to the eastward. All the prisoners, however, agree, that, on the day we chased them, their Squadron consisted, according to their accompanying list, of four ships of eighty, six of seventy-four, three of seventy, eight of sixty-four, one frigate of thirty-six, one of thirty-four, and one of sixteen guns, with a small vessel to look out. They sailed from Brest the 14th instant, the same day I sailed from Torbay. Concluding that their first rendezvous would be Quiberon, the instant I received the intelligence I directed my course thither with a press sail. At the first, the wind blowing hard at S. by E. and S. drove us considerably to the westward; but on the 18th and 19th, though variable, it proved more favourable: in the mean time, having been joined by the Maidstone and Coventry frigates, I directed their commanders to keep a-head of the Squadron, one on the starboard and the other on the larboard bow. At half past eight o'clock in the morning of the 20th, Belleisle, by our reckoning, bearing E. by N. 1-4th N. the Maidstone made the signal for seeing a fleet. I immediately spread abroad the signal for a line a-breast, in order to draw all the ships of the Squadron up with me. I had before sent the Magnanime a-head to make the land: at three quarters past nine she made the signal for an enemy. Observing, on my discovering them, that they made off, I threw out the signal for the seven ships nearest them to chase; and by drawing into a line of battle a-head of me, endeavour to stop them till the rest of the Squadron should come up. The other ships were also to form as they chased, that no time might be lost in the pursuit. That morning the enemy were in chase of the Rochester, Chatham, Portland, Falkland, Minerva, Vengeance, and Venus, all which joined me about eleven o'clock; and, in the evening, the Sapphire, from Quiberon Bay. All the day we had very fresh gales at N. W.
and

and W. N. W. with heavy squalls. M. Conflans kept going off under such sail as all his squadron could carry, and at the same time keep together, while we crowded after him with every sail our ships could bear. At half past two P. M. the fire beginning a-head, I made the signal for engaging. We were then to the southward of Belleisle, and the French admiral headmost; he soon altered round the Cardinals, while his rear was in action. About four o'clock the Formidable struck, and a little after the Thesee and Superbe were sunk; about five the Heros struck, and came to an anchor, but it blowing hard no boat could be sent on board her. Night was now come on, and being on a part of the coast, among islands and shoals, of which we were totally ignorant, without a pilot, the greatest part of the squadron being in the same situation, it also blowing hard on a lee-shore, I made the signal to anchor, and came to, in fifteen fathom of water, the island of Dumet bearing E. by N. between two and three miles, the Cardinals W. half S. and the steeples of Crozie S. E. as we found next morning.

“ In the night we heard many guns of distress fired, but the violence of the wind, our want of knowledge of the coast, and whether they were fired by a friend or an enemy, prevented all means of relief.

“ By day break on the 21st we discovered one of our ships dismasted on shore, the French Heros also, and the Soleil Royal, which, under cover of the night, had anchored among us, cut and ran ashore to the westward of Crozie. On the latter's moving, I made the Essex's signal to slip and pursue her; but she unfortunately got upon the Four, and both she and the Resolution are irrecoverably lost, notwithstanding we sent them all the assistance the weather would permit. About fourscore of the Resolution's company, in spite of the strongest remonstrances of their captain, made rafts; and, with several French prisoners belonging to the Formidable, put off, and, I am afraid, drove out to sea. All the Essex's are saved (with as many of the stores as possible) except one lieutenant and a boat's crew, who was drove on the French shore, and have not since been heard of. The remains of both ships are set on fire. We found the Dorsetshire, Revenge, and Defiance, had during the night of the

20th, put to sea, as I hope the Swiftsure did, for she is still missing. The Dorsetshire and Defiance returned next day; and the latter saw the Revenge without. Thus, what loss we have sustained has been owing to the weather, not the enemies, seven or eight of whose line of battle-ships got to sea, I believe the night of the action.

“ As soon as it was broad day-light in the morning of the 21st, I discovered seven or eight of the enemy's line of battle-ships at anchor, between point Penris and the river Villaine, on which I made the signal to weigh, in order to work up and attack them; but it blowed so hard from the N. W. that, instead of daring to cast the squadron loose, I was obliged to strike top-gallant masts. Most of their ships appeared to be aground at low water; but on the flood, by lightening them, and the advantage of the wind under the land, all, except two, got that night into the river Villaine.

“ The weather being moderate on the 22d, I sent the Portland, Chatham, and Vengeance, to destroy the Soleil Royal and Heros. The French, on the approach of our ships, set the first on fire; and soon after the latter met the same fate from our people. In the mean time I got under way and worked up within Penris-point, as well for the sake of its being a safer road, as to destroy, if possible, the two ships of the enemy which still lay without the Villaine; but before the ships sent a-head for that purpose could get near them, being quite light, they got in with the tide of flood.

“ All the 23d we were employed in reconnoitring the entrance of that river, which is very narrow, with only twelve foot water on the bar, at low water. We discovered, at least seven, if not eight, line of battle ships, about half a mile within, quite light; and two large frigates which appeared to have guns in. By evening I had twelve long boats, fitted as fireships, ready to attempt burning them, under cover of the Sapphire and Coventry; but the weather being bad, and the wind contrary, obliged me to defer it, till at least the latter should be favourable; if they can by any means be destroyed, it shall be done.

“ In attacking a flying enemy, it was impossible, in the space of a short winter's day, that all our ship's should be able to get into action; or all those of the enemy brought

brought to it. The commanders and companies of such as did come up with the rear of the French, on the 20th, behaved with the greatest intrepidity, and gave the strongest proofs of a true British spirit: in the same manner, I am satisfied, those would have acquitted themselves, whose bad going ships, or the distance they were at in the morning, prevented from getting up. Our loss by the enemy is not considerable, for in the ships which are now with me, I find only one lieutenant and thirty-nine seamen and marines killed, and about two hundred and two wounded. When I considered the season of the year, the hard gales on the day of action, a flying enemy, the shortness of the day, and the coast we were on, I can boldly affirm, that all that could possibly be done, has been done. As to the loss we have sustained, let it be placed to the account of the necessity I was under of running all risks to break this strong force of the enemy. Had we had but two hours more day-light, the whole had been totally destroyed, or taken, for we were almost up with the van when night overtook us.

“ Yesterday came in here the Pallas, Fortune sloop, and the Proserpine fireship. On the 16th I had dispatched the Fortune, to Quiberon, with directions to captain Duff to keep strictly on his guard. In his way thither she fell in with the Hebe, a French frigate of forty guns, under jury masts, and fought her several hours. During the engagement lieutenant Stuart, 2d of the Ramillies, whom I had appointed to command her, was unfortunately killed. The surviving officers, on consulting together, resolved to leave her, as she proved too strong for them. I have detached captain Young to Quiberon Bay with five ships, and am making up a flying squadron to scour the coast to the isle of Aix, and, if practicable, to attempt any of the enemy’s ships that may be there.

“ I am, sir, &c.

“ EDWARD HAWKE.”

List of ships with sir EDWARD HAWKE.

Ships.	Commanders.	Guns.	Men.
Royal George—	{ Adm ^l Hawke, capt. Campbell }	100	880
Union—	Adm ^l Hardy, capt. Evans	90	770
Duke—	Graves	90	750
Namure—	Buckle	90	780
Mars—	commodore Young	74	600
Warspite—	sir John Bentley	74	600
Hercules—	capt. Fortescue	74	630
Torbay—	Keppel	74	700
Magnanime—	lord Howe	74	700
Resolution—	capt. Speke	74	600
Hero—	Edgcumbe	74	600
Swiftsure—	sir Thomas Stanhope	70	520
Dorsetshire—	Denis	70	520
Burford—	Gambier	70	520
Chichester—	Willet	70	520
Temple—	Wash. Shirley	70	520
Revenge—	Storr	64	480
Effex—	Obrian	64	480
Kingston—	Shirley	60	400
Intrepid—	Maplesden	60	420
Montague—	Rowley	60	420
Dunkirk—	Digby	60	420
Defiance—	Baird	60	420

The following frigates joined sir Edward between Ushant and Belleisle.

Ships.	Captains.	Guns.	Men.
Rochester—	Duff	50	350
Portland—	Arbuthnot	50	350
Faulkland—	Drake	50	350
Chatham—	Lockhart	50	350
Minerva—	Hood	32	220
Venus—	Harrison	36	240
Vengeance—	Nightingale	28	200
Coventry—	Burslem	28	200
Maidstone—	Diggs	28	200
Saphire—	Strachan	32	220

A list

A list of the French Squadron which came out of Brest,
Nov. 14, 1759.

Ships.	Commanders.	Guns.	Men.
Soleil Royal—	admiral Conflans	80	1200
Tonnant—	vice-adm ^l Beaufremont	80	1000
Formidable—	rear-adm ^l du Verger	80	1000
L'Orient	- -	80	1000
L'Intrepide	- -	74	815
Le Glorieux	- -	74	815
Le Thesee	- -	74	815
Le Heros	- -	74	815
La Robuste	- -	74	815
Le Magnifique	- -	74	815
La Juste	- -	70	800
Le Superbe	- -	70	800
Le Dauphin	- -	70	800
Le Dragon	- -	64	750
Northumberland	- -	64	750
La Sphinx	- -	64	750
Le Solitaire	- -	64	750
Le Brilliant	- -	64	750
L'Eveille	- -	64	750
La Bizarre	- -	64	750
L'Inflexible	- -	64	750
La Hebe	- -	40	
La Vestale	- -	34	
L'Aigrette	- -	36	
La Calipso	- -	16	
Le Prince Noir, a small vessel to look out.			

The above ships were all in company when the action began except the Hebe*.

Sir

* The following additional particulars are given in some collateral accounts, as well as letters, and are believed to be as authentic, as they certainly are curious.

“ Before three o'clock the firing on both sides became very brisk, and so intermixed were the ships that it was almost impossible to distinguish those of each nation. The French rear-admiral, in the Formidable, bore a very heavy cannonade from the Resolution; and when the Royal George came up hauled down his flag; but it is but justice

Sir Edward returned with his victorious fleet to Plymouth on the 17th of January 1760; and on the 21st, having

justice to say this was merely a point of honour, as he would certainly have surrendered to the *Resolution* if no other ship had been in sight. The *Royal George* continued to advance, and Sir Edward ordered his master to carry him close alongside the French admiral.

It is reported the master observed to him, that he could not obey his orders without the most imminent risk of running upon a shoal, and that the admiral replied, "You have done your duty in pointing out the danger; you are now to obey my commands, and lay me alongside the *Soliel Royal*." But we believe the following to have been the conversation which took place, and insert it, as every trivial circumstance that occurs on such an occasion is interestingly curious, as being highly characteristic of the mind of so great and gallant a man. The master represented in respectful terms, "that if he ran in much nearer they would certainly be on shore." Sir Edward coolly answered, "that may be, but the enemy will be on shore first; at all events their fleet must be destroyed." Campbell, in conformity with the account given by all other historians, asserts, "that when Sir Edward was on the point of closing with the French admiral, the *Thesee*, a French ship of seventy guns, generously interposed itself between the two admirals, and received the fire which Hawke had destined for a greater occasion. In returning this fire, the *Thesee* foundered, in consequence of an high sea that entered the lower-deck ports." This is contradicted in a letter from a person on board the fleet, and consequently a nearer witness of the transaction. "The *Torbay*," says he, "was at this time closely engaged with the *Thesee*, of seventy-four guns, and presently afterwards sent that unfortunate ship to the bottom. The two commanders-in-chief were now very near, and M. Conflans gave the *Royal George* his broadside. Sir Edward returned the uncivil salutation: but, after two or three exchanges of this kind, the marshal of France declined the combat, and sheered off. The French vice-admiral likewise gave Sir Edward his fire, but soon followed the example of his superior. Another and another did the same; but the fifth ship escaped not so well, the *Royal George* poured her whole fire into her at once; and, repeating the same, down she went along side of her. The *Royal George's* people gave a cheer, but it was a faint one; the honest sailors were touched at the miserable fate of so many hundred poor creatures. She was named the *Superbe*, of seventy guns, with upwards of seven hundred and eighty men on board, only twenty of whom were saved, which were taken up the next morning from the wreck.

"There were now several ships at once upon the English admiral, who seemed to be got into the very center of the French rear. Every observer pitied the *Royal George*. It seems, indeed, a kind of degradation to so noble a ship to be pitied; but really her situation would have been lamentable, if the enemy had preserved any degree of composure, or fired with any sort of direction: for their confusion was so

great,

having repaired to London, was introduced to his majesty, who, as it may be naturally supposed, received him with the most cordial affection, and distinguished marks of favour*. A pension of 2000*l. per annum* was immediately afterwards settled on him for his own and the lives of his two sons, with a continuation to the survivor of them. The public applause and favour with which he was received, was at least equal, if not superior to what had ever before been manifested on a similar occasion. This popular tribute must have been particularly grateful even to the noblest mind despising such vague, fluctuating, and not unfrequently ill-bestowed proofs, and testimonies of worth. The same all-powerful voice which, on the first news of the victory had been so loud in the praise of the worthy admiral, had, on the very day it was gained, been as violent in its censure. It being a curious fact, that a lawless mob, while sir Edward was gloriously exerting himself, as we have already seen in his country's service, were at that very instant occupied in expressing their absolute detestation of this worthy man, by hanging him in effigy, and branding him with every contemptuous epithet that could be thought disgraceful to a man of honour and courage. No satisfaction is, perhaps, more grateful to an honest and properly feeling mind, than an enemy's self-acknowledged conviction of his own unworthiness, and an open confession of former improprieties, extorted by the intrinsic merit of the person injured, which compels the malicious, in spite of natural inclination, to pursue a conduct diametrically opposite to it.

On the 28th of January, sir Edward attending the house of commons, in his place as representative for the town of Portsmouth, a trust in which he had, without intermission, continued ever since his first election in the month of De-

great, that amongst two thousand shot I do not believe that more than twenty or thirty struck the ship.

"The English vice-admiral, with the Mars, Hero, and several other ships, were crowding to the admiral's assistance, when the obscurity of the evening put an end to the engagement; an happy circumstance for the enemy, as an hour's daylight more would have brought on their total ruin."

* "His majesty meeting him as he entered the room, and thanking him for the services he had rendered his country."—Collins.

cember

ember 1747, the Speaker informed him, that the house had unanimously resolved, " that their thanks should be given him for the late splendid victory he had obtained over the French fleet, and accordingly delivered them to him in the following terms."

" Sir Edward Hawke,

" The house has unanimously resolved, that their thanks be given to you, for the late signal victory obtained by you over the French fleet.

" You are now, sir, happily returned to your country, after a long but most important service; you are returned victorious, triumphant, and full of honour. You meet the applause of your countrymen in their minds and hearts, and which they had manifested before in all the outward demonstrations of public joy and congratulation.

" Your expedition was of the nearest and most affecting concern to us—the immediate defence of his majesty's kingdom, against a disappointed and enraged enemy, meditating, in their revenge, our destruction at once. Your trust, therefore, sir, was of the highest nature; but to which your characters of courage, fidelity, vigilance, and abilities, were known to be equal. You soon freed us from fears, and have answered all our hopes, that bravery and conduct could give, or turbulent seas and seasons would admit of; even the last did not disturb or diminish your spirit and vigour. You had overawed the enemy in their ports, in their chief naval force, till shame, perhaps, or desperation, brought them forth at last. You fought them, subdued them; and, in their confusion and dismay, made those, who could escape, to seek their security in flight and disgrace.

" Thus their long preparing invasion was broken and dispelled, and which cannot but bring to our remembrance the design and the fate of another armada (in a former age of glory) whose defeat was at that time the safety of England, and the lasting renown of the English navy.

" These, sir, are your late eminent services to your king and country, and have been now enumerated; not from any imagination that they are unknown any where, or can be ever forgotten, but that your presence with us
makes

makes them to rise, with their first strength, in our thoughts, as the recounting of them must give us a fresh spirit of joy in our acknowledgments of them : our acknowledgments then, sir, you have, for these your past services. Permit us to add our expectations too of what may be your future merits, in the defence of the rights and honour of your country, wherever you shall again command.

“ It is a very pleasing office to me, to convey these thanks of the house to you ; and I do give you, in the name of the commons of Great Britain, their thanks, for the late signal victory, obtained by you, over the French fleet*.”

Upon which sir Edward Hawke said,

“ Mr. Speaker,

“ I own myself greatly at a loss, as to the proper manner of acknowledging the great honour conferred on me by this august house, in their distinguished approbation of my conduct, on the 20th of November last. In doing my utmost, I only did the duty I owed my king and country, which ever has been, and shall be, my greatest ambition to perform faithfully, and honestly, to the best of my ability. I can only assure this honourable house, that

* This speech, and the answer to it, is remarkable, for a circumstance then almost new in the parliamentary history of Britain, and on that account deserving of relation.

“ It was ordered *nem. con.* that what had been then said by Mr. Speaker, together with sir Edward Hawke’s answer thereto, should be printed in the votes of that day, as it accordingly was. Having been from thence re-printed in some of the London newspapers, complaint was made to the house, on Friday the 1st of February, that these newspapers contained printed accounts of the proceedings of that house, in contempt of the order, and in breach of the privilege of that house. Upon this the printers of all the newspapers, so complained of, were ordered to attend that house on the Monday following, when they made different excuses ; but all confessed themselves sorry that any such thing should have been done. Being however all declared guilty of a breach of the privilege of that house, it was ordered, that they should be then brought to the bar of that house, and, upon their knees, reprimanded by Mr. Speaker for their said offences ; which they accordingly were, and then discharged, paying their fees.”

receive

I receive this mark of honour with the greatest respect, and shall ever retain the most grateful sense of it.

“ Before I sit down, permit me, sir, in particular, to return you my most respectful thanks, for the obliging manner in which you have communicated to me the great honour done me by this house, which I shall always esteem as the highest obligation.”

No other remarkable occurrence took place till the month of August following; and that merely the circumstance of his having been reinvested with the command of the fleet in the bay of Quiberon. He sailed from Spithead on the 15th, having his flag on board the same ship (the Royal George) in which he had before acquired so much honour*, and relieved Mr. Boscawen, who had been previously employed on the service, of watching the miserable remains of the French armament, with some few intervals excepted, ever since the month of January. The enemy were too much afraid of the vigilance of sir Edward to attempt putting to sea by stealth. Their former misfortunes had taught them sufficient prudence to avoid the possibility of such a repetition of defeat; and their naval force was too much shattered and reduced to afford them any prospect of being able to contest the sovereignty of the sea in fair encounter. Under these circumstances it cannot be wondered at, that the season for naval operations passed on without any event taking place that can much interest us; the only operation in any degree extraneous from the confinement of the enemy's ships in port, which was the immediate object of the cruise, being the destruction of the the small fort on the French island of Dumet, which was ordered to be attacked by lord Howe, in the *Magnanime*, in conjunction with the *Prince Frederic* and *Bedford*,

* His fleet consisted of the following ships :

	Guns.		Guns.
Royal George	100	Conqueror	70
Duke	90	Edgar	70
Sandwich	90	Chichester	70
Union	90	Burford	70
Magnanime	74	Bedford	64
Torbay	74	Monmouth	64
Hero	74	Modeste	64
Warpight	74		

and surrendered as soon almost as the two latter ships had brought to, with their broadsides against it.

In 1761 Sir Edward was ordered to sea on the same kind of service; and we cannot on this occasion help expressing our concern that a candid and impartial historian like Mr. Campbell should be so far forgetful of himself as to make an observation, both illiberal and untrue, relative to Sir Edward's conduct on this occasion. "Four frigates (says he) had been appointed, by the French, to proceed to the coast of Guinea and attempt the surprize of James fort, at the mouth of the river Gambia; but two of them * had been intercepted by Sir Edward Hawke's Squadron stationed in the bay of Quiberon; yet this unimportant capture, and that of a few merchantmen, of little value, did not justify to the nation that *inactivity* in which the British Squadron, on the coast of France, had been allowed to remain. Something of greater consequence was expected from such a powerful armament, under the direction of such naval commanders as Sir Edward Hawke and Sir Charles Hardy. But in the month of March, to the general surprize and indignation of the public, the two admirals returned to Spithead, and another Squadron was sent to occupy that station."

To this implied charge of neglect, we have briefly to answer, that the only service capable of being effected by the fleet under his command, namely, that of blocking up the French ports, was executed in the completest manner; that, unaided as he was by a land force, he was not able, had his instructions been so ridiculous as to authorise an attempt of that kind, to make any descent or attack, even on the meanest of their fortified towns. As to any other service we can only add, in the words of Collins, which, while they account for the *inactivity*, charged, as already stated, form, perhaps, the best eulogium on his character that could have been devised. "Sir Edward was not in any other engagement during the war, because the French navy was so much reduced by defeat that they could not equip a fleet of sufficient force to hazard another battle." On the 9th of March Sir Edward and Sir Charles, with their fleet,

* The Annemane and Saroine.

arrived at Portsmouth, and the former is not particularly mentioned in the service during the remainder of the year. On April 22, he was unanimously elected one of the elder brethren of the trinity-house, and in the following month was honoured with the freedom of the city of Dublin; circumstances trivial in themselves, but which, nevertheless, prove the high estimation he was held in by all bodies of people; and that those who were incapable of conversing with, and biasing each others opinion, were unanimous in their suffrage of applause, and in bestowing their tribute of honours.

In 1762 sir Edward was ordered to sea, about the latter end of May, with seven ships of the line, and two frigates, having under his command the duke of York, as rear-admiral. The object of this armament was the interception of M. De Ternay, who had escaped out of Brest, under cover of a fog, with a small squadron consisting of two ships of the line, a forty-four, and a frigate, with a body of troops under their convoy, destined for the attack of Newfoundland. After cruising unsuccessfully for some time at the entrance of the Channel, he returned into port; and was next appointed to command a squadron of ten ships of the line and three frigates*, ordered to Lisbon for the support of the Portuguese, who were then very severely threatened, as the ally of England, both by France and Spain. Suffice it to say, that Portugal was sufficiently protected from any naval attack by the mere appearance of the British force; and this may account for the season of action having passed on in the same uninteresting routine the two former had done. Peace succeeded not long afterwards, and, as we have already observed, without any opportunity occurring in the European seas by which he could distinguish himself farther. On January 4, 1763, sir Edward received the honorary civil appointment of rear-admiral of England; and on the 5th of November

* He sailed on the 25th of June with the following ships: the Royal George, of one hundred guns; the Princess Amelia, of eighty; the Prince and Ocean, of ninety; the Magnanime, of seventy-four; the Prince of Orange, of seventy; the Lancaster, of sixty-six; the Nassau and Effex, of sixty-four; the Achilles, of sixty.

Frigates, the Launceston, of forty; the Æolus, of thirty-two; and the Tartar, of twenty-eight.

1765, was, on the resignation of Mr. Osborne, advanced to be vice-admiral thereof. He still uninterruptedly continued representative in parliament for the town of Portsmouth; and on the 2d of December ensuing his appointment to be vice-admiral of England, was named first commissioner for executing the office of lord high admiral. He retained this high station till the 9th or 10th of January 1771, and then voluntarily resigned it.

This brave and truly worthy man, for no one ever possessed more true gallantry or unfulfilled integrity, retired in a great measure after this time from what might be called public life, intermixing no farther with the administration of public affairs than what belonged to him, first as a member of parliament, and afterwards as a peer of the realm. In consideration of the very great and eminent services he had rendered his country, he was advanced, by letters patent, bearing date May the 20th, 1776, to the dignity of a peer of Great Britain, by the stile and title of baron Hawke, of Towton, in the county of York. Pursuing the same line of conduct to the last moment of his life, he died at last universally respected and lamented, on the 17th of October 1781, at Sunbury, in Middlesex. He was buried at Swaithling, near Botley, in the county of Hants.

His lordship married Catherine, daughter of Walter Brooke, of Burton-hall, in the county of York, esq. and by that lady, who died on the 28th of October 1756, had issue three sons and one daughter.

It becomes an intrusion almost impertinent to attempt any delineation of a character so well known and so highly revered as that of his lordship. To say he was prudent, circumspect, and brave; able, as a naval commander, and honest, whether considered as a private gentleman or a senator, would be only a faint outline of those high merits all men must allow him to have possessed, and at the same time would assert nothing necessary to be made known to those who are in any degree acquainted either with the general history of their native country, or those particular transactions intimately connected with the life of this great and noble person: but if any should exist who are really uninformed of that tribute of gratitude they justly

owe to their renowned countryman, we shall beg leave to say, briefly, that to the most consummate courage and most active spirit, he joined a cool deliberate temper, not to be ruffled by accident, or shaken by any unforeseen and sudden misfortune. A singular proof of this habitude of mind was exhibited during the time his flag was on board the Royal George: owing to a collection of foot in the funnel of the stove, the ship took fire in the great cabin. Sir Edward was at that time very coolly occupied in dressing himself; and when this circumstance, which to men less firm would have been of the most alarming nature, was discovered by him, he went out on the deck, and, taking the first lieutenant aside, calmly said to him, in a low tone of voice, "Sir, the ship is on fire in my cabin, give the necessary directions to the people to put it out."

In service he was always a steady enforcer of discipline, but at the same time the constant friend and patron of merit. If those who were remiss in their duty met an implacable foe, those of a contrary description always found a warm and most zealous friend; so that, to sum up his character in very few words, bad men feared him, good men loved him, and the natural enemies of his native country stood in awe of him.

On the monument erected to his memory at Stoneham is the following epitaph, the justice and truth of which, we trust, no man who knew his character will ever dare deny.

D.O.M.

This monument is sacred to the memory of
 EDWARD HAWKE,
 Lord Hawke, baron of Towton, in the county of York,
 Knight of the Bath,
 Admiral, and commander-in-chief of the fleet,
 Vice-admiral of Great Britain, &c. &c.
 Who died October 17, 1781,
 Aged 76.

The bravery of his soul was equal to the dangers he encountered; the cautious intrepidity of his deliberations, superior even to the conquests he obtained; the annals of his life compose a period of naval glory, unparalleled in later times, for wherever he sailed victory attended him: a prince, unsolicited, conferred on him dignities
 He disdained to ask.

This

This monument is also sacred to the memory of
 CATMARINE Lady HAWKE, his wife,
 The beauty of whose person was excelled only by the
 Accomplished elegance of her mind.
 She died October 27, 1756,
 Aged 36.

In the conjugal, parental, and social duties of private life
 They were equalled by few,
 Excelled by none.

KNIGHT, William, — was, on the 12th of May 1734, appointed captain of the Deal Castle; and we have no farther information relative to him till the year 1741; he then commanded the Torrington, of forty guns, on the West India station, and was, not long afterwards, advanced to the St. Alban's. In the month of June 1744, he was sent, with captain Coleby in the Falmouth, by vice-admiral sir Chaloner Ogle, to demand restitution from the governor of Porto Bello, of the sloop Triton and her cargo, which had been taken by a Spanish armed vessel off Garote, on the 7th of January preceding, notwithstanding the master had a regular license to trade, granted by the governor of Santa Fee. The Spanish commandant trifled with them, and evaded giving an answer for some days, holding out, notwithstanding, repeated hopes that fair restitution would be made, without obliging them to resort to compulsive measures. Wearied, however, with reiterated disappointment, and there being no prospect that he ever really meant to keep his word, captain Knight and his companion began to fire upon the town, they continued that chastisement for some hours, till they had done sufficient mischief to the place to balance the satisfaction required; and had demolished by their cannonade several houses, among which was that of the governor's.

On their return to Port Royal, where they arrived on the 8th of August, they captured and brought in with them a French vessel, mounting eight carriage, and fourteen swivel guns, captured at the Grand Baru; and a large ship, called the Tamerlane, carrying twenty-two carriage and twenty-four swivel guns, taken near the river Sinu,

with a considerable quantity of specie, and a valuable cargo of merchandize. Captain Knight unhappily did not long survive this piece of good fortune, the *St. Alban's* being lost in a hurricance before the conclusion of the year, and all the persons on board perishing.

SCLATER, SLATER, or SLAUGHTER, George,—for thus differently is his name spelt, but the latter is said to have been the proper mode, was on the 25th of July, 1734, appointed captain of the *Argyle*. No farther mention is made of him till 1741, some time after the rupture had taken place with Spain; he then commanded the *Chester*, of fifty guns. In the beginning of 1742 he was captain of the *Somerset*, of eighty guns, one of the Mediterranean fleet, commanded by Mr. Haddock. He remained on the same station some time, serving afterwards under Mr. Mathews. Mr. Slaughter joined the fleet on February 3, six days before the action, in which he bore a very distinguished share. On the first day of the encounter he was very warmly engaged with several ships of the Spanish division; and on the second having, by carrying a press of sail, advanced three or four miles ahead of his own squadron, he brought the *Hercules*, a Spanish ship of seventy guns, which had accidentally separated from her companions, to action. He would in all probability have captured her, had not several of the ships belonging to M. De Court's division, tacked upon Mr. Slaughter, and rescued the prize his gallantry deserved, though not till she had sustained considerable damage: he is said to have afterwards removed into the *Dunkirk*, but we find no other mention made of this gentleman, except to inform us that he died in England some time in the course of the year 1750.

SHORTING, Robert,—from being lieutenant of one of the ships of war on the West India station, was, on the 2d of March 1734, promoted to be captain of the *Deal Castle*. He did not long survive this advancement, dying in that command on the 11th of May following.

† **WILLIAMS, Edmund,**—entered into the navy towards the latter end of the reign of king William, and experienced very little promotion for upwards of thirty years: at last he was, in 1731, made commander of the *Grampus*

Grampus sloop of war, one of the small vessels put into commission, and ordered to the West Indies, to protect the British commerce in that part of the world, from the piratical depredations of the Spanish guarda costas. On the 2d of April 1734, he was advanced to the command of the *York*, of sixty guns, one of the fleet collected and put under the command of sir John Norris, which in the ensuing year proceeded with him to Lisbon: he was afterwards captain of the *Rocheſter*. His next command, as far as we have been able to investigate, was that of the *Jersey*, a fourth rate of 60 guns, one of the fleet under sir J. Norris, stationed in the Channel. In 1740 he quitted this ship, on its being ordered to the West Indies with sir Chaloner Ogle, at the conclusion of the year. We hear nothing farther of him, his name not occurring in any command, till we find him captain of the *Royal Oak*, of seventy guns, one of the Mediterranean fleet under the orders of Mr. Mathews. His conduct in the encounter off Toulon having been deemed reprehensible, he was one of the officers tried by the court-martial, assembled on board the *London*, in Chatham river, in the month of October 1745.

The substance of the charges made against him were, that he did not endeavour to take, fire, kill, and endanger the enemy; but instead thereof, withdrew and kept back from the fight; keeping and continuing with his majesty's ship under his command, to windward of his station in the line of battle, during all, or the greatest part of the engagement.

That he did not engage within point blank, but fired, when not even in reach of the enemy, at random shot.

That he did not assist the *Marlborough*, which ship was hard pressed having lost her main and mizen masts.

The witnesses in support of these points of accusation, proved that the *Royal Oak* had fired when not within point blank shot; but admitted that captain Williams bore down till he had received the fire of three of the enemy's ships, and was at last forced to haul off in order to save the ship, which had received one shot in the head of her main-mast, and another in her bread room, which rendered her very leaky.

Captain Williams urged in his defence, that about two o'clock in the afternoon, on the day of the encounter, he

had engaged the ship in the enemy's line a-stern of the Hercules, and in little more than half an hour drove her from her station, to which she never again returned: that he afterwards progressively engaged three or four more ships of the enemy's fleet, and was at last obliged to retire for want of due support, as he alledged, from the Rupert.

He observed farther, that the witnesses both for the crown and in his defence, had sufficiently proved he bore down immediately when the admiral did, and got into action in a short time after the Namur and Marlborough: the reason why he did not engage sooner was, because Mr. Mathews altering his course, he did not know which way he meant to steer, having a signal out for the line of battle a-head, which he kept flying. That he had no notice of his intention of altering his course; that when he did engage, it was with the ship which he thought was in the proper situation opposite to him; and that he fought her for an hour, till she bore away, in which he hoped he had done his duty.

That it would have been absurd for him to have gone out of his station to the assistance of the Marlborough, as not only the admiral was close to her, but the four ships a-stern of him, were all between the Royal Oak and the ship in question; these were the ships which ought to have engaged those which pressed the Marlborough. That there were none but the Real and Hercules for them to engage; and it would have been very improper for him to have quitted his station, as there were four other ships of the enemy then coming up.

That as there had been many questions asked concerning his not going to the assistance of the Marlborough, he would observe, that by the 13th article of the fighting instructions, after the signal being made to engage, every ship was to close with the enemy in the order prescribed unto them by the admiral; and that by the 22d article, if any ship was in distress, she was to make proper signals in consequence of it: the next ship was then to go to her assistance, That by the 24th article, no ship was to leave her station, on any pretence whatever. That he hoped he had performed the 13th article, by engaging in his station, till he obliged the ship he engaged with to bear away; and if he had then gone to the assistance of the Marlborough he must have broken the 24th article, by which he was required to
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keep his station. That as to the 22d article, the next ship was to assist the Marlborough, but the Marlborough did not make any signal of distress; that when he last saw her he was warmly engaged himself, and could not go to her assistance. It had been strongly objected against him that he was not in a line with the Marlborough; but he never apprehended the Marlborough to be any direction for him, as the admiral's signal for the line of battle ahead was then flying; that he thought it his duty to engage the four ships of the enemy which were coming up; that he did engage them, not doubting of assistance from the vice-admiral's division: that he was in action with those ships for an hour; and they intending to weather him, he thought it most adviseable to get nearer the Rupert, in order to prevent her falling into their hands.

That it cannot be doubted but he was within point blank, because many shot went over him, and several hulled him, though the evidences against him had sworn he was not within point blank, notwithstanding they were themselves a great way distant from him; he nevertheless hoped the court would think him near enough.

That he only joined the fleet the morning before the engagement began; and had no other orders from the admiral, than to go to his station between the Rupert and Dunkirk, which he did, and then engaged the enemy, as it was his duty.

That he had been forty-five years in the service, and believed his character never deserved to be attainted: that he had been under the directions of several gentlemen, who had approved his conduct during all the time he had been in the service. As a proof of it he had received several favours from them: that it had been proved he did not withdraw through fear, but was willing to engage longer if any other ship had borne down to him; that if he had been guilty of any thing, it was to be remembered he had received a severe wound in the action, which rendered him incapable of remembering every passage; but by what he could recollect, if it was to happen again, he would act in the same manner he had done, and therefore submitted to the court, which he hoped and trusted would do him justice,

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The court after a deliberation of nearly two days came to the following determination, a determination, in the formation of which the judges appear to have paid every possible and equitable attention to the feelings of personal honour and the dictates of public justice.

“ It appeared that the *Royal Oak* bore down upon the enemy soon after the *Namure* and *Marlborough*, and engaged the ship stern of the *Hercules* till she bore away to the leeward: that the *Royal Oak* was some time out of action till the headmost of the four Spanish ships came up; she then engaged that ship, and continued in action some time, receiving the fire of three, if not of all the four ships; that soon after, the admiral wore, and the *Royal Oak* engaged the Spanish ships again in passing. That when the *Royal Oak* first brought up she was not in a line with the admiral; that she continued at too great a distance, during the greatest part of the engagement, that she afterwards came up, and then engaged properly, considering her situation.

“ That as captain Williams was not in a line with the admiral when he first engaged, and not within a proper distance of the enemy, he failed in his duty, as he did not do his utmost from the time of the beginning of the action, to close with the enemy at a proper distance to do execution. That as to his going to the assistance of the *Namure* and *Marlborough*, the court are of opinion it was his duty, after the first ship he engaged with, had bore away, to continue in a proper station to receive the other four ships that were coming up; that it therefore was not requisite for him to have made sail ahead of the other ships, nor to go to the assistance of the *Marlborough*.

“ That the court do agree, he is guilty of part of the charge, and falls under the 12th article of war: but in regard to the long services of captain Edmund Williams, in the navy, considering that his eye sight was very defective, that he manifested his eagerness to engage the enemy, that he had already suffered a considerable punishment by the loss of his ship, and his long confinement, that he came into the fleet but just before the action and received only a verbal order from the admiral to fall into the line between the *Rupert* and *Dunkirk*; and in regard that, of the nineteen members of which the

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the court is composed, nine are of opinion that he was in a line with the *Namure* when he first brought up: the court are of opinion, and do only adjudge him to be unfit to be employed any more in his majesty's service by sea; but the court do also unanimously recommend him to the lords of the admiralty, in order to his being continued upon his half pay, according to his seniority, and order the marshal to discharge him out of custody."

The recommendation of the court-martial was so far successful, that on the 3d of May 1750, he was raised to the rank of rear-admiral and put on the superannuated list: he consequently became entitled to a comfortable pension during life, but which he did not long live to enjoy, dying on the 6th of March 1752.

1735.

NORRIS, Richard,—was the unfortunate son of admiral sir John Norris, a character ever to be revered for his gallantry and very distinguished conduct, as a naval commander of the first rank; but the virtues of the father appear to have been very ill copied by his descendant. He was brought up to the sea service, as may naturally be supposed, under the auspices and immediate protection of sir John, who was then an admiral, and afforded him, both by precept and example, an opportunity of becoming an ornament to his profession, and attaining an elevated rank in the list of the naval defenders of his native country.

Mr. Norris was appointed captain of the *Gibraltar* on the 7th of October 1735; and during the four succeeding years we find no other mention made of him. On the rupture taking place with Spain, in 1739, he was appointed captain of the *Gloucester*, of fifty guns, one of the squadron ordered to the South Seas under Mr. Anson; but alledging, when the ships reached *Madeira* that he was in an ill state of health, the commodore readily permitted his return to England, where, almost immediately on his arrival,

arrival, he was appointed to the *Argyle*, a ship of the same force with the *Gloucester*. He did not long retain this command, being, in the spring of the year 1741, promoted to the *Kingston*, a large fourth rate of sixty guns: before the conclusion of the year he was advanced to be captain of the *Essex*, a third rate of seventy guns, so that he experienced every incitement to perfect propriety of conduct that promotion could induce.

Early in the year 1741-2, he was ordered to the Mediterranean with Mr. Lestock and the reinforcement to the squadron already on that station, under the command of Mr. Haddock. He was employed, more particularly after the arrival of Mr. Mathews, on several services of no inconsiderable importance, and acquitted himself in a manner perfectly unexceptionable. The most consequential of these appears to have been the blockade of the Spanish galleys in the neutral port of St. Tropez; and he executed it with all the spirit and prudence of a gallant and good officer. The Spaniards having forfeited all claim to the respect usually paid to a friendly port, where even an enemy has taken refuge, and wantonly beginning to fire on the English ships, captain Norris ordered in captain Callis, of the *Duke* fireship, to attempt their destruction. This command was very expeditiously and spiritedly executed; but the honour of it has been very improperly given, by the generality of historians, solely to captain Norris, who certainly could claim no other merit than the good fortune of having had so successful and gallant an enterprize executed under his orders*: his conduct, how-

* The following short official account will fully explain this transaction.

“By letters from vice-admiral Mathews, dated the 14th of June, in Villa Franca harbour, and brought by captain Callis, commander of the *Duke* fireship, there is advice that captain Norris, upon his cruise between Cape Rous and Villa Franca, having had notice of five Spanish galleys which had sailed from Margareta to St. Tropez, he immediately followed them thither with his majesty's ships under his command, in order to detain them there till he should receive orders from the admiral concerning them: but that the said Spanish galleys having began to fire upon the king's ships, and thereby broken the rules which are usually observed in a neutral port, captain Norris had immediately given orders to the *Duke* fireship to set fire to them; which being accordingly executed by the said captain Callis, they were all immediately destroyed.”

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ever, remained in every respect irreproachable till the encounter with the French and Spanish fleets off Toulon. The admiral indeed appeared to have entertained the highest opinion of his judgment and activity, having, on the evening preceding the action, ordered him to watch the motions of the combined fleet during the night, a station honourable, delicate, and highly confidential. Mr. Mathews, in the account of the engagement transmitted by him to England, makes no mention of captain Norris during the action itself; but on the following day we find him ordered to burn the *Poder*, a Spanish ship of the line, which had been captured by the English, Mr. Mathews not deeming it prudent, while in sight of the enemy, to detach any of his fleet to convoy the prize into Mahon.

Captain Norris executed this order in a manner not in any degree incurring the censure of the commander-in-chief. Notwithstanding his conduct in the action itself had been so far impeachable as to occasion his afterwards quitting the service in a way far from honourable, he was not only continued in his command, but employed, during the time he retained it, in many services far from insignificant. In the month of May 1744, he had the good fortune to effect the destruction of a considerable part of a Spanish embarkation, or convoy, from Majorca and Barcelona, of which he gave the following account, in a letter to admiral Mathews, who transmitted it to England as the best method of doing justice to what he deemed an act of gallantry, and entitling Mr. Norris to praise.

“ *Essex*, off Toulon, May 22.

“ Yesterday morning, at half an-hour after three, we saw twenty-six sail of xebecs and settees plying to the eastward. Upon their discovering us to windward of them, and they not being able to fetch Ciotat, they bore away, part for Cassi creek and part for Marseilles. As I judged them to be a Spanish embarkation, I thought it my indispensable duty to endeavour at destroying them. About ten o'clock I came to an anchor within two cables length of Cassi, and about a pistol-shot from a creek to the westward thereof, where they put in to shelter themselves. I sent in my yawl first with an officer to reconnoitre

noitre the place. He soon returned and informed me, that he thought what I had proposed, with regard to scouring the eastern side of the creek, and landing the marines under shelter of the cannon, was very practicable, that we might drive the enemy from their vessels, and send the boats to take possession of them. I accordingly landed the marines, who were attacked by a party of the Spaniards; but as soon as the officer could form them, they forced the enemy to retreat; at the same time the boats boarded a xebeck and a Tartan, and warped them out to me. I immediately sent the boats in again with combustibles to set the rest of the embarkation on fire, as I found it impracticable to get them out; and I have the pleasure to acquaint you, that we had the good fortune to burn three xebecks and eight settees. The xebecks were all armed vessels to convoy the settees, and I believe in their ballast. The settees were laden with powder, cannon, other ordnance stores, and some provisions, bound to Antibes, where they were to receive farther orders from the marquis de las Minas; and by what I can learn from the prisoners we have taken, they were to embark troops for Italy. I am the more confirmed in this opinion, as we found slings in them for hoisting in their horses. They came from Majorca and Barcelona."

Notwithstanding Mr. Mathews does not appear to have himself preferred any complaint against captain Norris, his conduct was so loudly censured by others, that it was very evident the rules and honour of the service rendered it necessary to enter into a proper and legal investigation of it. Captain Norris, in all probability conscious of his own demerits, and consequently fearing to meet the injured countenances of his countrymen, or submit his cause to that determination which would either have vindicated his honour or punished his delinquency, thought proper to withdraw himself from Port Mahon*. He ever afterwards continued to pass a life of obscurity, as it is said, in Scotland; but, as may naturally be supposed in all cases of retirement similar to the present, even the time of his death is unknown.

ROBINSON, or ROBERTSON, Nicholas,—was, on the 8th of May 1735, appointed captain of the *Aldboro*.

* Other accounts say he absconded after his arrival in London.

We have no subsequent information concerning him till the year 1741, when we find him commanding the *Essex*, of seventy guns, one of the fleet then stationed in the Channel, under the orders of sir John Norris. He quitted this ship on the return of the fleet into port, when the winter approached, being succeeded by captain Norris last-mentioned. We do not know what particular command he was afterwards invested with, though it is very apparent he was quickly appointed to some other ship, for, on the 16th of June 1743, he was brought to a court-martial, at Sheerness, on a charge of defrauding government, by false accounts, of the sum of 1381. 18s. He was sentenced to pay a fine equivalent to twelve months pay; and we have no proof of his ever having been again employed in the service. He died in England on the 1st of February 1753.

1736.

CHAMBERS, William,—was, on the 5th of October 1736, made captain of the *Leopard*. This is the only mention we find made of this gentleman till the year 1740, when he was appointed to the *Montague*, one of the ships put into commission to form a part of the formidable armament sent out, at the end of the year just mentioned, under sir Chaloner Ogle, to the West Indies; he was of course present at the memorable and ever to be lamented expedition against Carthage; after the failure of which, the *Montague* being one of the ships ordered to remain on the West India station, he, in 1741, accompanied Mr. Vernon when he proceeded against Cuba, an enterprise as unsuccessful in its termination as the preceding one had been. Mr. Chambers remained in the West Indies some years after this, retaining, during that period, the command of the *Montague*. His time was principally occupied in cruising for the protection of the British commerce;

merce*; as experience had taught the commanders-in-chief that the force allotted to them, considering the disadvantage of the climate, and other causes, was, in all probability, inadequate to the reduction of such Spanish settlements as could be deemed important enough to answer the mere expence of capture.

No mention is made of Mr. Chambers after his return to Europe, which in all probability happened in the year 1745, till his promotion, on the 15th of July 1747, to be rear-admiral of the white. Immediately on his advancement he was appointed to command a squadron of nine ships of war stationed in the Channel. But the enemy not attempting to send any squadron to sea* for the purpose of opposing such naval operations as the British government thought proper to undertake, he passed through this command as little noticed as though he had been invested with it in a time of profound peace. On the 12th of May 1748, he experienced a farther promotion to be rear-admiral of the red, which appears to have been the highest rank he ever lived to attain. On the conclusion of the peace he was mentioned as the admiral to be invested with the command in the West Indies, of the small squadron

* The following little enterprize, trivial as it is in itself, does Mr. Chambers too much credit, as a naval officer, to be omitted. So much adroitness, activity, and spirit, merited more enlarged success than he was happy enough to meet with.

“ Port Royal harbour, Jamaica, May 8, 1744.

“ His majesty's ship Montague arrived the 3d instant from her cruise off the Tortuda bank, near the gulph of Florida, and brought in with her a Spanish brigantine, of ten guns, and as many swivels, with twenty-four men, commanded by a lieutenant of a man of war, which served at that time as a tender to admiral de Torres. Captain Chambers, who commanded the Montague, says, that the morning before he took this tender, being the 3d of April, he fell in with the Spanish squadron, consisting of nine large ships of the line, a frigate of twenty guns, and this brigantine, about five in the morning, in the latitude of 24, bearing W. and by N. ten leagues from the Tortuda bank: that they were about four leagues to windward of him when he first saw them; and his ship being clean, he made sail to windward in chase of them all that day and night, in hopes one or other of them might have fallen to leeward; that the next morning he picked up this tender, in sight of five large ships about four leagues to windward, not one of which attempted to bear down upon him.”

* Except that commanded by L'Entendiere, defeated by admiral Hawke in the month of October.

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always stationed there in case of any sudden emergency or insult. We do not, however, correctly know, whether he ever proceeded thither; nor have we indeed been fortunate enough to collect any other particulars relative to this gentleman, who appears, even from the trivial mention made of him, to have been a very brave and excellent officer, except that he died in England on the 9th of January 1753.

DRUMMOND Charles*,—was, on the 12th of January 1736, appointed captain of the *Lowestoffe* frigate. He continued in this ship for many years, having in 1741 commanded her on the Leeward island station. Soon after his return from thence, the precise time of which we cannot ascertain, he was, in all probability, promoted to the command of the *Cambridge*. In that ship we find him on the Mediterranean station, serving under Mr. Mathews in the engagement with the French fleet off Toulon. He was stationed in the line as one of the seconds to rear-admiral Rowley: and though his, was one of the ships not engaged, he appears to have totally escaped the obloquy that, from the sanguine spirit of popular opinion, might be supposed to attach to such a circumstance. He continued to serve for a considerable time afterwards in the same station and ship; and returning to England with the other captains ordered home, was, in 1746, examined, on behalf of the crown, as one of the evidences on the trial of vice-admiral Lestock. We know not whether he received any appointment after he quitted the *Cambridge*, but are rather inclined to believe he did not, as we find him on the 21st of July 1747, put on the superannuated list with the rank and half-pay of a rear-admiral. He consequently lived ever afterwards in retirement, far as related to the service; so that no other parti-

* The family of Drummond has been always ranked amongst the most ancient and illustrious of the Scotch nation; it is highly distinguished by a long train of worthy ancestors; no less remarkable for the noble alliances they made, and the dignities conferred upon them, than for personal merit.

They have the honour to be, in several instances, nearly related to the royal house of Stuart; and can boast, what few subjects can do, that most of the crowned heads in Europe are descended from them.

culars relative to him are known, except that he died, in England, some time in the course of the year 1771.

FAULKNER, Samuel,—was, on the 26th of May 1736, appointed captain of the *Britannia*, and is believed to have procured this commission at the special recommendation and instance of sir John Norris; who having observed in him, while in a subordinate station, every quality necessary to constitute a good officer, seized this opportunity not only of rewarding merit, but of procuring a command under himself, for a man whose conduct he had so much approved of, and whom he consequently knew he could so well place an implicit confidence in.

Captain Faulkner appears never to have quitted this particular and very honourable line of service, we mean the command of a first rate, and, generally speaking, the station of captain to an admiral or commander-in-chief. In the beginning of the year 1741 he was captain of the *Royal Sovereign*, and early in the spring removed into the *Victory*, on board which ship sir John Norris hoisted his flag as commander-in-chief of the Channel fleet, during the ensuing summer. Captain Faulkner unfortunately continued in the same command during life, and the circumstances attending his service were, not only from the conduct of the enemy, remarkably trivial, but have been related already in the lives of the different admirals under whom he served. In 1744 he attended admiral Balchen in his unfortunate voyage to Lisbon, which ended, as it is well known, in the loss of that noble ship, and all the gallant persons who sailed in her, to the amount of eleven hundred, many of them young volunteers, and relatives of the most illustrious families in the kingdom. This melancholy event took place off Guernsey, as it is generally supposed, on the 4th of October 1744.

FITZROY, Lord Augustus,—was the third son of Charles, second duke of Grafton, and the lady Henrietta, daughter of Charles Somers, marquis of Worcester. He was born on the 16th of October 1716; and having chosen a sea life, was, when scarcely twenty years old, appointed captain of the *Eltham*, a forty-gun ship, on the 2d of November 1736. Collins asserts, “that in the month of September preceding he was appointed to, and took post in, the *Kennington* frigate.” We have, however,

ever, no evidence corroborating this assertion; and believe, supposing him really to have held that appointment, that it was merely a temporary command, as acting captain only. Collins adds, "that he afterwards commanded several other ships of war previous to his being appointed captain of the *Orford*;" but this also is a mistake: he continued in the *Eltham* till the end of the month of October 1739, and was promoted out of that ship into the *Orford*. During the very short time which intervened between the commencement of hostilities, and his removal as just stated, he was employed as a cruiser off the coast of Spain, and had the good fortune to capture a valuable merchant-ship, called the *Nuestra Senora D'el Carmin*, which he brought safe into Portsmouth. It was on his arrival there that he received the appointment already alluded to.

He was immediately ordered to sea on a cruise with the captains Mayne and Durell, the former of whom was the commanding officer. Soon after their arrival on the appointed station they fell in with and captured, after a very desperate resistance, on the part of the enemy, the *Princesa*, a Spanish ship of war, which, though mounting only seventy guns, was considerably larger than any of the British first rates, according to the dimensions then used. The particulars of the action have been already given in the life of captain Mayne*, so that it is totally unnecessary to repeat them, or say any thing farther concerning it, except that a trifling dispute is said to have arisen between his lordship and captain Mayne, in consequence of the former having received the sword of the Spanish commander, which the latter thought a compliment due to him, not only as having been longer in action, but as commodore or senior captain. This business was, however, compromised without much difficulty, and during the ensuing season he served under sir J. Norris in the Channel fleet. On its return into port, at the approach of winter, he was ordered to the West Indies, with sir Chaloner Ogle and the reinforcement destined for Mr. Vernon there. Nothing material occurred while the fleet was on its voyage to Dominica; but when passing from thence to Jamaica, the headmost ships fell in with four large French ships of war under the island of

* See page 32.

Hispaniola. The admiral made a signal for an equal number, of which his lordship was senior, or commanding officer, to give chase. On coming up during the night with the marquis D'Antin, who was the French commodore, he peremptorily refused to bring to, his lordship therefore, without hesitation, gave him his broadside, which being instantly returned, a general action took place, and continued, with very short intervals, during the remainder of the night. When day-light appeared the French ships hoisted their colours and desisted from firing; the British ships pursued the same line of conduct; and the commanders separated, after making apologies for what was called a mistake; for though it was well understood that the marquis D'Antin had been sent from France for the express purpose of reinforcing the count De Torres, the Spanish admiral, and assisting him in the attack of the British ships and settlements, yet no war having been declared between the courts of London and Versailles, the affair ended merely in the mutual loss of several of the crew killed and wounded.

Little notice is taken of his lordship at the subsequent attack of Carthageña. He was stationed in the line to lead admiral Vernon's division, and is only mentioned as having been ordered into the harbour, with captain Griffin in the Burford, to cut off from the Spaniards all communication, by water, with Castillo Grande. His lordship did not long survive this unfortunate expedition, dying at Port Royal on the 24th of May 1741, five days only after the arrival of the fleet in that harbour. His complaint was an indisposition contracted in the unwholesome climate of Carthageña, which, as Campbell properly observes, that of Jamaica did not contribute to the removal of.

His lordship had when a lieutenant, and not quite eighteen years old, in the month of March 1733-4, married Elizabeth, daughter of colonel William Cosby*, sometime governor of New York, a younger son of Alexander

* This brave and gallant young man was of a very amorous disposition, having, just before he sailed for Carthageña, been condemned in very heavy damages for an intrigue with a lady of rank. The crime therefore drew on itself its own punishment, and became a sufficient palliative for the indiscretion.

Cosby, of Strodbell, in the kingdom of Ireland, esq. By her (who after his decease married James Jeffrys, esq.) he had three sons, Charles, born at New York, 1734, who died there aged only fourteen months; Augustus Henry, now duke of Grafton; and the honourable Charles Fitzroy, since created a peer by the title of lord Southampton. In the month of February 1738-9, he was chosen representative in parliament for the borough of Thetford, a station he held till the time of his death.

RUSSEL, John,—was, on the 22d of July 1736, promoted to be captain of the Pearl frigate. After which time we are ignorant of any particulars relative to him till the year 1740, at the latter end of which we find him commanding the Oxford, a fourth rate of fifty guns, on the Mediterranean station, under Mr. Haddock. He did not long remain in this ship, being succeeded by captain Powlet, afterwards duke of Bolton. We are again unacquainted what command he held till after the appointment of Mr. Mathews to the Mediterranean station, when we find him to have been captain of the Namur, under that admiral. He distinguished himself very remarkably in the memorable encounter with the French and Spanish fleets off Toulon, and was so desperately wounded, in addition to having lost his right arm close to his body, that he died at Mahon, in consequence of those honourable injuries, in a few days after the action. Considerable hopes were at first entertained of his recovery, but these unhappily proved delusive.

TREFUSIS, Thomas,—the descendant of a very ancient and honourable Cornish family, was, on the 25th of December 1736, appointed captain of the Torrington. This is the only naval command in which we have ever been able to discover this gentleman. In the month of May 1740, he was appointed commissioner of the victualling office, a station he retained till the 29th of June 1744, and then quitted, on being appointed extra commissioner of the navy resident at Mahon; This was a temporary office erected in consequence of the war, and the principal scene of naval operations being transferred to the Mediterranean.

He quitted this station at the end of the year 1747; and on the 24th of July 1748, was put on the superannuated

list with the rank and half pay of a rear-admiral. This appointment, generally speaking, closes our account of all those gentlemen who have obtained that honourable testimony of their past services, when age or infirmities prevent their continuing any longer in public life; so does it in the present instance; and we have nothing farther to add, except that he died, in England, on the 16th of April 1754.

1737.

BOSCAWEN, the Honourable Edward*,—was the third son of Hugh, first lord viscount Falmouth, and Charlotte,

* The following heraldic account of the family of Boscawen is given by Collins.

“ Its ancestors, according to the custom of ancient times, had denomination from the lordship and manor of Boscawen Rose, in Cornwall, of which they were owners, in king John's reign.

“ The first mentioned, in the visitation of the heralds, in the office of arms, is Henry De Boscawen, who had two sons, Robert and Alan, who had issue John, the father of Mirabel, his only daughter and heir.

“ Robert De Boscawen, eldest son of Henry, was living in the reign of king Henry III, and left issue Henry De Boscawen, living in 1292, who, by his wife, Hawise, relict of William De Trewoose, had issue Henry De Boscawen, his son and heir, who was living in 1327; and by Nicha de Lulyn, his wife, was father of John De Boscawen, who came to the estate in 1334. This John married Johan, daughter and heir of John de Tregothnan, of Tregothnan, with whom he had that estate, and issue by her two sons; John, his son and heir, and Otho, second son, who died without issue; and a daughter, Amy, the wife of John Chiderton.

“ The said John De Boscawen succeeded his father in 1357. He wedded Johan, daughter and heir of Otho De Abalanda, lineally descended from sir Osbert De Abalanda, knt. who, by his wife Eufada, daughter of John Reskyner, had a son, Ewryne; who, by his wife Florence, daughter and heir of Walter Pother, had a son Osbert, who by Alice his wife, daughter and heir of sir Laurence Arundel, of Lamayel, had a son Osbert, who was father to Ewryne; who, by his wife Alice, daughter and heir of Otho De Trevaile, had Otho; who, by his wife Margery, daughter and heir of Ralph Kasel, was father of the said

Charlotte, eldest of two daughters, and coheirs of Charles Godfrey, esq. by Arabella Churchill his wife, sister to John, duke of Marlborough. He was born on the 19th of August 1711; and having betaken himself to a naval life was, after passing through the several subordinate stations with the highest credit, promoted, on the 12th of March 1737, to be captain of the *Leopard*, a fourth rate of fifty guns. How long he continued in this command does not appear; nor have we any subsequent information concerning him till the year 1739, when we find him commanding the *Shoreham* frigate, employed on the Jamaica station as a cruiser, at the commencement of the war with Spain. His ship wanting some repairs, and being unfit for sea at the time Mr. Vernon failed on the expedition against Porto Bello, Mr. Boscawen very spiritedly desired to serve under him as a volunteer; and after the reduction of the fortress, was one of the officers employed in superintending and directing its demolition. We do not find any particular mention made of him during the ensuing year; but in 1741, he still continuing captain of the same ship, was attached to the fleet of Mr. Vernon, when employed on the expedition against *Carthage* *. Here this brave and gallant officer had the first opportunity of displaying that spirit of enterprise and true contempt of danger, which so strongly marked his conduct in every future transaction of his life. He was appointed to command the detachment of three hundred sailors which were ordered with two hundred soldiers, to attack a sarsine battery, erected by the enemy on the island

said Johan, and bore, for his arms, gules, three bends, argent, as his ancestors had done. By this match a great estate accrued to their son and heir, John Boscawen, esq. who, by Rose, his wife, daughter of William Brett, esq. had issue Hugh Boscawen, esq. his son and heir, who succeeded him in his estate, and married Johan, only daughter of Ralph Trenouth, and heir of her mother Maud, daughter and heir of — Tregarick, of an ancient family in Cornwall."

* On the 15th of February captain Boscawen and captain Knowles were sent, by the vice-admiral, to the governor of Port Louis, with a message, the purport of which was, that his fleet being forced by strong breezes into that bay, the admiral desired to wood and water there. They returned with a very polite answer, and at the same time brought an account that the marquis d'Antin with his squadron had sailed for Europe.

of Paris, which considerably impeded the operations of the army against the castle of Boca Chica.

The execution of this project was to have taken place on the 17th of March, but was obliged to be deferred, in consequence of the violence of the wind, till the 19th. The boats left the ships about midnight, and rowed to the shore about a mile to leeward of the Barratera battery, which they were to attack. This measure had been agreed on and settled, as the most likely mode of avoiding being seen or discovered by the noise of their oars. The seamen, led by their high-spirited commander, landed with the greatest alacrity in a small sandy bay, to which there was a narrow channel between two reefs of rocks. To defend this passage was a battery of five guns, of which the assailants were so totally ignorant that the men landed under their very muzzles. They had not formed when the enemy opened their fire upon them; but the English, though surprised at this very unexpected reception, immediately collecting that their success, and, indeed, safety, depended on their resolution, rushed forward with the utmost impetuosity, with their leader at their head, and entering through the embrasures, drove the enemy from their guns before they had time to make a second discharge, so that this very important advantage was obtained with a loss truly inconsiderable.

The Spaniards at the Barratera battery, when informed of the misfortune, turned three pieces of cannon on the victorious assailants, against whom they commenced a very brisk fire with grape shot, but their guns being too much elevated, Mr. Boscawen and his gallant party sustained very little injury. Pushing on with their former intrepidity, they very soon drove the Spaniards from their second and principal position, and seizing the battery on the instant of a halt, they spiked the guns, tore up and burnt the platforms, together with the carriages, guard-houses, and magazines, and returned to their ships with six wounded prisoners. The Spaniards, sensible of the support and assistance afforded them by the battery just mentioned, were indefatigable in their attempts to repair it, and remove it with cannon. Having in a few days so far succeeded as to be able to re-commence a fire from six guns, captain Boscawen was again ordered to attack it, but in a different line of service to that which he had been before

fore engaged in. His ship, the Shoreham, together with the Princess Amelia, and Litchfield, were sent to anchor as near the battery in question as possible, and bring their broadsides to bear on it, in support of a detachment of seamen, commanded by the captains Watson, Cotes, and Dennis, who were ordered to storm it. These measures, taken with so much prudence and deliberation, appearing to defy misfortune and ill-success, so effectually intimidated the Spaniards, that they fled without firing a shot, as soon as ever they perceived the ships had brought to, near the battery, and the boats were preparing to land the men.

After the death of lord Aubrey Beauclerk, who unfortunately fell in the attack of Boca Chica castle, he is believed to have been promoted to the command of the Prince Frederic, of seventy guns; and when the idea of any farther attack was given up, Mr. Boscawen was again employed in the same kind of service he before had been at Porto Bello, being appointed to assist in demolishing the different forts which the English had made themselves masters of. The subsequent naval operations which took place during his continuance in the West Indies were extremely unimportant, so that it cannot be thought extraordinary we do not find him particularly mentioned. He returned to England in May 1742, and came to an anchor at St. Helen's, in the Prince Frederic, on the 14th, after a passage of nine weeks from Jamaica, bringing advice that the fleet and army, under Mr. Vernon and general Wentworth, were, at the time he parted company with them, under sail on the expedition against Panama, in the South Sea, intending to be executed by marching the troops across the isthmus of Darien.

We believe Mr. Boscawen to have been principally, if not entirely employed, after his return, till 1745, as a cruiser in the Channel: but do not find any other particular mention made of him, except that, at the latter part of that time, he commanded the Dreadnought, of sixty guns. While thus occupied he captured the Medea, a French frigate, commanded by Mr. Hocquart. About the end of the year just mentioned he was appointed captain of the Royal Sovereign, then lying as a guardship at the Nore; and is said to have been made
com-

commander-in-chief of all the armed vessels hired by government, as cruisers, during the rebellion. We rather conceive this to be a misstatement, or that he was only invested with the office of superintendant; and instructed, as they were principally, if not entirely, fitted in the river Thames, to inspect them as they passed the Nore, for the purpose of examining whether they were properly equipped for his majesty's service.

In the month of January 1746, he was made captain of the *Namur*, formerly a ship of ninety guns, but now, after receiving a thorough repair, reduced to a third rate. Nothing in any degree material appears to have occurred till November, when, being appointed commodore of a small squadron ordered to cruise at the entrance of the Channel, he had the good fortune to capture two consequential prizes; one of them the *Intrepid*, a stout privateer fitted out from St. Maloe's, carrying twenty guns, and two hundred men; the other a dispatch boat, sent to Europe by M. de Jonquiere, the commander of the French squadron on the American station, with the advice of the death of the duc D'Anville, and the total failure of the whole expedition.

In the year 1747 he served as a private captain in the fleet sent out under admirals Anson and Warren, and signalised himself in a very particular manner, during the encounter with the French squadron under Mr. de Jonquiere, on the 3d of May. He was among the first commanders who was in action, and most eminently contributed to the complete success which attended it, by stopping the enemy till his companions got up. He was severely wounded in the shoulder by a musket ball; but this was the last occasion on which he ever served as a private captain, having, on the 15th of July following, been deservedly advanced to be rear-admiral of the blue. He immediately afterwards was invested with a very extraordinary command, which were every other evidence wanting, proves, in the most conspicuous manner, the very high opinion entertained by the sovereign, by his ministers, and by the people in general, of his extensive and exalted abilities. The commission to which we allude, appointed him not only admiral and commander-in-chief of a squadron ordered for the East Indies, consisting of six ships of the line, but general also of the land forces employed

employed on that expedition. No amphibious kind of commission like this had been granted to any person since the time of Charles the Second, except the earl of Peterborough. It had always been deemed improper, and, particularly in the instance just mentioned, was much, though probably undeservedly, censured. If Mr. Boscawen received this high trust without rousing the clamorous voice of party, and tho' unsuccessful, as he proved, in carrying it into execution, excited neither murmur nor reproach, it is not, perhaps, urging too much to assert, that it was the greatest encomium that could possibly have been paid to his high merit and extensive abilities.

The earlier part of the transactions of this expedition are extracted from Collins, and are the more curious as having been communicated to him by his son, who was an officer in that very expedition, and consequently an accurate witness of every minute circumstance that happened.

“ On November 4, 1747, the Squadron sailed from St. Helen's with a fair wind, which only served for that day; but admiral Boscawen, anxious to get out of the Channel, chose rather to turn to windward with the fleet than to put back. Meeting with hard gales of wind they were obliged to anchor in Torbay, where the fleet arrived about eleven o'clock on November 10th; but at four in the evening, the wind serving, sailed again and proceeded to the Land's End, when it turned again; but, struggling with the winds, came to an anchor in the road of Madeira on December 13th. Hard gales of wind had separated several ships, which, however, on the 17th joined the admiral, who used all possible means to get the fleet in a condition to sail; this being completed on the 22d, they sailed on the 23d. On March 29, 1748, the fleet came to an anchor in Table Bay, at the Cape of Good Hope. On the 30th the ground was pitched on to encamp, and men were ordered on shore to clear it; but the wind blowed so fresh that the forces could not land till April 6, when the whole encamped in good order and discipline, being three battalions, with artillery: on the right were four hundred marines, making one battalion, six English independent companies of one hundred and twelve men were on the left, and six Scotch companies in the centre. The men

men made a good appearance; and no pains were spared, as to discipline and refreshment, in order to fit them for their better performance in action. The admiral, by his genteel behaviour, entirely gained the love of the land officers; and never was greater harmony among all degrees of men than in this expedition, every one thinking they were happy in being under his command. The time they staid at the Cape was of great service to the land and sea forces, who had fresh meat all the time; but their stay was longer than intended, occasioned by five India ships, with forces on board, parting from the fleet, purposely to get first to the Cape, in order to sell their private trade to better advantage, but they were mistaken, as they did not arrive till April 14; and those India ships that were with the admiral had supplied the Cape with all that was wanting."

On the 8th of May * the rear-admiral sailed from the Cape of Good Hope with the squadron under his command, together with six ships belonging to the Dutch East India company. After a fatiguing passage, occasioned by a series of contrary winds, very unusual at that season, on the 23d of June, at day break, they made the island of Mauritius, having parted from three of the Dutch ships in the bad weather during their passage. When in sight of land the admiral called a counsel of war, asking the advice of his captains as to which they thought the most proper passage for the ships to take, in going in. It being determined to run between Long Island and the Gunners Coin, the men of war to lead in line of battle, and the India ships to follow them, orders were given accordingly. The greatest part of the fleet anchored the same night in a place called Turtle Bay, between the river of that name and Tomb river, about two leagues to the eastward of the harbour, the rest got in the next day, having been fired at in their passage from two fascine batteries of about six guns each, but without receiving any material damage.

At day light the enemy began to fire from other fascine batteries they had raised on each side of the entrance of the two rivers; and were perceived to be very hard at work in the wood opposite to where the

* He was advanced by commission, bearing date the 12th of May, to be rear-admiral of the white.

Squadron

squadron lay, in throwing up intrenchments, as well as raising other defences. Several large ships were also seen lying in the harbour.

In this state of affairs the Pembroke, which lay nearest in shore, was ordered to fire and disturb them at their work. The Swallow sloop was at the same time sent, with captain Lloyd, of the Eltham, the two principal engineers, and an artillery officer, along the shore to reconnoitre the coasts, in order to discover what place would be most convenient for landing the troops. On their return they reported that the enemy had fired on them in their passage from eight different batteries, as well as from the forts at the entrance of the harbour; that a large ship with two tier of guns lay with her broadside across the mouth of it; that there were thirteen other ships within (several of them large) fitted, or fitting for the sea; and that they thought it impracticable to land any where to the eastward of the harbour, on account of the thickness of the woods which came down close to the water side. It was therefore judged most prudent to attempt landing beyond the great river, to the westward of the town. As soon as it was dark the masters of the six line of battle ships were ordered to go in the barges and sound all along the shore to ascertain the depths of water, and see particularly whether it was practicable to land at the place proposed. On their return they declared that a reef of rocks ran along shore at the distance of twenty yards from it, which made it impossible for boats to land, except at the river's mouth opposite to where the fleet lay, or at the harbour, where the Channel was not above an hundred fathoms wide, and very difficult to get in, the wind always blowing off shore. This determined the admiral to call a council of war, composed of the principal sea and land officers, that he might lay before them these reports, with his instructions, far as they related to the attack of Mauritius, and to consult with them what was best to be done. It was agreed, that, as they were unacquainted with the strength of the enemy on the island, three ten-oar'd boats should be sent, under the command of major Cuming, to endeavour at surprizing, and getting a prisoner from the shore. This was accordingly attempted, but in vain. The council being met again next morning, it was re-

solved

solved " that the reduction of the island of Mauritius not being the principal design of the expedition, as there was such a strength of ships in the harbour, and the preparations which the enemy had made along the coast made it certain the attack must be attended with considerable loss, that no farther attempt should be made, but that the Squadron should proceed with the utmost expedition to the coast of Coromandel, so as to begin the operations there before the monsoons shifted."

Two days elapsed before the fleet could leave the island, there being such a scarcity of bread, fire-wood, and water, as to make it necessary to divide those articles equally among the ships. Just as they got under sail one of the Dutch ships that had parted company joined them, but the other two were not heard of. When the fleet cleared the island the Dutch ships took their leave, and stretched away to the southward. The admiral being desirous, in pursuance of the resolution of the council of war, to make the shortest passage possible to the coast of Coromandel, passed through the islands, and sailed to the northward of Mauritius, and on the 29th of July the whole Squadron arrived safe at fort St. David.

It was immediately determined to undertake the siege of Pondicherry; the necessary stores and troops were accordingly landed from the ships, and a camp formed about a mile from the fort. The people continued very healthy, as they had done the whole voyage, a circumstance principally to be attributed to the use of air pipes, which were found to be of infinite service. The marines serving in the Squadron under the command of rear-admiral Griffin, then at fort St. David, being joined to those of Mr. Boscawen, a very good battalion was formed, consisting of seven hundred men.

On the 1st of August the Exeter was sent to anchor off Pondicherry; and two days after the Chester, Pembroke, and Swallow sloop joined her. Captain Powlet, of the Exeter, was directed to take the soundings, and ascertain how near the ships could come to the town upon emergency, in order to cut off all communication upon that side.

Every thing being prepared, the army began its march on the 8th of August, Mr Boscawen heading it himself.

himself. He left the command of the squadron to captain Lisle, of the *Vigilant*, with orders to anchor with his whole force two miles to the southward of the town, and remain there till farther orders.

The army continued their march on the 9th and 10th without any appearance of an enemy. On the 11th a body, consisting of three hundred foot and some horse, made their appearance at an intrenchment they had thrown up, but abandoned it at the approach of the British. This post was situated near a small river, and was very defensible. About a mile from it, on the other side of the water, was the fort of *Aria Coupan*, near a river, from whence it takes its name.

The admiral here having learned, by a deserter, that the garrison of the fort of *Aria Coupan* consisted only of one hundred men, whites or people of colour, resolved to make an attempt next morning, with the grenadiers and piquets, to gain a lodgment in the village contiguous to it, and there erect a bomb battery, as it was said the garrison greatly dreaded a bombardment, their magazine not being bomb proof. In this project the admiral would have succeeded, having soon got possession of the village, but the blacks, who were employed in carrying up the intrenching tools, all ran away on a shot coming among them. Upon this the enemy began to fire briskly from two batteries they had raised on the other side *Aria Coupan* river. These completely flanked the British position, so that it was then thought advisable to retire towards the sea, in order to open a communication with the ships, and get on shore cannon, together with proper materials for raising batteries to destroy those of the enemy above-mentioned, as well as carrying on approaches against the fort in form. They now found it to be regularly defended with a ditch, and covered way, and therefore some little precaution was necessary to be observed in the attack of the village. The admiral had one lieutenant killed, and four officers wounded; amongst them was major Goodyer, the commanding officer of the artillery, who lost his leg by a cannon-ball, and died soon afterwards. The absence of this officer was the greatest misfortune the army could have sustained, as he was universally reputed a very able man, and would probably, as it is said, have carried on their approaches

proaches in a different and more successful manner than what the surviving engineers did. The detachment lay on their arms all night; and the next morning the whole army marched to join them. In the afternoon eleven hundred seamen, whom the admiral had caused to be disciplined on board the fleet, and exercised in platoons under the command of captain Lloyd, were landed. These mounting guard, as well as doing all other duties with the regular troops, were a considerable relief to this little army.

Four twelve and four eighteen pounders being landed on the 16th at night, a battery of four guns was marked out and completed by next morning; but being placed by the engineers in a different position from what was originally intended, became of no manner of use, a cluster of trees between the battery and the fort so intercepted the view, that an angle only of the latter could be seen.

The next morning a battery built by the artillery officers was opened with great advantage. The enemy, with a troop of sixty European horse, supported by as many foot, and some Seapoys, made a desperate attempt to destroy it, but without success; for though the advanced guard in the trench adjoining to the battery at first gave way, they soon rallied and repulsed the enemy with great loss, the commanding officer of the horse being taken.

Soon afterwards the enemy's battery blew up, and destroyed (as the admiral was afterwards informed) upwards of one hundred men. Some royals were immediately brought into the village, and shells were thrown from them into the fort, which, about two o'clock in the afternoon, blew up likewise. The army marched directly and took possession of it, but found that the garrison were withdrawn in great haste, having left their clothes and every thing behind them.

On the 20th the admiral removed his camp to Aria Coupan; and from that day to the 25th the people were employed in repairing the fort, which being completed they crossed the river of Aria Coupan, and the same evening took possession of a strong post in the bound hedge of Pondicherry, about a mile from the walls, the enemy having, to his great surprise, abandoned it on his advancing, though it was very capable of being defended by a
small

small number of men, and so situated as to have cost a great many in the attack, had the possession of it been disputed.

This post being on the north-west quarter of the town, the admiral ordered the ships down to the northward of it; and opening on the 28th a communication that way, began to land intrenching tools, and other necessaries, in order to break ground before the place. He ordered the engineers to reconnoitre and lay their plans for carrying on the attack, before him: one of them producing a scheme which seemed feasible, he was ordered to carry it into execution immediately; and the trenches were opened accordingly on the 30th, at night.

On the 1st of September the enemy made a sally with five hundred whites, and six or eight hundred blacks, but were repulsed by the advanced guard of one hundred men with considerable loss. M. Paradis, their chief engineer, and director of all the military affairs, was mortally wounded; three or four other of their best officers killed, and about one hundred men killed or wounded.

The engineers continued working every night, without making much progress; and the batteries were not completed till the 25th of September, when they began to fire. They consisted of, one mounting 8 guns, viz. six twenty-four, and two eighteen pounders; one of 4 guns, two twenty-four and two eighteen pounders; one bomb battery of five large mortars, and fifteen royals; with another of fifteen cohorns.

The enemy were not idle on their part, having raised three fascine batteries to play upon the trenches, which they enfiladed, and annoyed the assailants very much, so as to put them to the necessity of making two batteries, one of three, the other of two guns, to play against them till the grand batteries were finished. These last-mentioned were built by the artillery officers, who voluntarily undertook the office that the engineers might not be diverted from the main point.

When the besiegers first broke ground, the admiral directed captain Lille to order in the bomb-ketch to bombard the citadel night and day. This was continued for a little time with some success; but in a few days the enemy began to throw shells at the ketch, and got her distance so exactly, that one shell stayed the boat astern of

hes, and another threw the water in upon her decks, so that she was obliged always to heave off in the day time.

The season being now far advanced, and the enemy having formed an inundation in the front of the works, which rendered it impossible to carry them on any farther, the admiral found there was no probability of reducing the place but by endeavouring to annoy it as much as possible, and thereby compelling the garrison to the necessity of surrendering. With this view he ordered captain Lisle to extend the ramp of war before the town in a line of battle, and warp in to cannonade the works, on the morning after the batteries were opened. This was executed with great precision: the enemy at first returned the fire very briskly, but soon after slackened. Their batteries from that time remained silent towards the sea, though they continued to fire briskly on the land side.

In this cannonade the ships expended a considerable quantity of ammunition; but the admiral finding it did not answer his end, ordered captain Lisle to haul off in the night out of gun-shot, and remain in a line as before, in order to be ready to warp in again. This, tho' he attempted to effect, the wind having come in from the sea in the night prevented his getting out far enough; and the enemy began to cannonade and bombard the ships in the morning, but without doing much damage, except killing one man on board the *Vigilant*, together with captain Adams, of the *Harwich*, whose thigh was carried away by a cannon ball, and whose death was much regretted, he being a brave, and excellent officer.

The assailant's batteries continued firing, and beat down great part of the defence where the attack was intended; but as they could not carry on approaches, in consequence of the inundation before-mentioned, and the admiral had not men sufficient to begin a new attack, or carry on the siege, he could only endeavour to make a breach in the curtain at the distance he then was. This was also found impracticable, the enemy having opened a masked battery of six guns in the very curtain where the besiegers were then attempting to make a breach, and were constructing another in the curtain adjoining, so that their fire became much superior to that of the assailants, nine of whose guns were disabled. The admiral hereupon called

called a council of war on the 30th of September, in which the state of affairs being taken into consideration, and it appearing that the strength of the army was reduced above seven hundred men since taking the field, that it was hourly lessening by sickness occasioned by fatigue; that the ships of war could be of no service against the enemy's works, having cannonaded a whole day without apparent effect; that the monsoon, and rainy season were daily expected, which would not only oblige them to raise the siege with the loss of the artillery, and stores, but in all probability render the rivers impassable, destroy the roads, and cut off the retreat of the army to fort St. David, to say nothing of the risk of the ships being driven off the coasts; it was therefore unanimously resolved, after re-embarking the stores and cannon, to raise the siege.

From the 1st of October to the 4th the besiegers were employed in getting off the cannon and stores from the shore. On the 5th the sailors set fire to the batteries and re-embarked. On the 6th in the morning the army began to march for fort St. David; and having demolished the fort of Aria Coupan in their way, arrived the next evening at fort St. David.

Several little rivers which the army had to pass on the last day were so swelled, and the roads so full of water, occasioned by the heavy rain that fell the night before, that it became evident the troops had moved but just in time, for another equally heavy fall would have rendered them impassable in many places.

The garrison of Pondicherry, by the best accounts the admiral could procure, consisted of eighteen hundred or two thousand Europeans, and nearly three thousand blacks. His whole strength, when he marched from fort St. David, (exclusive of one hundred and twenty Dutch, lent from their settlements, and two thousand blacks) consisted of 2690 European troops, one hundred and forty-eight artillery people, with one thousand and ninety-seven seamen; out of which were lost, during the siege, seven hundred and fifty-seven soldiers, forty-three artillery men, and two hundred and sixty-five seamen.

As to the blacks, though they were so numerous, they were of no other use than to lay on the skirts of the camp to prevent its being surprized or harrassed by the blacks of the

the enemy, for they never would maintain any post they were put in, without Europeans being continually sent to support them. The enemy are said to have lost five hundred Europeans in the course of the siege.

The foregoing account is taken principally from that officially published; and differs not very materially, but is much to be preferred, as being more particular and minute than that given by Collins, from the information of his son. That gentleman adds however a very just though short encomium on the admiral's conduct. "He conducted his retreat so ably that the enemy never ventured to molest him, and through the whole of this unsuccessful expedition, shewed himself as able a general, or land officer, as he before had done in his own proper line of service; for no commander whatever could have done more than himself with the small and inconsiderable force he had under his orders."

Intelligence was received in the East Indies soon after the above event, that peace was concluded at Aix la Chapelle; but circumstances rendered the continuance of the admiral in that part of the world necessary for some time. This, as it happened, was rather an unfortunate circumstance, for a violent storm arising on the 13th of April 1749, the *Namur*, of seventy-four guns, which was the admiral's flag ship, together with the *Pembroke*, and *Apollo* hospital-ship, as well as the greater part of their crews, were unhappily lost on the following day. The *Namur* was at anchor in the road of fort St. David when the gale commenced, and put to sea, after having shipped a considerable quantity of water, at seven in the evening of the 13th. The admiral himself was providentially on shore, and about seventy of the crew were sick in the hospital. The ship, unable to contend with so tremendous an hurricane, foundered in nine fathom water. Captain Marshall who commanded her, together with Mr. Gilchrist the third lieutenant, the captain of marines, the surgeon, purser, chaplain, boatswain, and about forty private seamen, being all that were saved out of nearly six hundred.

Fort St. George being delivered up, and taken possession of by the admiral, every other stipulation on the part of the enemy being also complied with, according to the articles of peace, Mr. Boscawen sailed from fort St. David's

David's on the 19th of Oct, 1749, and came to an anchor at St. Helen's on the 14th of April following, without meeting with any accident more unfortunate than that of having parted company, in a gale of wind, two or three days before his arrival with some of the ships of his squadron, which, nevertheless, came in very safe in a few days afterwards. Notwithstanding he found on his return his native country in a state of what might be called profound peace, he did not pass into that retired way of life which is generally embraced by the bravest and best of men; after the laborious fatigues of public service in the particular line of their profession; he had represented the borough of Truro in parliament ever since the month of June 1741*, and regularly attended, after his return, in discharge of that trust. His well-known abilities in the line of his profession were too attractive not to excite the attention of ministers, and cause an earnest desire of having a man for their colleague who was capable of advising, and, indeed, directing, all particulars relative to the naval branch of administration: he was accordingly, on the 22d of June 1751, appointed one of the commissioners for executing the office of lord high admiral, a station he continued to hold during life. He was about the same time elected one of the elder brethren of the trinity-house.

On the 4th of February 1755, he was advanced to be vice-admiral of the blue. Intelligence was soon afterwards received that, notwithstanding the professions of friendship with which the French ministry endeavoured to amuse the court of London, they had encouraged and even commanded their officers in America to commit the most flagrant acts of hostility, as also that they were then actually employed in equipping a formidable naval force in their different ports. This fleet was to be commanded by mons. Bois de la Motte, and was intended to consist of twenty-five ships of the line†, besides a number of frigates, having

* In the tenth parliament of Great Britain, which first sat for dispatch of business on the 18th of November 1747. He was returned for the borough of Saltash, as well as Truro; but made his election for the latter place, which he continued to represent till the time of his death.

† But nine of the largest ships returned back to Brest under Mr. Macnamara, after having seen their colleagues to what was deemed a safe latitude.

under their convoy a fleet of transports, on board which as well as the ships of war, a land force, powerful enough to deserve the name of an army, was embarked, with a sufficient train of artillery, stores, and camp equipage, equal to the prosecution of an offensive campaign. This armament was destined as well to support the ambitious views of France, as to enable her by reinforcing her own garrisons in so great a degree, to preclude all danger of a retaliated attack.

Mr. Boscawen was chosen as the properest person to watch the motions of so enterprising, and deceitful an enemy. He accordingly sailed from Plymouth on the 27th of April, with eleven ships of the line and a frigate, having two regiments of soldiers on board, under orders to cruise off the banks of Newfoundland, in hopes of being able to intercept the French squadron*, in its attempt to enter the river St. Lawrence. The fogs which so frequently prevail on that coast, more especially at the season of the year alluded to, prevented the two squadrons from discovering each other: and the French commandant, probably aware that he was pursued, divided his force into two parts; one division made for the river St. Lawrence by the ordinary route, while the other went round, and entered the same river by passing through the streights of Belleisle, a course never before attempted by ships of the line. Mr. Boscawen lay with his fleet off Cape Ray or Wrath †, the most southern point of Newfoundland, which was deemed the properest station for intercepting the enemy. They however effected their escape, two ships only of the squadron excepted; these were the Alcide and Lys, the former of sixty-four guns, and four hundred and eighty men, the latter, armed *en flate*, being pierced for sixty-four guns as well as her companion, but mounting, when taken, only twenty-two, she being then used as a temporary transport, and having on board eight companies of soldiers.

These ships had separated from their companions on the 9th of June, in a fog; and fell in, the next day, with

* He was instructed to treat the French as an enemy, and attack them wherever he met them. On intelligence being received that the French armament had actually sailed, and in the force above-stated, rear-admiral Holbourne was ordered out to follow him with a reinforcement of six ships of the line and a frigate.

† As it is frequently called.

the Dunkirk and Defiance, both of them sixty-gun ships. The enemy made a very brave and resolute defence, not surrendering till after a contest of nearly five hour's continuance. Several officers of distinction were made prisoners in the *Lys*; and her capture was rendered still more valuable from the circumstance of her having on board specie to the amount of 86,000*l.* sterling. A circumstance relative to the life of Mr. Boscawen attended the capture of these vessels, which is too singular to be omitted. Monsieur Hocquart, commander of the *Alcide*, became, for a third time, his prisoner, he having taken that gentleman, first when captain of the *Medea*, in the year 1744*, he himself, as already stated, commanding the *Dreadnought*; and, secondly, in the year 1747, when captain of the *Diamond*, that ship having struck to the *Namure*. Mr. Boscawen returned immediately to England with his prizes, and fifteen hundred prisoners.

In 1756 he was advanced to be vice-admiral of the white, as he was not long afterwards to the same rank in the red squadron, but did not accept of any command till the beginning of the year 1758; when having been, on the 8th of February, declared admiral of the blue, he was also appointed commander-in-chief of the fleet equipped to cover the descent at, and siege of *Louisburg*. The magnitude and consequence of the expedition will be best explained by stating the force of this formidable armament; it consisted of the following ships.

Ships.	Commanders.	Guns.
Namur—	Hon. Ed. Boscawen, capt. Buckle	96
Royal William—	Sir C. Hardy, capt. Evans	84
Princess Amelia—	Phil. Durell, esq. capt. Bray	86
Invincible†—	Capt. Bentley	74
Terrible—	Collins	74

* It is worthy of remark, that the *Medea* was the first king's ship taken in that war.

† The *Invincible*, which was one of the finest ships in the fleet, missed stays in turning out, and unfortunately running on a shoal was lost. She was replaced by the *Dublin*, a ship of the same rate and force, commanded by captain, afterwards lord Rodney, who was dispatched for that purpose.

Ships.	Commanders.	Guns.
Northumberland	Rt. hon. lord Colvil	70
Vanguard	Swanton	70
Orford	Spry	70
Burford	Gambier	70
Somerset	Hughes	70
Lancaster	Hon. G. Edgecumbe	70
Devonshire	Gordon	66
Bedford	Fowke	64
Captain	Amherst	64
Prince Frederic	Man	64
Pembroke	Simcoe	60
Kingstone	Parry	60
York	Pigot	60
Prince of Orange	Ferguson	60
Defiance	Baird	60
Nottingham	Marshall	60
Centurion	Mantell	54
Sutherland	Rous	59

Frigates,

Juno, Diana, Boreas, Trent, Gramont, Shannon, Hind, Port Mahon, Nightingale, Kennington, Squirrel, Beaver, Hunter, Scarborough, Hawke, Ætna, Lightning, Tyloe.

When the admiral arrived at Halifax he was there joined by general Amherst and the army. The necessary arrangements being made, the fleet sailed from thence on the 28th of May. Including the transports, with the ships of war, it amounted to one hundred and fifty-seven sail; the army which it conveyed consisted of upwards of twelve thousand men, eleven thousand nine hundred and thirty-six infantry, officers included, and three hundred and twenty-four of the artillery. On the 2d of June the fleet anchored in the bay of Gabarus, about seven miles to the westward of Louisbürg; and the siege was pressed with so much vigour, that, on the 26th of July, the chevalier Drucour, who commanded in the fortrefs, proposed to surrender. The terms of capitulation were, without much difficulty, settled with the British commanders-in-chief; and the garrison, consisting of near six thousand men, became prisoners of war.

It

It is needless, and, indeed, extraneous, to enter into a detail of the several circumstances attending this siege, as Mr. Boscawen could, from the very nature of his situation, be only generally concerned in them*: but his diligence and attention, which were the most useful qualities he could display on such an occasion, were so conspicuous, that the house of commons came, on the 6th of December 1758, to an unanimous resolution, that the thanks of the house should be given to him. Accordingly, Mr. Onslow, the Speaker, addressed him in the following terms:

“Admiral Boscawen, the house have unanimously resolved, that their thanks should be given to you for the services you have done to the king and country in North America; and as it is my duty to convey their thanks to you, I wish I could do it in a manner suitable to the occasion, and as they ought to be given to you, now standing in your place, as a member of this house—but were I able to enumerate, and set forth in the best manner the great, and extensive advantages accruing to this nation from the conquest of Louisburg, with the islands of Cape Breton and St. John’s, I could only exhibit a repetition of what has already been, and is the genuine, and uniform sense, and language of every part of the kingdom: their joy too has been equal to their sentiments upon this interesting event; and in their sentiments, and joy they have carried their gratitude also to you, sir, as a principal instrument in these most important acquisitions: you are now, therefore, receiving the acknowledgments of the people, only in a more solemn way, by the voice, the general voice, of their representatives in parliament: the most honourable fame that any man can arrive at in this or

* Having detached some ships, with a sufficient body of troops under the command of Andrew lord Rollo, to take possession of the island of St. John, and left a squadron sufficient for the defence and protection of Nova Scotia, the admiral, together with sir Charles Hardy, his vice-admiral, returned to England, having with them only four ships of the line, including those they were themselves on board of. Thus were they situated, when, at the latter end of October, some leagues to the westward of Scilly, they fell in with six large French ships of the line: but the enemy declined an action; and their ships being far better sailers than his, Mr. Boscawen was not able to overtake and force them to sea.

any other country. It is on these occasions a national honour from a free people, ever cautiously conferred, in order to be the more esteemed, and be the greater reward, a reward which ought to be reserved for the most signal services to the state, as well as for the most approved merit in them, such as this house has usually, and very lately, made their object of public thanks. The use I am persuaded you will make of this just testimony, and high reward, of your services and merit, will be the preserving in your own mind a lasting impression of what the commons of Great Britain are now tendering to you, and in a constant continuance of the zeal, and ardour for the glory of your king and country, which have made you to deserve it. In obedience to the commands of the house, I do, with great pleasure to myself, give you the thanks of the house, for the services you have done to your king and country, in North America."

To which admiral Boscawen, with his usual modesty, made the following reply.

" Mr. Speaker, I am happy in having been able to do my duty, but have not words to express my sense of the distinguishing reward that has been conferred upon me by this house; nor can I enough thank you, sir, for the polite and elegant manner in which you have been pleased to convey to me the resolution."

Mr. Boscawen having, by his conduct and success on the foregoing occasion, completely established that reputation which he had before so deservedly acquired, and convinced the world that his judgement was as solid, as well adapted to cool deliberation, as his abilities in the heat of action were dazzling and splendid, he was, by his majesty's command, sworn a member of the privy council on the 2d of February 1759, and took his seat at the board. He was immediately afterwards invested with the command of a squadron, consisting of fourteen ships of the line and two frigates, ordered for the Mediterranean. He sailed from St. Helen's on the 14th of April, and immediately after his arrival on his station repaired to Toulon, off which port he cruised for some days, in hopes of provoking Mr. de la Clue, who lay there with a squadron consisting of twelve large ships, and three frigates, to come out and engage him. The destruction of this fleet was the principal object which caused the equipment of that

Mr.

Mr. Boscawen commanded. It was a point of the most serious, and consequential national concern, Mr. de la Clue, being under orders to repair to Brest, and put himself under the command of the marquis de Conflans, whose operations were extremely disconcerted by the demolition of this formidable reinforcement.

Mr. Boscawen finding that no insult he had hitherto offered, proved sufficient to rouse or provoke the chef d'escadre to hazard an action, resolved to try his temper and patience still farther, by sending the Culloden, Conqueror and Jersey, close into the harbour's mouth, to attempt the destruction of two French ships which lay there. Captain Smith Callis, an officer who in the former war had signalized himself extremely in an enterprize nearly similar, had the command; and though unsuccessful in this his second attempt, yet the very spirited manner in which the attack was made, could not but impress the enemy with the most awful respect, as well towards the admiral himself, who had the boldness to issue the orders, as towards the officers who immediately attempted to execute them. The fire of several very heavy masked batteries, which were not known to the assailants till they felt the weight of their shot, compelled the British detachment to desist, after having in the most spirited manner persevered in the attack for upwards of three hours. They attempted with equal gallantry to destroy two forts which defended the entrance, and cannonaded them for a considerable time with the greatest vivacity; but finding at length the great superiority of the enemy rendered all attempts ineffectual, the several commanders were reluctantly obliged to abandon an enterprize, in which they could not be said to have gained any thing but honour.

The ships being, though not without some difficulty, towed off from the very center of the enemy's fire, it became necessary for the admiral to repair to Gibraltar for the purpose not only of refitting those ships which had on the above occasion sustained damage, but recruiting the water and performing other necessary services required by the squadron in general. This was not perfectly completed when Mr. de la Clue, taking advantage of the absence of the British squadron, put to sea in hopes of being able to elude Mr. Boscawen's vigilance, whom he knew, by good information, was busily employed in the necessary duties just

stated. The extreme vigilance and care of the admiral rendered this attempt abortive, nearly half of the French squadron was captured or destroyed*, and the founda-

* Of this memorable difcomfiture the admiral gave the following account.

“ I acquainted you in my last of my return to Gibraltar to refit. As soon as the ships were near ready, I ordered the Lyme and Gibraltar (the only frigates ready) the first to cruise off Malaga, the last from Estepona to Ceuta point, to look out, and give me timely notice of the enemy’s approach.

“ On the 27th, at eight in the evening, the Gibraltar made the signal of their appearance, fourteen sail on the Barbary shore, to the eastward of Ceuta. I got under sail as fast as possible, and was out of the bay before ten, with fourteen sail of the line, the Shannon frigate and *Ætna* fireship. At day-light I saw the Gibraltar, and soon after, seven large ships lying to; but on our not answering their signals they made sail from us. We had a fresh gale that brought us up with them fast till about noon, when it fell little wind. About half an hour past two some of the headmost ships began to engage, but I could not get up to the Ocean till near four. In about half an hour the *Namur’s* mizen-mast, and both top-sail-yards were shot away. The enemy then made all the sail they could. I shifted my flag to the Newark; and soon after the *Centaur*, of seventy-four guns, struck.

“ I pursued all night, and in the morning of the 19th saw only four sail standing in for the land (two of the best sailers having altered their course in the night) we were not above three miles from them, and not above five leagues from the shore, with very little wind. About nine the Ocean ran among the breakers, and the three others anchored. I sent the *Intrepid* and *America* to destroy the Ocean. Captain Pratten having anchored, could not get in, but Captain Kirke performed that service alone. On his first firing at the Ocean, she struck, and Captain Kirke sent his officers on board. *M. de la Clue* having one leg broke, and the other wounded, had been landed about half an hour; but they found the captain, *M. le compte de Carne*, and several officers and men on board. Captain Kirke, after taking them out, finding it impossible to bring the ship off, set her on fire. Captain Bentley, of the *Warspight*, was ordered against the *Temeraire*, of seventy-four guns, and brought her off with little damage, the officers and men all on board. At the same time vice-admiral Broderick, with his division, burnt the *Redoubtable*, her officers and men having quitted her, being bulged; they brought the *Modeste*, of sixty-four guns, off, very little damaged.

“ I have the pleasure to acquaint their lordships, that most of his majesty’s ships under my command failed better than those of the enemy.

“ Inclosed I send you a list of the French squadron found on board the *Modeste*.

“ Herewith

foundation laid for the total subversion of the visionary schemes, formed by the French court, for the attack of the British dominions in their most vital part.

“ Herewith you will also receive the number of the killed and wounded on board his majesty's ships, referring their lordships for farther particulars to captain Buckle.”

List of the French Squadron under the command of M. de la Clue.

L'Ocean, 80 guns, M. de la Clue; Le Redoubtable, 74 guns, M. de St. Agnan, burnt; Le Centaur, 74 guns, Sabran Grammont, taken; Le Souverain, 74 Guns, Panat; Le Guerrier, 74 guns, Rochemore, escaped; Le Temeraire, 74 guns, Castillon l'Ame, taken; Le Fantaisie, 64 guns, Castillon Cadet, lost company; Le Modeste, 64 guns, Du lac Monvert, taken; Le Lion, 64 guns, Colbert Turgis; Le Triton, 60 guns, Venel; Le Fier, 50 guns, Marquifan; L'Oriflamme, 50 guns, Dabon, lost company coming through the Streights; La Chimere, 26 guns, Sauchet; La Minerva, 24 guns; Le Chev. d'Opede; La Gracieuse, 24 guns, La Chev. de Fabry, lost company coming through the Streights.

An abstract of the number of men killed and wounded on board his majesty's following ships under my command, the 17th of Aug. 1759.

Ships.	Killed.	Wounded.	Ships.	Killed.	Wounded.
Namur	13	44	America	3	16
Prince	—	—	Edgar, in charge of the prize ship		
Culloden	4	15	Centaur, lost company		
Warspight	11	40	Jersey	—	—
Swiftsure	5	32	Portland	6	12
Newark	—	5	Gurnsey	—	14
Intrepid	6	10			
Conqueror	2	6		56	196
St. Alban's	6	2			

“ EDWARD BOSCAWEN.”

The translator of the Treatise on Evolutions and Naval Tactics, written in French by monsieur De Morigues, makes the following remark on the above action.

“ We might have been able to have illustrated the above method by an opportunity that offered to our fleet of putting it in practice last war, as we were double the number of ships to the French; which, by some ill judged separation the night before, was reduced only to seven sail the next day, when we engaged them, after a long chase off Lagos, in the month of August 1759. Had we divided our ships (about fourteen in number) into three small divisions, the better to surround the enemy, we should, in all probability, have prevented any of them from escaping, or running a shore at last, as they did on the coast of Portugal, or rather, had our headmost ships resolutely continued on their course, and not stopped from executing what was impatiently expected from them by the admiral, that of bringing to the headmost of the enemy, whilst the rest of the fleet was coming up with all the sail they could crowd, we should have equally succeeded.”

This

This important victory was rendered more grateful by the reflection, that it was obtained with a loss, comparatively speaking, trivial; when, on the other hand, the French chef d'escadre, in his letter to the ambassador at Lisbon, acknowledged, that one hundred men were killed on board his own ship only, and seventy dangerously wounded. The object of the expedition being accomplished, in the glorious manner already related, Mr. Boscawen's continuance in the Mediterranean was rendered unnecessary; he therefore returned to England, and arrived at Spithead on the 1st of September, with that part of his squadron he thought necessary to bring back, together with two of his prizes, the *Modeste* and *Temeraire*, which he had taken. Two days afterwards he waited on his majesty at St. James's, and, it is almost needless to add, was most graciously received. He had not long reached England when the Dutch thought proper to complain of his having caused some of their ships to be searched which were suspected to be laden with warlike stores; but the admiral repelled the most distant idea of any impropriety in his conduct on the above occasion, by writing the following letter to the secretary of the admiralty, giving a succinct account of the whole transaction; and we have inserted it not only in justice to the admiral himself, but to shew how treacherously and insolently several of those, who in time of war are called neutral powers, have conducted themselves towards Britain.

“ Sir,

“ In answer to your's of the 4th instant, concerning a memorial of Messrs. Hopp, Boreel, and Meerman, complaining that I caused some Dutch merchantmen to be searched near Cape Palos, who were under convoy of the *Prince William* man of war, captain Betting; and farther alledging, that, notwithstanding the representations of this captain, I detained some of them, I must observe, that, having certain advice that the Dutch and Swedes carried cannon, powder, and other warlike stores to the enemy, I gave particular orders to the captains of all the ships under my command, carefully to examine all the vessels of those nations bound to the ports of France. On the day mentioned in the memorial, being near Cape Palos, I made the signal for the *Warspight*, *Swiftsure*, *America*, and *Jersey*

to

to intercept some vessels then in sight, and which, on their approach, were found to be some Dutch ships, under convoy of the Prince William, bound to different ports in the Mediterranean, particularly two to Marseilles and two to Toulon. They were as strictly searched as could be done at sea, in the space of an hour; but as no pretext was found for detaining them, they were suffered to proceed on their voyage; and the captains assured me that every thing passed with great civility and good order. I never received any complaint on this subject from captain Botting, nor indeed had he an opportunity to make me any, as he continued his course to the Mediterranean, and I steered for Gibraltar, from whence I came soon after to England. As it is well known that the Dutch merchants assist the king's enemies with warlike stores, I think I did no more than my duty in searching the vessels bound to those ports.

“ I would have answered your letter sooner, but I was willing to inform myself first, from the captains who are now in England, whether any thing had happened on occasion of this search, which they had omitted to mention in their report to me.

“ E. BOSCAWEN.”

As a proper reward for those eminent services which we have just recorded, he was, on the 9th of December following, declared general of marines, with a salary of 3000*l.* a year. The magistrates of Edinburgh about the same time wishing to shew the high sense they, in common with the rest of the people, entertained of his great merit and deserts, presented him with the freedom of their city. In the month of January he was again invested with a command, and sailed for Quiberon Bay, with a small squadron, to watch the shattered remains of Conflans's fleet, which had, in the month of November preceding, been defeated by lord Hawke. He was not, however, long able to keep his station, being driven back to Spithead, by tempestuous weather, before the end of the month. Eager to return to that spot where his spirit and abilities were likely to be serviceable to his country, he put to sea a second time, on the 6th of February; but being again unfortunate enough to meet with continued and violent

violent gales of wind, blowing contrary to his course, he was obliged, on the 15th, to put into Plymouth, several of the ships belonging to his squadron being very much shattered, and the *Ramillies*, of ninety guns lost. During the ensuing summer he commanded alternately with *sir Edw. Hawke*, the squadron stationed in *Quiberon Bay* for the purpose already mentioned; added to the service of distressing the commerce of the enemy, we cannot do his conduct, while thus employed, greater justice than by describing, it in the very words * made use of by *Collins*. He being, unhappily

* Having no object to exert his military talents, he shewed his benevolence to mankind by possessing himself of a small island near the river *Vannes*, cultivating and planting it with vegetables for the use of the men afflicted with scorbutic disorders, arising from salt provisions, sea air, and want of proper exercise. That was the last public service done by this brave officer, who, if he had an equal, had no superior, for he was cut off by a bilious fever on January 10, 1761. He lies interred in the parish church of *St. Michael*, at *Penkevel*, in *Cornwall*, where a monument of exquisite workmanship, designed by *Mr. Adam*, and executed by *Mr. Ryshack*, stands erected to his memory, with the following inscription.

Here lies the right honourable
 EDWARD BOSCAWEN,
 Admiral of the blue, general of marines,
 Lord of the admiralty, and one of his
 Majesty's most honourable privy council.
 His birth, though noble,
 His titles, though illustrious,
 Were but incidental additions to his greatness.
 History
 In more expressible and more indelible
 Characters,
 Will inform latest posterity,
 With what ardent zeal,
 With what successful valour,
 He served his country,
 And taught her enemies
 To dread her naval power.
 In command
 He was equal to every emergency,
 Superior to every difficulty.
 In his high departments, masterly and upright.
 His example formed, while
 His patronage rewarded,
 Merit.

With

unhappily for his country, snatched soon afterwards by a premature death, from displaying those virtues and qualities which were both its ornament and defence. We have nothing farther to add to our too feeble account of this brave and truly worthy character, except that, in the month of December 1742, he married Frances, daughter of William Evelyn Glanville, of St. Clere, in the county of Kent, by whom he left three sons and two daughters. Edward Hugh, born on September 13, 1744, died, unmarried, at Spa, in Germany, July 17, 1774; William Glanville, born on August 11, 1751, but was unfortunately drowned; when bathing in a pond, at Jamaica, A.D. 1769; George

With the highest exertions of military greatness

He united the gentlest offices of humanity.

His concern for the interest, and unwearied

Attention to the health, of all under

His command,

Softened the necessary exactions of duty,

And the rigours of discipline,

By the care of a guardian, and the tenderness

Of a father.

Thus beloved and revered,

Amiable in private life, as illustrious in publick,

This gallant and profitable servant of his

Country,

When he was beginning to reap the harvest

Of his toils and dangers,

In the full meridian of years and glory,

After having been providentially preserved

Through every peril incident to his profession,

Died of a fever,

On the 10th of January, in the year 1761,

The 50th of his age,

At Hatchland's-park, in Surry,

A seat he had just finished (at the expence

Of the enemies of his country)

And amidst the groans and tears

Of his beloved Cornishmen, was

Here deposited.

His once happy wife inscribes this marble,

An unequal testimony of his worth,

And of her affection.

The admiral was remarkable for an extraordinary inclination of the head on one side; an habit he is said to have contracted when a youth, by mimicking an old servant in the family, and which he could never afterwards divest himself of.

Evelyn, now lord visc. Falmouth, born on May 6, 1758; Frances, born on March 7, 1746, and married July 5, 1773, to the hon. John Leveson Gower, brother to the present earl Gower, and then a captain in the royal navy; and Elizabeth, born on May 28, 1747, married January 2, 1766, to Henry Somerset, the present duke of Beaufort.

DENNISON, Charles,—was, on the 26th of April 1737, promoted to the command of the Orford, or, as other accounts say erroneously, the Seaford. No other mention is made of him till 1740, when he was captain of the Ruffel, of eighty guns. At the latter end of that year he was appointed to the Augusta, a fourth rate of sixty guns, on the Ruffel being taken by sir Chaloner to be his flag ship, and ordered for the West Indies under that admiral. The Augusta, on her arrival in the West Indies, was stationed as the third in Mr. Vernon's division, and accordingly put to sea with that gentleman from Port Royal, on the 26th of January 1741. The wind dying away the whole squadron was obliged to come to an anchor in the stream, and the Augusta fell so far to leeward as to trail on a shoal which lay astern of her, when she anchored. She beat off her rudder, and struck so hard as to render her so extremely leaky, that she was obliged to be ordered back into port to refit. Mr. Dennison was, consequently, not present at the expedition against Carthagea. The Augusta had, indeed, sustained so much injury by the preceding accident, as not to be ready for sea in the middle of July, but was ordered to follow the admiral, when he failed on the expedition against Cuba. No other information has come to our knowledge relative to captain Dennison, except that he died, as it is said, in England, some time in the course of the year 1742.

FORBES, The Honourable John.—This brave and worthy man was the second son of sir George Forbes, 3d Earl of Granard*, who lived to attain the highest rank in the naval service. The first part of his naval education he received under sir John Norris, with whom he served, acquiring in that station the highest reputation. On March 7, 1737, he was promoted to be post captain in the royal

* See vol. iii. page 330.

navy, and appointed to the Poole. We believe him to have been employed in some service which, owing to its being a time of profound peace, is not mentioned, and to have remained in this ship till the 24th of October 1738: he was then removed into the Port Mahon, a frigate of twenty guns, employed on the Irish station. On the 19th of August 1739, he was promoted to the Severn, a fourth rate of fifty guns, at that time principally employed as a cruiser in the Channel; a service in which Mr. Forbes had little success, the most consequential being the capture of a Spanish privateer, mounting fourteen guns, which had done much mischief to commerce. On the 9th of July in the following year he was removed into the Tyger, a ship of the same rate, and force as the former. In 1741, he commanded the Guernsey, which, as well as the two preceding, was a ship of fifty guns; and was ordered to the Mediterranean, with some other ships, as a reinforcement to Mr. Haddock. Here he continued to serve many years, and was deservedly held in the highest esteem, both by the admiral just mentioned, and Mr. Mathews who succeeded him.

After the arrival of Mr. Mathews in the Mediterranean, captain Forbes was promoted to the Norfolk, of eighty guns, and stationed by the admiral as one of his seconds in the encounter with the French and Spanish fleets off Toulon. He behaved with the most distinguished gallantry, having compelled the Spanish admiral's second, Don Augustine Eturiago, in the Constant, to break the line and bear away with all the sail he was able to set. All the letters 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. Historians have followed their honest example, and been equally grateful in the testimony they have borne to his merit.

Captain Forbes remained in the Mediterranean during the continuance of hostilities, and was employed on the most important services the torpid manner in which the caution and shyness of the enemy continued the war

that part of the world would permit. On Nov. 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, he was promoted to be rear-admiral of the blue, and not long afterwards became, for a short time, as it is said, commander-in-chief in the Mediterranean. On May 12, 1748, he was advanced to be rear-admiral of the white, as he was not long afterwards to be rear of the red; but peace having succeeded to the long and expensive war, and Mr. Forbes not being appointed to any command, we have nothing to relate till the 4th of February 1755, when he was advanced to be vice-admiral of the blue. 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 did not uninterruptedly continue to enjoy, and the reason reflected on him the highest honour, as a man of the mildest manners and most conscientious integrity. On the condemnation of the unfortunate admiral Byng, he was the only member of the board who refused to sign the warrant for carrying the sentence into execution; and he was honourable enough to state openly, coolly, candidly, and firmly the motives of his heart * which urged him to decline sanctioning, by his acquiescence, what he considered as an act of manifest injustice. He quitted the admiralty board, a new commission being sealed and published, on April 6, 1757: but as virtue is in general successful enough to maintain a superiority over its enemies, so was Mr. Forbes

* These have been already given at large in the life of admiral Byng, see page 171.

recalled to his former station with a brilliancy of character the world might probably have been less acquainted with, had not such an opportunity offered of making it, without the least affectation or ostentation, so generally known. He continued commissioner of the admiralty till the 23d of April 1763, having met with during that interval no occurrence worthy of commemoration, except that, on the 31st of January 1758, he was promoted to be admiral of the blue. On the 6th of August following was married to the lady Mary Capel, fourth daughter of William, third earl of Essex, and the lady Jane Hyde his wife, eldest surviving daughter of Henry, earl of Clarendon and Rochester.

On his quitting the admiralty board he was appointed general of marines; and in the latter part of his life, a circumstance is said to have occurred relative to his holding that appointment, which is far too honourable to him to be omitted*.

“ To detail the meritorious deeds of the venerable character before us would lead to discussion too extensive; but the writer of this tribute to departed greatness cannot conclude it without inserting an anecdote well known in the naval and political circles, and which, it is believed, even majesty itself will recollect with such feelings as are excited in benevolent minds, by acts of genuine spirit, and disinterestedness.

“ 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 the 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

* We have extracted this relation from a very ingenious and candid account given of him in the European Magazine for the month of March 1796.

war, which deserted them on the approach of the English squadron, so that forty-six were captured without molestation, and the remainder so dispersed and scattered that several of them were made prizes of by different cruising ships.

Captain Fox was, after his return into port, ordered to join the squadron collected under the command of Mr. Hawke, who sailed in the month of August to lay in wait for the fleet and squadron bound from Brest to the West Indies, under the command of monsieur L'Etendiere. The particulars of that action have been already given in the account of Lord Hawke, so that we have only to repeat what has been before stated in his lordship's own relation of that encounter*, that the conduct of captain Fox on that occasion gave the admiral so much offence as to induce him to complain to the board of admiralty, and desire his behaviour might be enquired into by a court-martial: he was accordingly tried, and sentenced to be dismissed from the command of the Kent. He remained under this state of suspension nearly two years, and was judged by many to have been treated with no small degree of severity. He had served in a subordinate station, without reproach, for a considerable number of years. He had not obtained promotion till very late in life; and his sight was said to have grown remarkably defective. All these considerations undoubtedly pleaded in extenuation of his offence; and though the rules, and, indeed, honour of the service undoubtedly require that not the smallest neglect or breach of duty should be suffered to pass unnoticed, yet it is also certain that there are existing cases, in which punishment becomes an undue act of severity.

Such was it deemed by the less rigid part of the world in the case of Mr. Fox. He was accordingly restored to his former rank, but was not invested with any command. On the 1st of July 1749, he was raised to the rank of rear-admiral, and put on the superannuated list, in consequence of which he became entitled to the half-pay of 17*s.* and 6*d.* *per* day. He enjoyed this honourable kind of pension till the time of his death, which took place in the month of February 1763.

* See page 266, et seq.

KNOWLES, Sir Charles, — is said by some to have entered into the navy on or before the commencement of the war with France in the reign of queen Anne, and to have served as a midshipman under sir J. Norris when captain of the Orford, at the time of the Malaga fight*. His rise in the service was consequently but slow, for it was not till Feb. 4, 1737, that he was promoted to the command of the Diamond frigate. He continued in the same vessel a considerable time; and at the end of the year 1739 was, a short time previous to the open commencement of hostilities with Spain, ordered to the West Indies, with some other ships sent thither, to reinforce Mr. Vernon. When captain Knowles arrived at Jamaica he found the vice-admiral had failed on the expedition against Porto Bello, leaving orders behind him for the commanders of such ships as should arrive out, during his absence, to follow him thither. These instructions were immediately complied with, but the Diamond was not fortunate enough to get into Porto Bello till the 27th of November, five days after the place had surrendered.

The arrival however of captain Knowles, though the conquest was previously effected, was particularly pleasing to the admiral. He was a man of strong natural parts, which he had improved with all the diligence generally exerted by an enquiring mind. He had, exclusive of his duty as a naval officer, obtained a decent knowledge of various parts of the military science, and in particular was esteemed somewhat skilful as an engineer. He was accordingly employed as chief superintendent of the mines formed for the demolition of the Spanish fortifications. This was a task of some difficulty for a young and unpractised artist to undertake, as the walls were so well constructed that the workmen employed could scarcely make any impression on them. Mr. Knowles nevertheless contrived to execute his task completely, and with so much adroitness, that, during the whole of his continuance under Mr. Vernon's command, that admiral entertaining the highest opinion of his abilities, not only principally consulted him in all his subsequent land operations, but confided to him the execution of all such enterprises as he

* These circumstances, though delivered to us as authentic, appear not only very doubtful, but improbable in the highest degree:

deemed

deemed best suited to his particular knowledge, and bent of genius.

When the Squadron returned to Jamaica captain Knowles was left to cruise off Carthagena for the purpose of preventing any supplies from entering that port, and at the same time of watching the motion of the galleons. The condition of the ship made it soon afterwards necessary captain Knowles should return to Jamaica to refit. The re-equipment not being finished when the admiral sailed from Port Royal, on the 25th of February, to bombard Carthagena, he was not able to join him till the 13th of March, when Mr. Vernon had carried his first project into execution, and had repaired to Porto Bello for the purpose of refitting the Squadron, as well as completing his water. Captain Knowles was immediately ordered on board the Success fire-ship, in which vessel he was sent, accompanied by the Tender, to reconnoitre the entrance of the river Chagre, and make the necessary observations, how the fort, which defended it, might be assaulted to the greatest advantage; and whether it would be most advisable to attack it with the ships of the Squadron, or to bombard it.

Having satisfied himself of these particulars, according to the best of his judgement, he was then to inform himself of the different soundings, and depth of water; in short, of every other circumstance his own prudence as well as judgement should suggest to him the propriety of collecting. The Squadron sailed from Porto Bello on the 22d, and was joined by Mr. Knowles while on its passage to the place of attack. He was appointed by the admiral to command the fire-ships, together with the bomb-ketches and small craft, which he was ordered to place in such convenient stations as he thought most proper or likely to annoy and reduce the castle of St. Lorenzo, which was the name of the fort already mentioned. In short, the whole direction of that branch of the attack was given to him. Having made his dispositions, he brought his vessels to an anchor about three o'clock in the afternoon, covering the bomb-ketches with the Diamond and other ships, whose commanders were put under his direction; the cannonade and bombardment commenced instantly. About ten at night the admiral, with two other ships of the Squadron, got in to support him. This spirited assault was
conti-

continued, without interruption, till the next day, when the Spaniards displayed a flag of truce as a signal of their submission.

Captain Knowles was immediately chosen by the admiral as a negociator; and being sent ashore, quickly returned with the governor, between whom and Mr. Vernon the terms of capitulation were settled without much difficulty. These being adjusted, captain Knowles had the honour of being appointed governor of the fortress which he had, certainly, in a very eminent degree, contributed to the reduction of. He had a force allotted to this service consisting of five lieutenants and one hundred and twenty men. The first measure taken by him was to place a strict guard on the custom-house, which happened to be at that time full of the most valuable commodities destined for the partial lading of the Spanish galleons. These were embarked without delay; and the works of the castle being, under the inspection of Mr. Knowles, demolished on the 29th, the whole squadron sailed on that day for Porto Bello. This gentleman was employed during the greatest part of the year merely in cruising, and does not appear to have met with much success, the only prize we know him to have made being a merchant vessel, called the *Neufra Senora de Guadeloupe*, which he carried into Jamaica about the beginning of October.

Immediately after this he returned to Europe, and was on his arrival promoted to the *Weymouth*, of sixty guns, one of the ships which had belonged to the fleet under sir John Norris, and was then under orders to proceed to the West Indies with sir Chaloner Ogle. He reached the West Indies a few days before the fleet, having parted from it 300 leagues to the eastward of Barbadoes. On his arrival he was received by his former patron and friend with all the cordiality and affection the roughness of his character was capable of displaying. He was, as before, employed in the most confidential services; and it is but justice due to his character to say, acquitted himself in a manner every way meriting such a trust.

He was, as his first occupation, sent with Mr. Boscawen to the governor of Port Louis, apologizing for the fleet having anchored in that bay. Previous to the actual com-

commencement of the siege of Carthagera, he was employed in reconnoitering that place; a service he executed with so much accuracy and precision, that his advice was implicitly relied on by the admiral, who formed every measure on his information; and the success of those in which the navy was concerned is a very sufficient as well as indisputable testimonial of his merit. He was a second time ordered, with the captains Laws, Renton, and Cooper, to find the entrance of the harbour without the Tierra Bomba. Upon his report the plan of attack was definitively settled; and it was resolved to make a general assault on the Boca Chica castle. Captain Knowles was appointed to command the detachment of seamen who were ordered to make a diversion, or false attack, for the purpose of distracting or drawing off the attention of the enemy, and thereby facilitating the approach of general Blakeney, who commanded in chief the main or real assault.

Captain Knowles observing the consternation into which the Spaniards were thrown, resolved to profit of so favourable an opportunity to distinguish himself, and attempt fort St. Joseph, situated on a small low island almost at the entrance of the harbour. This suddenly conceived project he executed with much resolution, and the most complete success attended it, the Spaniards after a very trivial resistance having abandoned their defences. Mr. Knowles was not satisfied with this success, glorious as it was, while there still remained behind a possibility of effecting any thing farther. Having left captain Cotes to take possession of the fort, he rowed off to the Galicia, of seventy guns, the Spanish admiral's ship, which still remained undestroyed, and on board which his flag was then flying. He was very ably supported in this new enterprize by captain Watson, of whom hereafter, and having boarded the enemy, took possession of the ship nearly without resistance, all the crew having quitted her except the captain, two or three inferior officers, and about sixty of the people.

He was again ordered on the reconnoitering service; and having discovered the Spaniards exceedingly occupied in the neighbourhood of Castillo Grande, another of the Spanish forts, he reported that circumstance to the admiral without delay: he was in consequence ordered to weigh

weigh his anchor and run close in to the castle, which he was immediately to cannonade, in hopes, by the suddenness of the assault, to intimidate the Spaniards from resistance. This had its desired effect, the castle did not return a shot; and captain Knowles sending his boats on shore took possession of it without opposition. This fortress was mounted with nearly fifty pieces of heavy cannon; and the acquisition of it was of the greatest consequence to the future operations of the army, as it enabled the troops to land within a league of the town, when otherwise they would have been compelled to a long and tedious march, in one of the most inhospitable climates perhaps in the world. It is thus that enterprises, apparently the most arduous, are accomplished with the greatest ease by cool and determined valour.

The victor was, as a very proper reward for his spirit, appointed governor of the castle: this was merely a temporary command. As soon as the admiral and some of the fleet had worked through the passage he returned to his ship; and succeeded, on the 3d of April, in getting into the harbour himself through the various impediments the enemy had unsuccessfully placed at the entrance of it. He was immediately ordered to attack the batteries at Passo Cavallos, a creek which separated the Grand Baru from the main land, and through which a considerable part of the provisions with which Carthagena was supplied, of necessity passed. This service he effected with his accustomed diligence and spirit, so that a secure and easy place of disembarkation was procured for the army. This was the last operation in which the abilities of Mr. Knowles were capable of rendering any service, far as related to the reduction of the place. The assault on fort St. Lazar proving unsuccessful, and the troops being now considerably diminished by disease, nothing remained for the survivors but to reembark. The destruction of the different forts was, as a customary kind of service, allotted to captain Knowles; and it is needless to add, that, although he had to encounter much difficulty in the operation, he executed it with his usual diligence.

Captain Knowles is said, soon after the fleet returned to Jamaica, to have removed into the Litchfield, of fifty guns. This ship was one of the squadron left, under the
command

command of commodore-Davers, for the protection of Jamaica, when Mr. Vernon failed on his next unfortunate expedition against Cuba; he was consequently preserved from the mortification of being concerned in that inglorious attempt: nor have we been able to collect any thing farther relative to him worth remembering till after Mr. Vernon had departed for Europe, resigning the chief command to sir Chaloner Ogle. Success now appears to have, for a time, deserted this commander, who, however the main attack might have miscarried, had been so fortunate in those partial, and particular points of service that were immediately entrusted to him.

In the month of February 1743, being at that time captain of the Suffolk, of seventy guns, he was ordered, by admiral Ogle, to take under his command the Burford, a third rate of seventy, the Assistance, Norwich, and Advice, of fifty guns each, and Scarborough of twenty; with these ships he was to proceed to Antigua, where he was to be joined by the Eltham, of forty, and Lively, of twenty guns; with this united force he was to attempt the town of La Guira, on the coast of Caraccas. His land force consisted only of four hundred men belonging to Dalziel's regiment; but when, on the other hand, the strength of the squadron, which consisted of eight stout ships of war and three sloops, is considered, and it is remembered that the principal hope of success was founded on those irresistible incentives to submission, the cannon of the ships, the commodore cannot be said to have been ordered on a forlorn hope, or, to speak more intelligibly, a desperate undertaking.

He sailed from Antigua on the 12th of February, and, after touching at St. Christopher's, proceeded on his expedition against La Guira. Delay, that general bane of success, was, in this instance, particularly contributive to the want of it: the governor of the Caraccas had received intelligence of the expedition nearly two months before, and had been very actively employed in preparing for a vigorous defence, by erecting new batteries and augmenting his garrison with a number of Indians, mulattoes, and negroes, whom he properly trained, so as to render them extremely serviceable. He had also prevailed on the Dutch governor of Curaçoa to supply him with a considerable

derable quantity of ammunition, of which he stood so much in need, that his recruited numbers would have rendered him but little service had it not been for the friendly assistance he received from his neighbours. This was the situation of affairs when, on the 18th of February, the British squadron arrived in sight of the place. The commodore began the attack about twelve at noon with much vigour, and experienced as spirited a resistance on the part of the enemy. An heavy swell prevented the ships from approaching the town nearer than a mile, so that it was said to be impossible to land the troops, or make any other attempt than by a cannonade, too distant to produce any decisive effect.

Almost at the commencement of the attack a shot carried away the enemy's flag-staff, a circumstance deemed, by the superstitious part of the assailants, as a certain omen of success; but which certainly proved, on the present occasion, extremely delusive, for little injury was done to the fortifications, the mischief sustained by the enemy being confined merely to the destruction of their churches and habitations. Three vessels were at that time in the harbour, and an attempt was made to cut them out, or destroy them; but even this was unsuccessful, the boats sent on the above service being obliged to return to their ships without having been able to accomplish it. The attack was continued, nevertheless, till eight o'clock at night, but without producing any event favourable to the attempt, except the demolition of one of the Spanish magazines, which blew up towards evening. When the darkness had compelled, at least a temporary cessation of hostilities, the Burford, Norwich, Eltham, and Assistance, were found to be so entirely disabled, that the commodore was under the necessity of ordering them immediately to Curaçoa to refit, and of retiring himself with the remainder of his ships, some of which had sustained considerable injury*. Nor had the Spaniards any great reason

* The following is an abstract of the damage sustained by the squadron.

Ships.	Guns.	Shot received.	Killed.	Wounded.
Suffolk of	70	146	29	80
Burford	70	94	24	50
				Assistance

reason to be elated with their success in baffling the foregoing attempt, having, as it is said, lost seven hundred men in defence of their town.

Commodore Knowles having refitted his squadron at Curaçoa, and being somewhat reinforced by a few Dutch volunteers, resolved to undertake some enterprize in hopes success might at least palliate his former misfortune: he accordingly resolved to make an attempt on Porto Cavallo. The Spaniards were extremely well prepared to receive them: their garrison is said by some to have amounted to fifteen hundred Europeans*, and four thousand Indians and persons of colour. Campbell, indeed, states the force of the enemy to have amounted to no more than two thousand men of all descriptions; but he admits the harbour to have been well secured by a number of vessels purposely sunk by the enemy, and commanded on all sides by a number of fascine batteries. The squadron sailed from Curaçoa on the 20th of March; but, in consequence of meeting with a very strong lee current, was not able to reach the keys of Barbarat, a little to the eastward of Porto Cavallo, till the 15th of April.

The Spaniards had hauled twelve of their smallest ships and three galleys up to the head of the harbour out of gunshot: two larger ships, one mounting sixty, the other forty guns, were moored close over to the shore, opposite to the castle: a large ship lay ready to be sunk at the entrance of the harbour, with a mooring-chain from her stern to the castle, and another from her head to the main to keep her steady in the proper position. Flanking the entrance were three heavy fascine batteries newly erected; and on a low point of land, called Punta Brava, two others, one mounting twelve, the other seven guns. The commodore

Ships.	Guns.	Shot received.	Killed.	Wounded.
Affiance	50	54	13	71
Eltham	40	41	14	55
Norwich	50	9	1	11
Advice	50	10	5	15
Lively	20	10	6	24
Scarborough	20	3	0	8

* Viz. Twelve hundred seamen from their ships, and three hundred regular troops.

observing

observing that, from their injudicious position, they might be easily flanked, immediately conceived it would be no difficult project to make himself master of them, and turn their guns against the enemy. It was accordingly agreed at a general council of war, held on the morning of the 16th, to send in two ships to cannonade the batteries, and then land a volunteer detachment of four hundred seamen, and Dalziel's regiment, together with the marines and the Dutch. The two corps last-mentioned were to have stormed the batteries, as soon as silenced, under cover of the Assistance, of fifty guns, which ship was ordered to anchor within pistol shot of the shore for that purpose.

The Lively and Eltham, which were the two ships ordered on the service first mentioned, nearly effected it about sunset; and when it became dark the firing ceased on both sides, as if by mutual consent. The men destined, according to the plan agreed on, for the attack, and amounting, in number, to about twelve hundred, were accordingly landed. They were to march along the beach; and, for their better encouragement, the commodore himself accompanied them, keeping close along shore in his barge. About eleven o'clock the van of the British column seized one of the Spanish batteries; but the sentinel firing his piece the garrison took the alarm, and all the other works were immediately manned. Two guns being fired on the assailants threw them into such immediate and violent disorder, that they not only retreated, but fired at each other; even their officers caught the infection, and a number of anecdotes relative to the disorder of the retreat found their way into public conversation, but which are too ludicrous to enlarge upon. The historian contents himself with briefly relating, that they fled with the utmost precipitation, each man taking his comrade for a Spaniard; nor did they recover from the effects of this shameful flight till they found themselves safe on board.

On the 21st a general council of war was held; the late unfortunate miscarriage was taken into consideration; and it was determined, as a last hope, to make a general attack, with the ships and troops, against the castle and fascine batteries. In consequence of this resolution, a breeze of wind favourable for the purpose springing up on the 24th, in the afternoon, the commodore made the signal to weigh,

and bore down with his Squadron in the following order; the Assistance, Burford, Suffolk, and Norwich, which were ordered to attack the castle; the Scarborough, Lively, and Eltham the two fascine batteries. The cannonade commenced with great fury at eleven in the morning, and continued without intermission till past nine at night, being maintained with the greatest obstinacy on both sides. The fire of the Spaniards sometimes slackened, while that of the English did considerable execution, demolishing several of the embrasures, and totally silencing, for a time, the fascine batteries: but on the approach of night the fire of the enemy considerably increased, and did much execution, so that, some of the ships having expended the whole of their filled ammunition, and all of them the greater part of it, their rigging and masts being also much shattered, the commodore made a signal to cut, and drop beyond random shot. The Squadron sustained in this encounter the loss of two hundred men; but the Spaniards were still greater sufferers, and during the attack were so much intimidated as to induce them to sink some ships at the mouth of the harbour; a circumstance which very sufficiently indicated their terror.

On the next morning the Squadron brought to, under the keys of Barbarat, to refit; and in the afternoon were joined by the Advice, which ship had parted company with the commodore three days after he had sailed from Curaçoa. In a council of war, held on the 28th, it was unanimously agreed, that the ships were no longer in a condition to act offensively against the Spaniards; so that after sending away his stationed cruisers, and making an exchange of prisoners with the Governor of Porto Cavallo, the commodore was content to return unsuccessful to Jamaica.

Here Campbell adds, that he remained inactive during the remainder of the year. This circumstance, although strictly true, is said with more degree of sarcasm than we think decent in the case of an unsuccessful officer. We meet with few other particulars relative to this gentleman *
worth

* In the month of September 1744, we find him cruising off Martinico with a Squadron consisting of five ships of war; and the following account of a little enterprise in which he was concerned, is given in a private letter we have seen, dated Antigua, October the 18th.-

“ A large

worth commemorating, till the month of September 1745, when, having in the interim returned to England, he was appointed captain of the Devonshire, a ship of eighty guns, just rebuilt*. In the month of January 1746, he served as commodore † with the fleet then stationed in the Downs ‡ under vice-admiral Martin; but did not long retain

“ A large Spanish ship, bound from Cadiz to Carthage, with the governor on board, has lately been burnt by commodore Knowles. Her outfit was 160,000*l.* therefore it was a pity he could not take her before she went on shore. She run under a battery of three guns, on the south side of Martinico, for protection. Above her was a cliff where about 2000 of the inhabitants soon posted themselves to defend her, within pistol-shot of the vessel, but to no purpose, for the commodore went in with his squadron and demolished the battery, which, with the ship, made a stout resistance. At length the crew, with the governor, quitted her: and it being impossible, from the fire of the people on the cliff, to bring her off, he sent his boats crews to burn her, who found on board the captain and his son, with six of the crew: some of their boats were destroyed in consequence of powder and other combustibles, which they carried with them, going off untimely. There were a great many killed on the cliff by the fire from the ships.”

* In the month of April 1745, he commanded on the Leeward Island station, having under him a small squadron, consisting of four fifty-gun ships.

† He being then in the Canterbury.

‡ The following letters was written by him to the admiralty, he having been sent to reconnoitre the enemy's coast.

“ Since my last I have been over to Boulogne and Calais, and had as distinct views of what is in those places as it is possible, unless I had been on shore in person. At Boulogne I stood within half a mile of the pier heads, so that even a privateer sloop's shot went over me. The battery from the pier head, which mounted five guns, fired many shot, but none did execution. It was not possible to count the vessels as they lay, not knowing how to distinguish those of two masts, or those of one; but upon the whole, I am of opinion there are not sixty vessels of all kinds in the harbour, and my brother captains do not think there are so many: the largest of these was a galliot hoy, whose very gaff was much higher than any of the other vessel's mast heads; for there was not a single one which had a top-fail yard rigged aloft.

“ This morning, about eight o'clock, I was within two or three miles of Calais town, and saw three or four small top-fail vessels in the pier, the rest were all galliots and fishing boats, and did not exceed thirty in number.

“ By captain Gregory's account of the same date, who was sent to take a view of the preparations at Dunkirk, it appears there are but five or six vessels in the road, and a very few in the harbour.”

retain this command. Having previously repaired to Portsmouth, on the 21st of March he shifted his broad pendant on board the Edinburgh, and proceeded as far as Plymouth with the outward-bound trade under his convoy. On his arrival there he immediately removed into the Norwich, of fifty guns, and sailed for Louisburg on the 31st, with the Canterbury and Ruby, having received a commission appointing him governor of that important fortrefs. Here he remained, far as we have been able to learn, nearly two years, and employed himself principally in erecting new works, which rather injured his reputation, as an engineer, a cavalier, which had cost an immense sum in the erection, being destroyed by the English with the greatest ease, in the siege which took place during the subsequent war.

Mr. Knowles, who on the 15th of July 1747*, had been promoted to be rear-admiral of the white, returned some time afterward to Jamaica, on which station he was appointed commander-in-chief. He sailed from Port

Extract of a letter from commodore Knowles, in the Downs, dated
Feb. 21, 1745.

"This morning, in a very hard gale of wind, I met with two French ships, the Bourbon and la Charité, and took them both: they came from Ostend last night, and have on board count Fitz-James, and M. la Route, major-general, with about five or six hundred of Fitz-James's regiment, having all their saddles, arms, and horse-furniture, and some ammunition. I understand there are some other officers of distinction."

* About this time he was involved in a very serious dispute with the people of Boston, as thus related in a letter from Louisburg, dated Nov. 17, 1747.

"We have advice from New Hampshire, that there has been an insurrection at Boston, occasioned by admiral Knowles ordering a schooner to be advertised to go as a privateer on the Spanish main, for which they beat up for volunteers, and a great number of men enlisted; but when he was ready with his ships to sail he declared the schooner a ship of war, and immediately impressed all the men from the merchantships in the harbour that were ready to go under his convoy. This exasperated the people to such a degree, that they detained some of his officers on shore and carried their barge up into the streets. Governor Shirley retired to the castle, and the admiral had ordered his ships up to the town, threatening to fire upon it if they did not release his officers and barge; but was prevented by the winds shifting while he was under sail, otherwise great mischief might have ensued; the people being in possession of the batteries of the town."

Royal,

Royal, having his flag on board the Canterbury, on the 13th of February*, with eight ships of two decks and two sloopst, having planned an expedition against St. Jago de Cuba. Contrary winds preventing him from making that island; he was obliged to turn his arms on Port Louis, in Hispaniola, before which place he arrived on the 8th of March. Its strength was formidable, consisting of a large well-constructed fort mounting seventy-eight heavy guns, and defended by six hundred men, under the command of monsieur de Chateauvoyè. The admiral began the attack immediately on his arrival; and, after an heavy cannonade of three hours continuance, completely silenced the fort, which surrendered on condition the garrison should not be made prisoners of war. It was however stipulated by the admiral, that they were not to serve either against Britain or her allies during the space of one year. This success was achieved with the loss of seventy men killed and wounded on board different ships of the Squadron; and the admiral having destroyed the fortifications, resumed his former intention of attacking St. Jago de Cuba.

He arrived off that place on the 5th of April. The Plymouth and Cornwall were ordered to lead into the harbour, but, to their great surprise, found a strong boom laid across, and four vessels, filled with combustibles, moored within it, ready to be fired whenever the boom itself should be forced; so that, after discharging a few broadsides at the latter, it was deemed prudent to desist from any farther attempt, and the Squadron returned to Jamaica. The British †, as well as the Spanish Squadron were, for some months, mutually employed in cruising for the de-

* Admiral Knowles having concerted measures with governor Trelawney, was accompanied on this expedition by his excellency himself, with 240 men belonging to his regiment.

Ships.	Commanders.	Guns.	Ships.	Commanders.	Guns.
Cornwall	{ adm. Knowles	80	Stafford	Rentoe	60
	{ capt. Chadwick		Warwick	Innes	60
Plymouth	Dent	60	Worcester	Andrews	60
Elizabeth	Taylor	64	Oxford	Toll	50
Canterbury	Brodie	60	Weasel and Merlin	sloops.	

† On the 12th of May 1748, Mr. Knowles was advanced to be rear-admiral of the red.

struction of each others commerce, and *vice versa* the protection of their own. About the latter end of August Mr. Knowles received intelligence that the annual fleet was daily expected at the Havannah from Vera Cruz, and accordingly sailed with his squadron for the Tortugan banks in expectation of intercepting them. The Spanish admiral, Reggio, informed of the above circumstance, and alarmed for the safety of what would have proved so valuable a prize, put to sea from the Havannah with a resolution to fight the English squadron* rather than suffer Mr. Knowles to bear it off with impunity. On the 29th of September the Spanish admiral saw at some distance fourteen English merchant-ships, under convoy of the Lenox, captain Holmes, and another English ship of war. He immediately gave them chase; but the British ships were fortunate enough to effect their escape, having dispersed by signal from captain Holmes, who joined admiral Knowles.

On the 1st of October, one day only intervening, Mr. Knowles himself fell in with the Spanish squadron, then not far distant from the Havannah. In the number of ships the squadrons were equal, but the Spaniards had a trivial superiority in guns, and a very considerable one in point of men; probably influenced by these ostensible considerations the admiral did not seem remarkably strenuous and eager to engage, although he possessed the advantage of the weather gage. The squadrons having neared each other considerably, the Spaniards began to fire about two

* The Spaniards were evidently superior in force, as will appear by the following authentic statement of their force.

British squadron.		Guns.	Spanish squadron.		Guns.
Cornwall —	{ adm. Knowles,	80	Africa—admiral Reggio		74
	{ capt. Taylor		Invincible—rear-adm. Spinola		74
Lenox—Holmes	- - -	56	Conquestadore — { Don de St.		64
Tilbury—Pawlet	- - -	60		{ Justo	
Stafford—Brodie	- - -	60	Dragon—De la Pas	- - -	64
Warwick—Innes	- - -	60	New Spain—Barella	- - -	64
Canterbury—Clark	- - -	60	Royal Family—Terrestal	- - -	64
Oxford—Foll	- - -	50	Galga—Garrceocha	- - -	36
		426			440
		Men 2900			Men 4150
					o'clock.

o'clock. Mr. Knowles immediately made the signal for the ships of his Squadron to bear down; and in less than half an hour the greatest part of them were closely engaged. The two admirals were engaged with each other for the space of half an hour. Mr. Knowles having then sustained some damage fell astern, and quitted the line. On the part of the enemy, the *Conquestadore* being much shattered, at least in respect to her hull and rigging, was driven out of the line, and before she could refit was attacked by Mr. Knowles himself, in the *Cornwall*, he having replaced his yard and main-top-mast which he had lost in action with the Spanish admiral. A spirited action took place, but don de St. Justo, her commander, being killed, and the ship herself reduced almost to a wreck, she at last surrendered to the *Cornwall*. The action between the remainder of the two squadrons continued till eight in the evening. The Spaniards then began to give way, retreating towards the Havannah; which port all their ships safely reached, except the *Conquestadore*, which was captured, as just before related, and the *Africa* flag ship, which being entirely dismasted was run ashore and blown up by the Spanish admiral, in order to prevent her falling into the hands of the English.

The loss on the part of the Spaniards consisted of three captains and eighty-six seamen killed, one hundred and ninety-seven were wounded, and among them were admiral Reggio and fourteen other officers of rank; while that of the English amounted to only fifty-nine killed and one hundred and twenty wounded, among whom they were not unfortunate enough to number a single officer. The conduct of the different officers concerned in the foregoing encounter, as well that of the admiral himself as of his private captains*, soon became a subject of violent and

* It seems to be pretty generally admitted that all was not, which might have been effected by men cordially united, and equally eager in the service of their country. The most serious point of impropriety we have ever heard urged against the admiral is, that he took private, and consequently unwarrantable means to propagate charges against individuals under his command, which they, when informed of, on their part honourably repelled, and proved the failure to have been principally, if not entirely occasioned by the conduct of the admiral himself.

and general dispute; each man accused the other of misconduct, and the most serious consequences attended the violence with which some of the parties defended and en-

himself. As the foregoing action, trivial as it was, caused as much party dispute as any to be found in the annals of England, we shall subjoin the account given by Mr. Knowles himself of the transaction, although it will not be found to differ very materially from that we have inserted, after examining all the accounts, both public and private, that could be collected for the purpose of elucidating this affair.

“ Admiralty-office, Nov. 29, 1748.

“ Extract of a letter from rear-admiral Knowles, dated on board the Cornwall, off the Havannah, October 2, 1748.

“ Since my last I met with captain Holmes, of the Lenox, who not being able to get to windward with the convoy from Jamaica, bore away to get a passage through the gulph. The day before he joined me he had been chased by seven sail of Spanish men of war, who took one of his convoy: upon this intelligence I ordered him to join me, and stood over immediately for the Cuba shore in hopes of meeting them. Accordingly the next morning, at break of day, I fell in with them, and about three o'clock began the engagement; by five I drove admiral Reggio out of the line, and made him put away before the wind; the Conquestadore, his second, struck to me, having been set on fire three times by cohorn shells. All the squadron soon followed their admiral; but unluckily at that very instant my main-top-mast was shot off by the board, and my fore top sail-yard shot down, so that I could not make sail after them; upon this I hawled down the signal for the line, and made that for the whole squadron to chase. We continued in action till near eleven o'clock at night, when the Spaniards ran so near the breakers of the shore, that our ships pilots being unacquainted with the coast could follow them no longer. The Canterbury and Strafford stuck close to admiral Reggio; and just as they were obliged to leave him, they saw his main and mizen-masts fall over his side.

“ Upon the beginning of the action I saw the Spaniards scheme was to cannonade, and not to come to a close engagement, which I was resolved to bring them to, and therefore bore down within half musket-shot of the admiral, having received several broadsides from the four sternmost ships before I returned one gun.

“ The action was within about four leagues of the shore between the Havannah and the Matanzas.

“ I have not been able to collect yet the number of slain and wounded in the action, but believe it not to be very great, the Spaniards chief aim being at our masts.

“ The Spaniards had more than their complement of men, having the regiment of Almanza on board and all the men out of the privateers in the place, with a design to give me battle, being informed I had but five sail with me.”

forced

forced their particular opinions. The conduct of the admiral himself became the subject of legal and honourable investigation, and the opinion of the court-martial may in great measure pass for that entertained by the world in general: not criminal, yet not entirely blameless; erroneous, though perhaps accidentally so; and not charged, even by his enemies, with what constitutes the essence of all offences, a wilful neglect, or misbehaviour.

“ Rear-admiral Knowles being, in the month of December 1749, tried at Deptford, before a court-martial, for his behaviour in and relating to an action which happened on the 1st of October, in the preceding year, between a British squadron under his command, and a squadron of Spain, the court was unanimously of opinion, that the said Knowles, while he was standing for the enemy, might, by a different disposition of his squadron, have begun the attack with six ships as early in the day as four of them were engaged; and that, therefore, by his neglecting so to do, he gave the enemy a manifest advantage: that the said Knowles remained on board the ship Cornwall with his flag, after she was disabled from continuing the action, though he might, upon her being disabled, have shifted his flag on board another ship, and the court were unanimously of opinion he ought to have done so, in order to have conducted and directed, during the whole action, the motions of the squadron entrusted to his care and conduct. Upon consideration of the whole conduct of the said Knowles, relating to that action, the court did unanimously agree that he fell under part of the 14th article of the articles of war; namely, the word negligence, and no other; and also under the 23d article: the court, therefore, unanimously adjudged that he should be reprimanded for not bringing up the squadron in closer order than he did; and not beginning the attack with as great force as he might have done; as also for not shifting his flag upon the Cornwall's being disabled.”

This error does not appear to have injured Mr. Knowles in the opinion of administration, who seem to have beheld his conduct on all occasions with a favourable and friendly eye, conscious perhaps in their own persons, that the *greatest merit* was, on *some occasions*, most unwarrantably traduced; and that to expect a man should live
without

without enemies, was an absurdity too great to be insisted on by the warmest advocates for the general rectitude of public opinion. Under the influence of this reflection, he was, as we may suppose, in the year 1752 invested with the very consequential and valuable trust of governor of Jamaica *, a station he held till the eve of the commencement of

* He does not, however, appear to have passed his time very comfortably during his continuance in this high and lucrative office: his conduct, when commander-in-chief at Jamaica, had given very great offence to the inhabitants of several of the islands; he was charged with having behaved rather arbitrary in impressing men belonging to some of their vessels: this was an offence not quickly to be forgotten. He also had, tho' we strictly believe, from the most honourable and best intentions, directed to the good of the community over which he presided, thought proper to make some innovations which were highly resented, and afterwards became the subject of a parliamentary enquiry; the result of this, as well as of all the proceedings had upon it, we have inserted a brief account of, as a necessary act of justice to the character of Mr. Knowles, who does not seem to have been, at least intentionally, culpable.

In 1756 an address was presented to the king by the house of commons, desiring his majesty would give orders for laying before them several papers relating to disputes which had lately happened between his excellency Charles Knowles, esq. and some of the principal inhabitants of the island of Jamaica. This governor was accused of many illegal, cruel, and arbitrary acts, during the course of his arbitration; but these imputations he incurred by an exertion of power which was in itself laudable and well intended for the commercial interest of the island. He had changed the seat of government, and procured an act of assembly for removing the several laws, records, books, papers, and writings belonging to the different offices in that island, from Spanish Town to Kingston; as well as for obliging the several officers to keep their offices, and hold a supreme court of judicature at this last place, to which he had moved the seat of government. Spanish Town, otherwise called St. Jago de la Vega, the old capital, was an inconsiderable inland place, of no security, trade, or importance; whereas Kingston was the centre of commerce, situated on the side of a fine harbour filled with ships, well secured from the insults of an enemy, large, wealthy, and flourishing. Here the merchants dwell, and ship the greatest part of the sugars that are made upon the island. They found it extremely inconvenient and expensive to take out their clearances at Spanish Town, which stands at a considerable distance: and the same inconvenience and expence being felt by the rest of the inhabitants, who had occasion to prosecute suits at law, or attend the assembly of the island, they joined in representations to the governor, requesting, that, in consideration of these inconveniences, added to that of the weakness of Spanish Town, and the importance of Kingston, the seat of government might be removed. He complied with their request; and in doing so entailed upon himself the hatred and resentment

of hostilities with France* ; and during his absence was, in the month of February 1755, advanced to be vice-

ment of certain powerful planters who possessed estates in and about the old town of St. Jago de la Vega, thus deserted. This seems to have been the real source of the animosity and clamour incurred by Mr. Knowles, against whom a petition, signed by nineteen members of the assembly, had been sent to England, and presented to his majesty. In the two sessions preceding this year the affair had been brought into the house of commons, where the governor's character was painted in frightful colours, and divers papers relating to the dispute were examined. Mr. Knowles having by this time returned to England, the subject of his administration was revived, and referred to a committee of the whole house.

In the mean time petitions were presented by several merchants of London and Liverpool, concerned in the trade to Jamaica, alleging, that the removal of the public courts, offices, and records of the island of Jamaica to Kingston, and fixing the seat of government there, had been productive of many important advantages, by rendering the strength of the island more formidable, the property of the traders and inhabitants more secure, and the prosecution of all commercial business more expeditious and less expensive than formerly, therefore praying that the purposes of the act passed in Jamaica for that end, might be carried into effectual execution, in such a manner as the house should think proper. The committee having examined a great number of papers, agreed to some resolutions importing, that a certain proceeding of the assembly of Jamaica, dated on the 29th day of October, in the year 1753, implying a claim of right in that assembly to raise and apply public money, without the consent of the governor and council, was illegal, repugnant to the terms of his majesty's commission to his governor of the said island, and derogatory of the rights of the crown and people of Great Britain. That the six last resolutions taken in the assembly of Jamaica, on the 29th of October, in the year 1753, proceeded on a manifest misapprehension of the king's instruction to his governor, requiring him not to give his assent to any bill of an unusual or extraordinary nature and importance, wherein his majesty's prerogative, or the property of his subjects might be prejudiced, or the trade or shipping of the kingdom any ways affected, unless there should be a clause inserted, suspending the execution of such bill until his majesty's pleasure should be known; that such instruction was just and necessary, and no alteration of the constitution of the island, nor any way derogatory to the rights of the subjects in Jamaica. From these resolutions the reader may perceive the nature of the dispute which had arisen between the people of Jamaica and their governor, vice-admiral Knowles, whose conduct on this occasion seems to have been justified by the legislature. The parliament, however, forbore to determine the question, whether the removal of the courts of judicature from Spanish Town to Kingston, was a measure calculated for the interest of the island in general.

* He returned to England and resigned his government in the month of January 1756.

admiral

admiral of the blue, as he was progressively to be vice-admiral of the white, and of the red not long after he reached England. In 1757, having hoisted his flag on board the Neptune, a second rate, he was appointed second in command of the armament sent out, under the chief command of sir Edward Hawke, to attempt the destruction of Rochfort. The ill success which attended this very expensive expedition irritated the minds of the people more, perhaps, than that of any one which had preceded it, and had not been marked with a positive and extensive disaster.

Though the characters of the naval officers suffered but little in proportion to that of the general, yet they were not completely exempt from the censure even of the most illiterate, who are in constant habits of attributing all misfortune, from what cause soever it may arise, to the conduct of the admiral-in-chief, or general, who is unhappy enough to be present where it takes place. Mr. Knowles was indeed less fortunate than that brave and revered commander sir Edw. Hawke; the people were ungenerous enough to remember, on this occasion, every failure that had unhappily attended him in the course of a long and active service. This conduct is by no means uncommon, the strange and unjust collateral evidence of former misfortunes is generally swelled by repetition into a positive proof of absolute delinquency, so that the unfortunate victim of the tremendous *vox populi*, though hunted, execrated, and punished as guilty, has at least an equal chance of being perfectly innocent.

We have said thus much to obtain a fair hearing for Mr. Knowles as to the plain matters of fact, in which he himself was in any degree concerned during the course of the expedition. The fleet sailed from St. Helen's on the 8th of September, and proceeded down Channel with a fair wind, all, but the general and flag officers, being, as it is said, ignorant of the place of their immediate destination till the 15th. On the 20th the fleet had sight of the island of Oleron, and a signal was immediately made, by the commander-in-chief, for Mr. Knowles to proceed with his division to Basque road, and attack the fort on the isle of Aix; but the execution of this order was suspended, as is humourously related by Campbell, by a very extraordinary accident.

accident or event. "Admiral Knowles (says he) as soon as he received these orders, made sail with his division, and prepared his ships for action; but he had scarce taken leave of sir Edward Hawke before a French man of war was observed standing in towards the centre of the English fleet. When this singular phænomenon appeared, admiral Knowles was so deeply engaged in the important occupation of exhibiting the entertaining spectacle of a clear ship, between decks, to general Conway, that he could not possibly attend to the first information brought by his lieutenant; however, in consequence of a second message, the admiral came upon deck, and, through his perspective glass, discovered this strange sail to be a two-decked ship. Admiral Knowles recollecting that he was sent on a different service, but not reflecting on the comparative importance of that service, was in doubt whether he should make a signal for any of his division to chace. During this hesitation the French ship discovered her mistake, tacked and bore away with all the sail she could crowd. The admiral continued still to doubt, and doubted so long that all possibility of coming up with her before night vanished; at last, however, admiral Knowles ordered the *Magnanime* and the *Torbay* to give chace: they chased as long as they could see their object, and next morning rejoined the fleet."

On the following day Mr. Knowles with his division again made sail towards the land, but a thick haze suddenly coming on, the pilots refused to carry the ships in. About seven o'clock, after having lain to during the day in expectation of the weather clearing up, the squadron came to an anchor near the Isle of Rhé, and were on the following morning joined by the remainder of the fleet. On the 22d, about eight o'clock in the morning, admiral Knowles in the *Neptune*, with the *Barfleur*, *Magnanime*, *America*, *Alcide*, *Burford*, and *Royal William*, made sail towards the Isle of Aix, which lay at the mouth of the river leading up to Rochfort. The small fort which defended it being attacked by lord Howe, in the *Magnanime*, fell an easy conquest to him after a slight resistance, which scarcely continued an hour. This success, trivial as it might be deemed, when compared with the real object of the expedition, was nevertheless deemed highly

6 ominous

ominous of the greatest future advantages, and raised the spirits, both of seamen and soldiers, to the highest pitch. The three subsequent days were consumed in councils of war and reconnoitring; and at last it was agreed, on the 25th, *that the attempt on Rochfort was neither adviseable nor practicable.* This resolution was, in all likelihood, framed in consequence of the information derived from the prisoners taken on the Isle of Aix. What the particulars of that intelligence were, as well as the rest of the evidence and opinions given in the deliberative council alluded to having never been made public, it is improper, and indeed impossible, to form any certain decision as to the propriety of the reasons which induced the abandonment of the design: it is one of those dark points of history which have never hitherto been cleared up, and probably never will, so that nothing pending such uncertainty can be more ungenerous than to pretend to affix blame on an individual; when, perhaps, were the whole affair properly canvassed, it would appear none was fairly attachable to any one.

On the 26th, in the morning, notwithstanding the resolution passed on the preceding day, Mr. Knowles was detached with two bomb-ketches, and several small armed vessels and frigates, to bombard and attack fort Fouras, as well as to sound the entrance of the river Charente. On his return he reported that one of the bomb-ketches, the *Infernal*, had ran aground in going in, and that the *Coventry* frigate, in endeavouring to protect her from two French row gallies, had nearly shared the same fate, having touched five times; nevertheless, these unfavourable circumstances had not sufficient weight to prevent orders, which were issued the same night for the troops to hold themselves in readiness to land the next morning. These were, for what reason still remains a secret, never even attempted to be carried into execution; and after two or three more orders and counter-orders, the design was at last totally given up on the 29th of September.

The disquietude, and, indeed, rage of the people, consequent to the want of success in the expedition, where the most sanguine hopes of brilliant advantage had been formed, require not much energy or enforcement to compel the most perfect belief of. But it is somewhat difficult to conceive how the whole of the disappointment sustained

sustained on the foregoing occasion can fairly be charged to the account of Mr. Knowles. To speak candidly and dispassionately, the first and principal cause of the failure appears to have been the delay in embarking the troops, a circumstance of misconduct not imputable to Mr. Knowles: a second, and scarcely less consequential bar to success, seems to have been a total want of that degree of information indispensibly necessary to the support of such an undertaking: and lastly, a want of decision in the instructors; every thing appearing to have been optional, and that no regular and positive orders were issued, or even the outline of a plan traced out to be hereafter pursued by either fleet or army.

Mr. Knowles has been censured, why? because, forsooth, fort Fouras was not attacked, when it is confessed by the loudest enemies of the vice-admiral, and the ablest friends to the expedition, that the complete reduction of that fortress would but have contributed in a very small degree the farther success of it. To sum up the whole in very few words, the essence of the charge appears to consist in Mr. Knowles having been unfortunate enough to have one of the bomb vessels under his command run aground for want of a proper pilot, a circumstance irremediable, as neither the shoals could be removed, nor proper conductors procured to steer the vessels clear of them. As to the land-impediments, whether they are real or imaginary, is nothing at all to the present question; and as to the failure of prosecuting the expedition on the part of the fleet, it appears to have arisen from a discovery that the knowledge of Thierry, the French pilot, was rather too superficial, and that the admiral did not think it perfectly safe to place an implicit confidence in his judgment and experience. At last the fury of the people was obliged to be content with venting itself in a virulent paper *
abuse,

* The account published by the admiral himself of this transaction was treated with much asperity and harshness in the *Critical Review*, of which publication the celebrated Dr. Smollet was at that time one of the principal conductors. Mr. Knowles shewing a proper attention to the dignity of his own character, either threatened, or actually commenced a prosecution against the doctor. That gentleman trembling at that punishment which his unprovoked attack would, he thought, in all probability

abuse, which is, in general, the dernier resort of an enraged and disappointed party.

Mr. Knowles struck his flag soon after the return of the fleet into port, but re-hoisted it on the 5th of November following, on board the Royal Anne, at Spithead.

He never, however, proceeded to sea, and on the 12th of December following finally struck his flag, which we do not believe him to have ever afterwards re-hoisted, as being appointed to a command: he continued respected nevertheless, and favoured both by the sovereign and his ministers. On the 31st of January 1758, he was advanced to be admiral of the blue. This promotion is not, however, to be considered as any particular mark of distinction and favour, it being his right according to the regular rule of succession established in the service; all flag officers participating equally of it, except in cases of removal or actual resignation. Some of his subsequent honours stand not however in the same predicament. After the accession of king George the Third he was, on the 10th of October 1765, created a baronet; and on the 5th of the ensuing month made rear-admiral of Great Britain as successor to the late lord Hawke, who was advanced to be vice-admiral. He held this honourable appointment till the month of October 1770, when he very fairly and properly gave in his resignation, having accepted of an high command under the empress of Russia, who was at that time involved in a war with the Porte. He was about the same time advanced, in the regular course of promotion, to be admiral of the white. In the year 1774 he returned to England, peace being agreed on and concluded between the courts of Russia and Turkey. He continued ever afterwards to live in retirement, an habitude his advanced age, and service in different climates, may be very naturally supposed to have

probability draw on him, wrote to Mr. Wilkes (whom it must be remembered he afterwards most grossly abused) requesting him to use the interest of his friends, with the admiral, so that he might be persuaded to drop the prosecution. Smollet, though in much agitation and fear for the event, concluded his letter in the following violent and unwarrantable terms—"If that foolish admiral has any regard to his own character, he will be quiet rather than provoke farther the resentment of T. Smollet!!!"

rendered

rendered extremely necessary to his comfort. He died in England on the 9th of December 1777.

The character of this gentleman has, on a variety of occasions, been much canvassed, and on some of them certainly illtreated. With a better intention of benefiting his native country and those he governed, than possession of a manner of manifesting it to them, or persuading the world of the purity of his intentions, with a considerable greater share of ability than those who were not really his friends were ready to allow him, with many other good points in his character, which the caprice and injustice of his antagonists were ever anxious to discourage the disbelief as to the existence of, he passed, with the generality of mankind, for a tyrant, for one possessed of a spiritless and inactive mind, for a man who at best, if cautious of incurring censure, was, on the other hand, incapable of acquiring fame, or true renown. We hope it will be candidly admitted that the extreme fallacy on which some of these opinions are founded, has been fully established; and if the same degree of solid proof be wanting in regard to the remainder, we may probably rather attribute it to an unfortunate want of that particular kind of information which would enable us to controvert them, than to the absolute nonexistence of such adducible evidence. We strictly and truly believe him to have been a man of spirit, ability, and integrity; but on the other hand we think him to have thought too highly of his own merit in regard to the two first, and to have wanted those conciliating, and complacent manners which are absolutely necessary to render even the last, perfectly agreeable and acceptable to the generality of mankind.

Whatever might be his failings he certainly most amply expiated them by that turbid state in which he ever lived while in a public situation; and the whole of them may, to conclude his character, certainly be imputed to passions too violent, and a want of those countervailing qualities which those who experience the effects of them always expect, to render them properly endurable*.

SCOTT, Honourable Henry,—afterwards third earl of Delorain, was the 2d son of the lord Henry Scott, third son

* He married Miss Allen, a lady of considerable fortune, in the island of Barbadoes, on the 23d of December 1740.

of the unfortunate James duke of Monmouth, and Anne dutchefs of Buccleugh. His mother was Anne, daughter and heiress of William Duncombe, of Battlesden, in the county of Bedford, esq. one of the lords justices of Ireland in 1693, and comptroller of the army accounts to queen Anne. Having betaken himself to a naval life, he was, after passing through the several subordinate stations, appointed, on the 31st of April 1737, to be captain of the *Seaford*. He quitted the service at Lisbon in the month of April 1739, on receiving intelligence of the death of his brother, and his consequent accession to the title. This he did not long live to enjoy, dying some time in the month of January 1740. He married Elizabeth, daughter of John Fenwick, esq. by whom he left two sons, Henry, afterwards earl of Deloraine, and the hon. John Scott.

WATSON, Thomas,—was, on the 7th of October 1737, appointed captain of the *Antelope*. We believe this gentleman either to have been bred up under the auspices of Mr. Vernon, or to have acquired his esteem at an early period after he became a captain in the navy. In the year 1739, he was appointed to command the *Burford*, of seventy guns, under that admiral, when he sailed on the memorable expedition against Porto Bello, the particulars of which have been already related at length in his life. When the reinforcement arrived from England, and Mr. Vernon removed into the *Princess Caroline* previous to his proceeding against Carthagea, captain Watson accompanied him into that ship, still serving under him as his captain. The particulars of this expedition have been already related at some length in the lives of the admirals Boscawen, Knowles, and other gallant men, to whom, as older officers, a better chance of distinguishing themselves, was, on various occasions, allotted. It might therefore be no matter of wonder if we had little to record, of so young a captain, acting under the immediate eye of the commander-in-chief, to whom, whatever is praiseworthy or memorable, generally is attributed by the historian. It is a sufficient proof of worth, generally speaking, for a man to be selected, so particularly, and pointedly as captain Watson was by Mr. Vernon, but we are happy to add he had various opportunities of distinguishing himself beyond the ordinary routine

routine of duty, and we should not think ourselves justified were we not briefly to enumerate them.

At the first attack of the Barradera battery he commanded the boats which landed captain Boscawen and the brave assailants. On a repetition of the assault when the Spaniards had in part repaired the damage done on the first occasion, he himself commanded the storming party, having under him the captains Cotes and Dennis, and effectually destroyed what the Spaniards had, by exertions almost incredible, in part repaired. He next accompanied captain Knowles, who commanded the assault of fort St. Joseph, and most gallantly supported him, not only on that occasion, but also on the subsequent one of boarding and taking possession of the Spanish admiral's ship, the Galicia.

After the return of the fleet to Port Royal, the Princess Caroline being one of the ships under orders to return to Europe, captain Watson experienced a second removal, with Mr. Vernon, into the Boyne: he of course attended his admiral in the unsuccessful expedition which soon afterwards took place against Cuba, and continued to retain the same honourable station as long as Mr. Vernon himself remained in the West Indies. When the admiral returned to Europe, captain Watson was, soon after his arrival in England, appointed to the Northumberland, of seventy guns. This ship was one of the fleet ordered out for Lisbon under the command of sir Charles Hardy. This expedition was particularly unfortunate both to the Northumberland and captain Watson, the ship being captured by the enemy, and he himself falling an unhappy victim to an excess of gallantry, which, if the following account be thought deserving credit, bordered somewhat on rashness.

This relation is taken from a short narrative of the action, written by an intelligent person who was himself on board, and published it immediately after his return from captivity.

“ May the 8th, being in latitude 39 and 40, at five A. M. the admiral made a signal for the Northumberland to chase a sail to the northward. We crowded all the sail we could set, but could gain nothing on the chase, having little wind and hazy weather. At twelve the gale

freshened, but we could not get within gun-shot. At two the admiral made a signal for us to leave off chasing and come into the fleet. The captain was acquainted with it but would not obey. I know not his reason for it. About three we had a hard shower of rain, with a brisk gale and very thick weather. At four, the weather clearing away, we lost sight of the chase, and discovered three ships steering to the westward, two of them appearing to be large ships of equal force with us, the other a ship of about twenty guns; at about a league distance. On viewing them the master said they were strangers; that two of them were warm-sided ships, and that the other had a whole tier of guns. He persuaded the captain to tack and stand for the fleet, which he refused, saying, he was resolved to see what those fellows were made of. He ordered the men to unlash the guns, and clear ship, which we had not time to do. On our bearing down to them they immediately brought to under their top-sails, and hoisted English colours, but on our nearer approach these were changed to French; the headmost ship hoisted a broad white pendant, and run her guns out. We bore down upon her so precipitately that our small sails were not stowed, nor our top-gallant sails furled, before the enemy began to fire on us. At the same time we had the cabbins cleared away; nor were the hammocks stowed as they ought to have been. In short, we had nothing in order.

“ At five o'clock we came up with the *Content*, the commodore's ship, of sixty-two guns. She threw her whole fire small and great into us, without doing us any damage. Our captain would not stop here, nor take any notice of it; but ordered us to bear for the *Mars*, of sixty-four guns, which ship was somewhat to leeward of us. This was a great miscarriage in the action, for had we kept close to the first ship, in all probability we should have disabled her before her consort could have got to her relief; and at the same time been as prepared for the other. Thus leaving her and bearing for the other gave them the opportunity of supporting each other in the attack they made on us, and also enabled the small ship to lie under our stern.

“ On receiving the fire, from the *Content*, our people gave three cheers, and we ourselves began the
action

action by firing on the Mars. The fire was continued by our people on the different ships, as we could bring our guns to bear on them. After the action had continued some time, the men were shot at the helm: the proper officer that should have been on the quarter-deck to assist the captain not appearing, the helm was neglected, and the ship for a time thrown into the wind, so that she lay exposed to the enemy to act by her as they pleased, we not being able to bring a gun to bear on them. They ranged up to pour their whole fire into us, towards night and the Mars bearing for us, it was thought she intended to board us, we therefore endeavoured to set our main-sail, but were prevented, our lee-sheet being cut by a shot. Being prepared by having a whole broadside ready, it was discharged at once into her. She being much wounded, bore away and troubled us no more; we then prepared to receive the other ship, who now began to attack us on the star-board quarter: this being the first time they had attacked us on that side, their fire seemed only intended to favour the retreat of their consort. The night came on. We returned their fire; which had now continued upwards of three hours, and all judged we had the best of it; when there was a sudden call from the quarter-deck, "leave firing, we have struck." This occasioned a great consternation: no one would believe but that the French had struck, as we saw no apparent reason on our side for doing so. The French still firing, the same was returned, and a whole broadside was preparing, when there was a second exclamation of "damn the rascals, leave firing, and hoist your guns, we have struck;" I believe by the master.

"The captain was brought just at that time mortally wounded from the quarter-deck: and, leaning against the mizen-mast, the master said, "Sir, what will you do; for God's sake consider your men, they are all killed or wounded; we have not a man left to do any thing; we have none but dead and wounded men; we can do nothing; we lie here to be shot at,"—with many such like words. The gunner begged in the like manner, adding, "We shall all be killed, they are going to rake us fore and aft. Dear captain Watson strike; let us cut away the mast, we shall be re-taken to-morrow; let us disable the ship:"—which would have been put in execution, had they not

been prevented by the people. The carpenter at this came and reported, that the ship was as found as ever in her hull; and that she had not made one inch of water. The captain would not hearken to any thing; bidding the crew put the ship before the wind, and to keep to their defence. He was carried down to the purser's cabin to have his wounds dressed; and knew not that the ship was given up till he saw the Frenchmen on board."

Having thus related the plain and melancholy fact, our author proceeds in the same fair and artless manner to account for the misfortune that befel his too brave, and desperate commander.

"It must appear very plain to any one that hears the true statement of the action, that the captain never once thought of a surrender of the ship; for had he known when the colours had been struck, and agreed thereto, there would have been no occasion for the master or gunner to beg of him to do that he had consented to before. The captain was not in his proper senses when the action began, in consequence of a fall, in which he had fractured his skull some time before. His mouth was drawn aside in a strange manner; and a small quantity of liquor rendered him quite incapable of duty, as was his unhappy fate that day. Exposing himself too publicly on the arms chest, he became an easy mark to be shot at, and afterwards growing faint from his wounds, he could not exert himself as he would have done, having no assistance from those whose duty required it, he too late saw his error."

He afterwards candidly states the little necessity there was for the surrender at the time it actually took place.

"Thus was given up to the enemy one of the best ships in the navy of England, when there was no real necessity for doing so. It is true the mate was wounded, the sails and rigging torn to pieces, and about seventy men killed and wounded; that was the worst state. On the other hand we had a strong brave ship; no leaks to stop; no damage done to our hull: we had men left that were able and willing to fight our guns; and would have held it out to the last, if there had been one officer in the post that would have taken the command. Added to this, it was night, and so dark that the enemy knew not that the colours were struck; the people did, and would have continued the action longer, had they not been forced to leave off, the enemy

enemy being called to for quarter, and desired to come on board with their boats, I believe by the master."

The foregoing account is too explicit relative to this unhappy transaction, to render much explanation, or addition to it, on our part, necessary. Captain Watson appears to have sacrificed every consideration in the hope of signalising himself, by at least the discomfiture of two ships, each of which were in force nearly equal to his own. He was unhappily deceived in his attempt, which certainly would have been considered as an act of consummate bravery, had it been supposed, within the bounds of possibility, for fortune to have favoured his attempt. That not being the case, those who would have rejoiced in the former instance when bestowing on him that tribute of applause justly due to a gallant act, were compelled to be content with the silent tear of compassion for the unhappy fate of a rash and desperate man. Though grievously wounded, his fall was rendered still more melancholy by his having lingered in extreme misery for some days after the action, and even lived to be carried into an enemy's port. He died in France on the 4th of June 1744. The master of the ship, who is so much, and, apparently, so justly reflected on in the foregoing account, was tried for having surrendered the ship unnecessarily, and was sentenced to be imprisoned for life in the marshalsea.

1738.

COOPER, Thomas,—was, on the 14th of November 1738, promoted to be captain of the Solebay frigate. He remained in the same vessel only till the month of June following; and we have not been able to discover what command he again held till after the return of the Channel fleet, commanded by sir John Norris, into port, at the conclusion of the year 1740. Captain Cooper was then appointed to the Dunkirk, of sixty guns, on that ship being ordered, with twenty others, to the West Indies, as

a reinforcement to Mr. Vernon previous to the attack of Carthagena, which, as is well known, took place at the beginning of the year 1741. We find him employed under captain, afterwards sir Charles Knowles, in reconnoitering and sounding the entrance of the harbour, which is the only particular mention made of him while absent on the above service.

When Mr. Vernon, after the return of the fleet into Port Royal, had made the necessary arrangements and dispositions of his ships on different services, and formed a squadron, out of those, which remained under his command, for the attack of the island of Cuba, the Dunkirk was one of the ships left behind for the protection of Jamaica, under the command of commodore Davers. Capt. Cooper returned to England not long afterwards, and was immediately appointed to the Chester, which as well as the Dunkirk, was a fourth rate, but of inferior force. He was, as we believe, ordered for the Straights, as we find him concerned, with several other commanders, whom we know to have been on that station, in the capture of a very large Spanish ship, called the St. Joseph, on the 2d of Sept. 1742. He was not long after this time, ordered to the Mediterranean, and there promoted to the Stirling Castle, a third rate of 70 guns, in which ship he served, under Mr. Matthews, being stationed, in the encounter with the French and Spanish ships off Toulon, to lead Mr. Rowley's division, which, in consequence of the fleet having engaged on the larboard tack, led the van. His behaviour on that occasion was so much complained of that he was brought to a court-martial on the 12th of May following, at Mahon, and sentenced to be dismissed the service. This appears to have been one of those too strict and severe inflictions of punishment which the jealous rules and honour of the service rendered perhaps necessary, so that, though we do not by any means wish to reflect on the integrity, judgement, and candour of those by whom he was tried and sentenced: yet it is a necessary piece of justice to the character of captain Cooper, to observe, that although he might be very legally found to have transgressed those rules and orders, the observance of which are so strictly imposed by the duties of his station, yet, viewed in a general light, and abstracted from such general customs, his conduct

must

must appear to have been in the highest degree meritorious.

An anonymous but very sensible author relates this very transaction at some length, and in the following terms.

“ Monsieur de Court perceiving that, if vice-admiral Lestock should take his station, the Spanish division must be entirely defeated, was intent on their preservation, and at three of the clock made the signal for the van to tack and go to the assistance of the rear, imagining he had then a fair opportunity of inclosing admiral Mathews between two fires; but this signal was not put in execution till very late, because commodore Gabaret was prevented from tacking by the vigilance of the Stirling Castle, Warwick, Nassau, and Chatham, who, while commodore Gabaret was endeavouring to gain the weather gage, kept so well to windward as to prevent the French from tacking so soon as they would have done. At length, in spite of the endeavours of captain Cooper, who commanded the Stirling Castle to the contrary, the van of the French squadron tacked about five, which obliged rear-admiral Rowley to tack also, with a view of joining the center, which otherwise must have been overpowered by the superiority of the French.”

The commissioners of the admiralty, as well as the commanding officer of the fleet, appear to have considered the sentence already related, as an act of necessity, merely passed *pro forma*, and not as a punishment intendedly inflicted on a well-founded charge of misconduct. Captain Cooper was immediately restored to the service by order of the board, and continued in the Stirling Castle. He was afterwards detached on many honourable and consequential services by Mr. Rowley, who, after the recall of Mr. Mathews, succeeded him in command. He was in particular sent to bombard and destroy the different towns, on the coast of Italy and the island of Corsica, belonging to the Genoese*, who had drawn on themselves the

* He was also particularly active and fortunate in distressing the commerce of that republic, as appears by the following extract of a letter, dated Florence, August 31, 1745.

the just resentment of the British court, by wantonly declaring against the queen of Hungary. Commodore Cooper executed this service with much precision and spirit, so that, though it is hardly possible to suppose his character had suffered in the smallest degree with men of candour; yet, notwithstanding the improbability of it, admitting that to have been really the case, his subsequent conduct must have totally effaced the idea.

We do not find any mention made of him in the line of active service after his return from the Mediterranean. On the 25th of January 1752, he was appointed commissioner of the victualling-office: this he resigned early in the year 1755, and was appointed extra-commissioner of the navy; and was, in the course of the same year, advanced to be commissioner resident at Chatham. He held this station till the year 1763, and then retired on the usual pension granted to officers of that rank. He died in the course of the year 1770.

DEERING, Griffin.—The life of this gentleman, as a naval commander, was extremely short, being only known as having been, on the 28th of November 1738, appointed captain of the *Tyger*. He died in England some time in the month of January 1740.

N. B. We do not find the name of this gentleman inserted in any list as a captain in the navy, except that published by rear-admiral Hardy,

DENT, Digby (2d),—the son of captain Digby Dent, of whom we have before given some account in this volume, page 57. He was appointed captain of the *Kinsale* frigate on the 9th of June 1738. In the following year he commanded the *Hampton Court*, of seventy guns, as captain under commodore Brown, in the West Indies, at the successful and memorable attack made on *Porto Bello*. He remained in the same ship after Mr. Brown quitted it,

“ Last week his Britannic majesty's ship, the *Stirling Castle*, commanded by captain Cooper, was obliged to put into Leghorn by bad weather; some days before, they sent into that port two Dutch ships, bound to Genoa: one from Lisbon, with effects belonging to Genoa; the other from Rochelle, with corn for that port; likewise a Genoese frigate, under the Pope's colours. He afterwards bombarded the city and castle of Bastia, and compelled the marquis de Mari, who commanded there, with a garrison of six hundred men, to abandon it, and retire to Calvi.”

and

and returned to England. On the expedition undertaken by Mr. Vernon against Carthagena, in 1741, he still continued in the Hampton Court, and was stationed in the line as one of the seconds to commodore Lestock. He is not otherwise particularly noticed. After the failure of that expedition, the Hampton Court being one of the ships under orders to return to Europe with Mr. Lestock, he removed into the Tilbury, of sixty guns, and sailed in the month of July, with Mr. Vernon, when he made his fruitless attempt on the island of Cuba. Captain Dent probably remained, principally, if not entirely, on the same station till nearly the conclusion of the war: but we find no mention whatever made of him till the end of the year 1747, when he was commodore of the small squadron then on the Jamaica station, and was fortunate enough to make prizes of several ships belonging to the French convoy, from the isle of Aix, which was so successfully attacked by rear admiral Hawke in the month of October. The *Wesley* sloop being dispatched to the West Indies with information of that event, commodore Dent put to sea on a cruise off St. Domingo, and, as already related, successfully. The arrival of rear-admiral Knowles not long afterwards, put a period to his command-in-chief; but he remained on the same station, and in the beginning of the year 1748 was captain of the *Plymouth*, of sixty guns, the ship he had before his temporary broad pendant on board of, one of the squadron under that admiral, which attacked and took possession of port Louis, in the island of Hispaniola, and afterwards failed in the assault of St. Jago de Cuba. A charge of misconduct, on the part of captain Dent, was urged by the rear-admiral, as the principal if not entire cause of his ill-success, with what truth the world will be able to decide after reading the short and well authenticated account, given by Campbell, of the foregoing transaction.

“Admiral Knowles having entirely destroyed the fort, resumed his former design against St. Jago de Cuba, where he arrived on the 5th of April. The *Plymouth* and the *Cornwall* were ordered to enter the harbour, but finding a boom across, and four vessels filled with combustibles, after firing a few broadsides at the castle they judged it prudent to desist, and the squadron returned to Jamaica.
 Captain

Captain Dent, of the Plymouth, was afterwards, at the request of the admiral, tried by a court-martial for not forcing the boom, and was honourably acquitted."

The name of captain Dent does not again occur in active service, nor could it be expected, when we recollect that an interval of nearly seven years peace succeeded the event just related. In 1756 he was appointed extra-commissioner of the navy, and retained that station till his death, which happened, as we believe, in the month of June 1762; but Mr. Hardy, by mistake, places it one year earlier.

LEGGE, Honourable Edward,—was the fifth son of William, first earl of Dartmouth, and the lady Anne Finch, third daughter to Heneage, earl of Aylesford. He was born in the year 1710, and having made choice of a naval life, was, on the 31st of May 1726, entered as a volunteer on board the Royal Oak, of seventy guns, one of the ships ordered, at the conclusion of the year, for Gibraltar, which fortress was then threatened, by the Spaniards, with a siege. He was promoted to the rank of lieutenant, on board the Deptford, on the 5th of March, 1733-4. Having served in the stations already mentioned, and acquired all the addition of character consequent to an honourable and strict discharge of his duty, he was, on the 26th of July 1738, appointed captain of the Lively frigate. At the end of the following year he was promoted to the Pearl, and quickly afterwards to the Severn, of fifty guns, being ordered out, in 1740, under Mr. Anson, who commanded the expedition destined for the South Seas. Nothing very material happened, except what has been already related at length in the life of the commodore, till the squadron arrived off Terra D'El-Fuego, the southern extremity of South America.

A most violent and continued tempest reduced the squadron, after it had proceeded thus far towards the place of its destination, to the greatest extremity of distress; and after having, by the most laborious exertions, kept company for several weeks with the rest of the ships, captain Legge was at last compelled, when off Cape Noir, together with the hon. captain Murray, in the Pearl, to put back to the Brasils. The situation of the Severn was particularly desperate, the crew being so much reduced by sickness,

ness*, that we know not how sufficiently to admire those indefatigable labours, and efforts of the survivors, as well officers, as seamen, which enabled them to resist, for so long a time, the fury of raging, and contrary winds, agitating and raising a sea tremendous enough to have struck the stoutest, and most hardy crew with terror and dismay.

Captain Legge returned to Europe after his weakened and dispirited people had, in some measure, recruited and recovered a sufficient degree of strength and vigour to enable them to navigate their ship with safety. At the end of the year 1744, he commanded the *Strafford*, of fifty guns, one of the ships ordered for the West Indies under vice-admiral *Davers*. How he was employed in the intermediate time we have not been able distinctly to make out, but believe him, during a part of it, to have commanded the *Medway*, of sixty guns, till that ship was ordered to the East Indies with commodore *Barnet*. This, however, is not very material, as the services, whatever they might be in which he was employed, have not been con-

* Captain Legge gave the following account of his melancholy situation, and the distress his people had undergone, in a letter, dated Rio Janeiro, July the 4th, 1741.

“ The Squadron left St. Julian's the 27th of February, and on the 7th of March passed the Straights of La Maire with great success and fair weather; but the next day met with fresh gales, which from that time increased to such very hard gales from N.N.W. to W.N.W. with such prodigious seas as exceeded any they had ever seen before, it tore their shrouds and sails, and sprung their yards and masts. On the 10th of April they were in the latitude of 55 deg. 55 m. and longitude 91 deg. 54 m. That night they lost sight of the commodore and all the squadron, except the *Pearl*. On the 13th, in the morning, they saw the land at day break from the W.N.W. to the S.E. very high, and not above five leagues distant; upon sight of which they endeavoured to wear, which they were more than an hour before they could perform, and then stood to westward as much as the winds would permit them: but the wind coming to N.W. and by W. and W.N.W. and blowing almost a continual storm for forty days together, with exceeding great seas, they beat most of the time under reefed courses. On the 1st of June they spoke with a Portuguese vessel bound to Bahia, who told them Cape Frio bore W.S.W. 30 leagues; and on the 30th of June, by the great mercy of God, they arrived safe in this port, where they were received with exceeding great friendship and humanity, after having lost a great number of men by fatigue and sickness, amongst which last were the captain, lieutenant, and ensign of the invalids.

sequential

sequential enough to cause any detail commemorating them, even from those who had been best acquainted with the circumstances of his life. The same species of misfortune which attended him when under the command of Mr. Anson, appears, in some measure, though it must be confessed, in a less violent degree, to have pursued him when on his voyage to the West Indies. He sailed with Mr. Davers, from Portsmouth, on the 18th of November, and parted from him, and the Squadron, in a violent gale of wind, during the following night. The weather continued so violent, and the wind so adverse, that he was thirty-three days with the Enterprize, Merlin, and about twenty merchant ships, on his passage to Madeira, where he found his admiral, who had got in only three days before him.

Matters now assumed a more pleasant prospect. No unfortunate occurrence appears to have retarded his farther voyage; and after his arrival in the West Indies he met with no small success in his different cruises, having taken several prizes, two or more of which were of no inconsiderable value. He returned to England in some other ship whose name we know not, but most probably with a convoy, in the month of November or December; and in January 1746, was appointed captain of the *Windsor*, of sixty guns, a new ship just off the stocks. He continued in Europe during the whole of the ensuing year; but we find no other mention made of him, except that he was one of the members of the court-martial convened for the trial of the admirals *Lestock* and *Matthews*. In 1747, having again removed into some other ship, he was sent out to the *Leeward Islands* commodore of a small Squadron; but did not long survive this appointment, or at least his arrival on his station, dying at *Barbadoes* on the 19th of September 1747, having, though absent, been just before elected representative in parliament for the town of *Portsmouth*.

MASTERS, Harcourt,—was the son of *sir Harcourt Masters*, knight, who served the office of *sheriff of London* in the year 1718, and was afterwards chosen *alderman of Coleman-street ward*. This gentleman was, on the 3d of January 1738, appointed captain of the *Kinsale* frigate, in which he remained only till the month of June following.

following. In 1741 he was captain of the *Fox* frigate*. This is the only mention we find made of him, and believe him to have retired soon after the time just mentioned from the service: he nevertheless continued on the list of captains till the time of his death, an event which did not happen till the 4th of September 1762.

OLIPHANT, John.—was, on the 28th of July, appointed captain of the *Falkland*, of fifty guns, a ship in which we find him to have continued till after the year 1741: how much longer, we know not, as we have been unable to collect any other information concerning him, except that he died in England on March 29, 1743.

POCOCK, Sir George,—was the son of the reverend Thomas Poccock, A.M. chaplain to Greenwich-hospital, and fellow of the royal society, by ———, his wife, daughter of James Matter, esq. and Joice his wife, only daughter of sir Christopher Turner, knight, one of the barons of the exchequer, temp. Charles the Second. He was born on the 6th of March 1706; and having betaken himself to a naval life when only twelve years of age, served under sir George Byng, who was his uncle, during his very memorable expedition to the Mediterranean in 1718. He afterwards passed through the different subordinate ranks of his profession † with a character well deserved for distinguished assiduity. On the 1st of August 1738, he was appointed captain of the *Aldbrough* frigate, in which vessel he was, we believe, immediately afterwards ordered to the Mediterranean, where he continued, till the year 1741, serving under Mr. Haddock: in the month of August 1742, he was appointed to the *Woolwich*, and we suppose him to have continued in that ship till the year 1744; he was then captain of the *Sutherland*, of 50 guns, and early in the ensuing spring was ordered to the East Indies. He sailed from Plymouth in the month of April, accompanied by Lord Thomas Bertie, a ship of the same force ‡ with his own, having under their protection four of the company's ships.

* Some accounts make him to have been appointed in the first instance to this ship.

† In the month of August 1732, he was appointed first Lieutenant of the *Namur*.

‡ The *Golport*, of forty-four guns, with a number of ships bound to the coast of Guinea, sailed at the same time, and continued with them till after they quitted the island of Madaira.

We have no account of him during the time he was absent on the station just mentioned; indeed the general events of war in that quarter of the world were so extremely uninteresting, that it would have been singular if we had. After his return, he was ordered to the West Indies, where, on the death of commodore Legge, he became commanding officer, and distinguished himself exceedingly at the latter end of the year 1748, by his activity and judicious conduct in stationing his Squadron, for the purpose of intercepting the French convoy from Europe*, which had been so successfully attacked, immediately on its quitting France, by rear-admiral Hawke. Nearly forty of the enemy's ships fell into the hands of himself and his different cruisers, exclusive of those captured, in consequence of their complete dispersion, by different privateers. The war ending soon after this stroke, Mr. Pocock was not called again into service till the end of the year 1754, when he was ordered to the East Indies, with rear-admiral Watson, being then captain of the Cumberland. The first enterprize undertaken after their arrival was the reduction of Geriah; but in this Mr. Pocock does not appear to have been concerned. On the 4th of February 1755 †, he was advanced to be rear-admiral of the white; and on the 4th of June in the ensuing year, was promoted to be rear of the red. The first enterprize in which he appears to have been personally concerned, was the reduction of Chandernagore, the particulars of which will be found in the life of Mr. Watson, who was the first in command. On the death of vice-admiral Watson, an event which took place Aug. 16, 1757, not long after the foregoing success, the chief command devolved on Mr. Pocock. He exerted himself with his usual ability to counteract the attempts of the enemy, who

* See page 268.

† Some have asserted he was advanced to be a flag officer before the Squadron sailed from England. This perhaps may be true, as it did not reach Bombay till the month of November, which allows more than sufficient time for it to have remained at home till after his promotion: at any rate he hoisted his flag on board his old ship the Cumberland, of sixty-six guns.

were

were in superior force to him. Nothing material, however, took place during the remainder of the current year.

On the 31st of January 1758, he was farther advanced to be vice-admiral of the red, and the change of the monsoons having rendered the appearance of the French squadron in the Indian seas highly probable, he prepared in the best manner his circumstances would admit of, against such an event. He was joined in Madras road by commodore Stevens, with a reinforcement from England on the 24th of March, and the ships which then arrived, as well as those before under his command being re-equipped, he put to sea on the 17th of April, with the following force, having previously removed his flag into the Yarmouth.

Ships.	Guns.	Men.	Commanders.
The Yarmouth	64	540	} vice-admiral Pocock captain Harrison
Elizabeth	64	495	
Cumberland	66	520	- captain Brereton
Weymouth	60	420	- Nich. Vincent
Tyger	60	400	- Thos. Latham
Newcastle	50	350	- George Legge
Salisbury	50	300	- John Somerlet

With the Queenborough frigate and Protector storeship.

As it was the admiral's intention to get to windward of fort St. David's in hopes of intercepting the French squadron, which from the most recent intelligence, he had every reason to expect daily, would arrive on the coast, he steered for Negapatam, which port he made on the 28th, and running along shore on the following morning for fort St. David's, discovered about half past nine o'clock, 7 ships getting under sail from the road, and two which were cruising in the offing. This was the squadron he was in search of, commanded by the count d'Achè, and in consequence of his not answering Mr. Pocock's private signals a general chase immediately commenced. The enemy having collected their force, about twelve o'clock formed the line of battle ahead on the starboard tack, standing to

the eastward under their topails, with the wind nearly south; Mr. Pocock immediately made the signal for his ships to form, and stood towards his antagonists. As soon as this manœuvre was executed, and his ships had got tolerably well into their several stations, about three o'clock the van of his squadron * being then nearly within random shot of the enemy, he bore down on the *Zodiaque* of 74 guns, on board which ship M. d'Achè himself, hoisted a cornette or distinguishing pendant, at the mizen topmast head.

Some of the ships composing the rear of the British Squadron, appeared at this time remarkably dilatory in getting up, the *Cumberland*, *Newcastle*, and *Weymouth*, were four or five miles astern †, but the admiral, together with the ships ahead resolutely persevered, notwithstanding this discouraging circumstance, in attempting to close with their adversaries, and although Mr. Pocock was in particular, obliged to receive the fire of the different French ships astern of their commander in chief, as well as of the count d'Achè himself, he did not return the hostile salute, or make the signal for engaging till he had got within half musket shot. In a few minutes after the engagement commenced, he made the signal for close action, this was immediately, and most spiritedly obeyed by all the ships in the van, but those in the rear already pointed out, still kept aloof. About half past four, the admiral finding the rear of the French line had drawn almost close up with the *Zodiaque*, repeated the signal

* In the admiral's journal it is specified, that a short time before this, he called the *Queenborough* frigate within hail, and ordered that all her marines should be sent on board the *Cumberland*, and 20 of her seamen on board the *Tyger*, those being the two ships in his line worst manned. So that every possible precaution which prudence or activity could suggest, were taken by him, to put his whole force in the best condition for annoying or opposing the enemy.

† It is also stated in the same journal, that at seven minutes past three, observing some ships too wide of the enemy, the signal was made for a close engagement, which was complied with by the ships ahead of the *Cumberland*. He saw with concern, that the *Newcastle* and *Weymouth* did not come properly into action with the ships opposite to them the whole time, which gave the French ships astern of their commander in-chief, an opportunity of lying on the Admiral's quarter, who sometimes had three ships on him at once, and never less than two.

for the Cumberland, Newcastle, and Weymouth, to make sail and close the enemy, who now appeared threatening to surround him, the English captains appeared in some degree, willing to atone for their former delay, but before they were able to execute the orders last given, the French chef d'Escadre unwilling to continue a contest the event of which he feared, in case the ships which were coming up, did their duty, broke the line and put before the wind, running to leeward of those ships of his own squadron which were ahead of him. His second astern, who had rendered him essential service during the action, by lying the whole time on the Yarmouth's quarter, immediately shot up along side of Mr. Pocock, but after discharging his broadside, followed the example of his principal in command, and bore away also, the two remaining ships in the rear acted precisely in the same manner, and the van itself of the enemy's squadron, bearing away in a few minutes afterwards, the admiral hauled down the signal for the line, and hoisted that for a general chase.

The English ships * which had been engaged, were by this time extremely disabled in their masts and rigging, the Yarmouth in particular, could not with every possible exertion keep up with her companions. The admiral, therefore immediately sent one of his officers to the Cumberland, and the rest of the ships astern, which were in perfect good order, not having been at all in action, ordering them to pursue with all possible expedition, and engage any of the enemy's ships they could get up with. The French squadron was between the hours of five and six, reinforced by the *Compte de Provence* of 74 guns, and the *Diligent* frigate of 24, which had not been hitherto in action, having just returned from Pondicherry, whether they had convoyed the well known count Lally. This circumstance, the injury sustained by the greater part of the squadron, and above all, the approach of evening, induced the admiral to leave off chase, and haul close upon a wind, in the hope of weathering the enemy during the night, and by that means compelling them to renew the engagement in the morning. The *Queenborough* frigate was accordingly ordered ahead to attend them, and make

* The *Elizabeth*, *Tyger*, *Salisbury*, and *Yarmouth*.

the necessary signals to the squadron, but the enemy neither shewing any lights, nor making any signals themselves, far as could be observed, during the night, effected their escape for that time, and in the morning were totally out of sight.

Mr. Pocock imagined the enemy had on their part succeeded in weathering the British squadron, in consequence of their being less disabled, and in a condition to carry a greater press of sail, but continued nevertheless, to pursue them in the course he deemed most likely to overtake them. Finding, however, all his endeavours ineffectual, he came to an anchor about three leagues to the northward of Sadras on the morning of the 1st of May, and immediately sent an officer on shore to the chief of that settlement for intelligence. He had the satisfaction of learning on his return, that the *Bien Aime* of seventy-four guns, one of the finest ships belonging to the enemy, had received so much damage in the preceding encounter, that the crew were obliged for the preservation of their own lives, to run her on shore a little to the southward of *Alemparve*, where the remainder of their squadron were said to be then at anchor. They were reported to have had nearly 600 men killed, and a greater number wounded, while the loss on board Mr. Pocock's squadron amounted only to about thirty killed, and ninety wounded.

The French retreated to Pondicherry, and the English ships put into Madras to refit, the re-equipment of the different ships was attended to with the greatest alacrity, so that by the 10th of May, the most material damages being repaired, and the crews reinforced by an hundred and twenty recovered men from the hospital, together with eighty lascars furnished by the governor of Madras, the squadron was enabled to put to sea. Mr. Pocock resolved to attempt working up to fort St. Davids, which was known to be at that time besieged, and much pressed by the French, but was not able to effect this purpose, being prevented by various accidents, and impediments, increased as well by strong westerly winds; as by a current running to the northward, these obliged him to come to an anchor off *Alemparve* on the 26th of July, but weighing again, on the 30th he was off Pondicherry, and on the ensuing morning, the French squadron which
had

had lain there ever since the 5th of that month, stood out of the road and made their escape, notwithstanding every effort of the admiral to close with, and bring them to action.

On the 6th of June, Mr. Pocock received the disagreeable intelligence of the surrender of fort St. David, in consequence of which he deemed it prudent to return to Madras, in order to water and procure other necessaries of which the Squadron stood in need. On their arrival at this place, the vice-admiral caused the conduct of those captains whose behaviour he deemed reprehensible, to be enquired into by a court martial, which sentenced captain Nicholas Vincent, to be dismissed from the command of the Weymouth, captain George Legge to be cashiered, and captain William Brereton to lose a years rank as post captain. This disagreeable, though indispensable duty being completed, the admiral once more quitted Madras in search of the enemy on the twenty-fifth of July; on the twenty-sixth being off Alemparve he came to an anchor there, and ordered in all the boats of the Squadron, to attempt either the capture or destruction of a snow and seven chilingoes, the snow was laden with firewood for the use of the garrison of Pondicherry, and the chelengoes had been sent from thence with ordnance stores and cannon, but had landed their cargoes before the arrival of the English Squadron. This little enterprise was, however, very successful in all other respects, the chilingoes being set on fire, and the snow brought off.

On the 27th in the evening, the admiral had worked up within three leagues of Pondicherry, where the enemy's Squadron consisting of eight ships of the line and a frigate was discovered at anchor. The count d'Achè did not appear to have the smallest inclination of coming to an action that evening, and about ten the next morning, he got under sail standing to the southward in hopes of being able to avoid the British Squadron from the advantage he possessed in having the land breeze. Mr. Pocock well aware that the only means of bringing so shy and cautious an enemy to action, was by possessing himself of the weather gage, immediately made the signal for a general chase, but the enemy's ships having a manifest superiority, as better sailers, he was not able to close

with them, although he chased as far as Porto Novo, where he lost sight of them. On the 30th, he discovered and drove on shore, about two leagues to the northward of the port just mentioned, a ship bound to Pondicherry laden with stores, ammunition, and cannon, the vessel was afterwards set on fire by the boats of the Squadron, and proved a very serious loss to the enemy, who were much in want of the articles she was freighted with, and were totally destitute of specie to purchase a second supply from the Dutch, who had before served them with the articles above stated, as in a matter of trade.

Mr. Pocock keeping close along the coast, had once more sight of the enemy on the first of August. He was then off Tranquebar, and by carrying a press of sail, at one o'clock on the next day had considerably neared them. It appeared to all next to an impossibility that the enemy could any longer avoid an action. The French chef d'escadre himself appeared to have taken a resolution of bringing on a serious contest; but this was merely a feint in order to trifle away the time, and enable him to get off. He formed his line of battle at a considerable distance, by occasionally edging down, and afterwards hauling upon a wind, with an apparent intention of keeping his line in regular order, in short, by practising every manœuvre that could impress the British admiral with an opinion that he seriously meant to come to action: he delayed the time till half an hour past six in the evening, when crowding all the sail he could carry, and hauling close to the wind, standing to the south east; he completely baffled every attempt and hope on the part of the British to bring on an engagement: all the ships under his command being totally out of sight of their pursuers, and on the next morning were not visible even from the mast head.

Mr. Pocock though disappointed, did not yet abandon his point, the event in a great measure proved the prudence and propriety of his perseverance; for on the following day he again discovered their Squadron, and immediately prepared for action. On the third of Aug. at five in the morning he was still in sight of the enemy, who were about a league to windward of Negapatam. The action itself which then took place, as well as the events immediately preceding

preceding it, will probably be best explained by the following extract from an authentic journal kept on board the admirals ship.

‘ August the 2d 1758, moderate breezes and fair weather, the wind from S. to S. W. at one the enemy was edging down upon us in a line of battle abreast, the commanding ship under her three top-sails on the cap, appeared to be close reefed, and steering for our center. At half past one the Cumberland being pretty well up, we made the signal for the line of battle ahead, at two it fell little wind, and came round to the southward. About three our line was well formed, and we stood to the eastward under our top-sails, the fore top-sail full, the main top-sail square, the mizen top-sail sometimes full and sometimes aback, as the different ships stations in the line required. At three we made the signal to speak with the fire-ship, and soon after with the Queenborough; all this time the enemy continued bearing down on us with the same sail, and our squadron continued in a very regular close line. At five the enemy’s van was on our beam, at about two miles distance, and about an hour after, they made some signals, hauling their wind almost immediately; the van ship hoisted her top-sails, and set her courses; the commanding ship hoisted her top-sails, hauled her fore tack on board, and stood close upon a wind to the S. E. in about ten minutes. When that ship had got before our beam, we made the signal for our van to fill, and stand on, which we did with the whole squadron under our top-sails and fore-sail, making the proper signals for keeping the line during the night. The enemy from dark, to 11 o’clock, made several signals by guns, and judging by the sound, they were firing on our quarter, concluded they had tacked, upon which, a little before twelve, we made the signal to wear, and wore with the whole squadron, making fail to the westward.

‘ Aug. 3, 1758, moderate and fair weather. At four A. M. the Salisbury made the signal for seeing four sail to the north west. At five A. M. we saw the French squadron about three miles to the westward of us, in a line of battle ahead, standing to the southward, we then made the signal for the line of battle ahead, which was very soon formed. At six Negapatam bore W. S. W.

half W. distance about three leagues. At eight minutes past seven we made the signal for the Tyger and Cumberland to make more sail. At twenty minutes past seven we stood to the S. E. in a well formed line, the enemy's van at the same time bearing W. half N. distant about four miles. At half past eight the enemy's van began to edge down upon us. At 40 minutes past eight made the signal for the Tyger and Elizabeth to change places in the line: and at forty five minutes past nine the Tyger made the Salisbury's signal to close the line. At ten the enemy bore away, as if they intended to run under the stern of the rear of our line. At ten minutes after, we made the signal for the leading ships to steer two points away from the former course. We edged away and steered south. At twenty-five minutes past ten made the Weymouth's, and the Weymouth made the Newcastle's signal to close the line. From this time till twenty minutes past eleven, we were employed in towing particular ships into their stations; for there was little or no wind, and the squadron in some disorder. At twenty minutes past eleven the sea breeze set in from the S. E. which brought the enemy on our larboard and lee-quarter. At half past eleven the enemy's van was on our lee-beam, distant about one mile and a half. At noon our squadron was in a very good line, and preparing to bear down on the enemy. The Elizabeth and Queenborough repeated all the signals we made during the action.

August the 4th, 1758, moderate and fair weather. At 20 minutes past twelve P. M. we made the leading ships signal to steer six points from the former course, our squadron being then in a well formed close line. At 55 minutes past twelve made the rear ships signal to close the line. At one, took in our top gallant sails. At this time the enemy seemed to be drawn up in an half moon, their van and rear being to windward of their center. At twenty minutes after one observing the French admiral made the signal to engage, and their van ships beginning to fire upon the Elizabeth, we immediately made the signal for engaging also, which was repeated by the Elizabeth and Queenborough, and obeyed by the whole squadron. In ten minutes after, the French admiral set his fore-sail, and kept more away.
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The rest of the squadron did the same, and their line was soon broke. The remainder of the action was a running fight. At thirty-five minutes past one the signal for the line was shot away, and another instantly hoisted. Two minutes after that, our main top-sail yard was shot down on the cap, and the main top mast much damaged at the same time. At forty minutes past one the signal for battle was shot away again, and another hoisted directly. At two the enemy's leading ship in the van put before the wind, having cut away her mizen mast, on account of the fall being on fire. The French admiral put before the wind eight minutes after, and was followed by all the ships of the enemy, from the van to the center. At 25 minutes past two the enemy's rear put before the wind, at the same time we made the signal for a close engagement, that our ships might bear down as fast as possible after them. At fifty five minutes past two the enemy wore, and hauled up a little to the southward as we did at the same time. At three made the general signal to chase, at the same time hauled down that for the line of battle and close engagement, making all the sail we could after them. The enemy being at too great a distance for us to fire at them, they crowded with studding sails and every thing else from us; their boats were all cut adrift, they standing about N. N. W. We were employed in knotting and splicing the old, and reeving new rigging, to enable us to make more-sail; the less disabled ships about three miles ahead, and the enemy's rear about five. At six observing the enemy increased their distance; we made the signal to leave off chase, hauling down that for battle at the same time. After joining our ships to leeward, we hauled close to the wind, with the larboard tacks on board; at eight we made the signal, and anchored in nine fathom water. Carical W. half N. distant about three or four miles.

In this action the French had upwards of five hundred and fifty men killed and wounded, among the latter of whom were Mr. D'Aché and his captain, while on the part of the English there were only thirty-one killed, and one hundred and sixteen wounded, among whom were Commodore Stevens by a musquet-ball in his shoulder,

and captain Martin by a splinter in his leg. Two days after the action, the Ruby, a French vessel of 120 tons burthen, laden with shot and medicines, bound from the Mauritius to Pondicherry, was taken by the Queenboro' frigate. The conduct of Mr. Pocock on the foregoing occasions appears more deserving that public tribute of applause, which a grateful country is bound to bestow, inasmuch as Mr. D'Àchè was universally allowed, thro' the whole French nation, to be the bravest and most intelligent officer in their service. As to the enemy, they fled into Pondicherry road, where they continued repairing their damages, as well as circumstances would permit them, till the 3d of Sept. and then returned discomfited to the Mauritius to refit, and wait for the reinforcements which they expected from Old France. Mr. Pocock on his part having put his Squadron in the best condition for service he could, sailed for Bombay also to refit, and continued during the monsoons, according to the general custom on that station, it being extremely dangerous to remain on the coast of Coromandel during the period alluded to.

The natural season of danger being over, and the Squadron refitted, Mr. Pocock quitted Bombay on the 17th of April 1759, intending once more to seek and expel, if possible, the enemies of his country from the coast of Coromandel. Behaving as it is elsewhere very deservedly remarked of him, with a diligence and dexterity that appeared in every undertaking where he had the chief direction, he got round the island of Ceylon before the French had even taken their departure from the islands, whither they had retired. He took up his station where he supposed himself to have the best opportunity of intercepting the enemy and protecting the trade of Britain; and, as it was deemed next to an impossibility for the French Squadron to pass him undiscovered while he continued in that latitude, so did his patience enable him to continue there till the absolute necessity compelled him to quit it; and proceed for Trincomale, on the 1st of September.

He had previously taken the prudent precaution of dispatching the Revenge, one of the East India company's frigates, to cruise off the island of Ceylon in the enemy's track, in order that he might have the earliest notice of their approach. Mr. Smollet asserts, and, as it appears,

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very erroneously, that Mr. Pocock and the squadron quitted Madras road on the 1st of September, for the purpose of cruising in search of the French squadron. The immediate object at that time in view, seems, as we have just stated, to have been a very different one; but this circumstance, whether authentic or otherwise, is immaterial to the future detail. At ten in the morning on the 2d of September the French fleet was discovered from the mast-head of the British squadron: one of their frigates being at that time in pursuit of the *Revenge*, Mr. Pocock immediately made a signal for a general chase, and stood towards the enemy with all the sail he could carry. In force he was so much inferior that nothing but the most exemplary gallantry, aided by consummate ability in every individual under his command, could have preserved them even from defeat, had the enemy displayed any thing like either bravery or good conduct. The British force consisted of no more than nine ships, two of them mounting only fifty guns; while the French line amounted to eleven, nearly all of them larger and more powerful ships. The frigate which had chased the *Revenge*, immediately on discovering the British squadron, tacked and rejoined her own companions, who, instead of eagerly seizing the fair opportunity which, in consequence of their superior force, presented itself to them of wiping off their former disgrace, endeavoured to avoid an action by edging away and delaying time, according to their former practice, till night should favour their escape.

The wind flattening nearly to a calm, Mr. Pocock was unable during the day, to get up, and close with them; but on the approach of night the *Revenge* was ordered to make sail to the southward, and, if possible, not to lose sight of the enemy. The policy of this measure soon became apparent, for about eleven at night the frigate making signals of having discovered the enemy's fleet, the whole squadron bore down under a press of sail, and got very near. A squall of wind unluckily coming on, and continuing from one o'clock in the morning till three, once more frustrated the hopes of forcing the enemy to action, by obliging the British squadron to bring to under close-reefed top-sails. The enemy, notwithstanding this untoward accident, were not able to effect their escape, being dis-

covered

covered at break of day, bearing N.E. by N. at a distance of five or six leagues. Mr. Pocock immediately gave chase, and with some success, continuing till nine o'clock to gain fast upon the enemy, who then finding it dangerous to trust merely to the superior sailing of their ships, formed their line on the starboard tack, standing to the north east with the wind at north west. The British squadron immediately began to form in a line of battle abreast, and stood for the center of the enemy's fleet. The wind failing as the day advanced, and some of the ships, particularly the Newcastle and Tyger, being very heavy sailers, it was near sun-set before all the ships could get properly into their stations.

Joy at the idea of an approaching action, which it was hoped would terminate their fatigue and trouble, was now apparent in the face of every one; but the French chef d'escadre had far different intentions; he dreaded the danger of a direct chase, knowing that, if overtaken in consequence of the pursuers being partially aided by a sudden favourable spurt or breeze of wind, a circumstance by no means uncommon in that part of the world, that the whole or greater part of his formidable squadron might fall more easily under the inevitable confusion, and disadvantage of flight than they would even in action itself. He endeavoured therefore, by forming his line, and once more holding out an apparent resolution of engaging, to cause the pursuers, by adopting the same measure from prudence, to lose that time which they would otherwise have employed in chasing; so that he might still avoid an action till a favourable change of wind, or the approach of night might once more deliver him from foes he dreaded.

About a quarter before five the British squadron being nearly abreast of the enemy, they wore round, and brought to on the opposite tack; Mr. Pocock in consequence, made the signal for his squadron to tack, the rear first, and of course stood away in a parallel line with the enemy's squadron, at the distance of about four miles from it. There was at this time very little wind, scarcely sufficient to afford what is called steerage way. The calm continued till near ten o'clock at night, when a fresh breeze sprung up from the north-west. Mr. Pocock immediately ordered his ships to haul close upon a wind
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under their top-sails, and to form the line of battle ahead. The sudden shift of wind carried the British Squadron ahead of the enemy, and brought the latter on the weather quarter. They soon dropped astern, and the weather proving hazy, disappeared, notwithstanding the *Revenge* used every possible effort to keep them in sight. Running ahead the next morning on the look-out, about eight o'clock four sail were discovered in the north-east. A chase was, as usual, commenced with the utmost eagerness, though ineffectually, for six hours. It was with truth concluded, that the chase, two of whom only were then in sight, did not belong to Mr. D'Achè, and Mr. Pocock in consequence called in his frigate and stood to the northward, rightly conjecturing that the French Squadron was bound to Pondicherry. He crowded all the sail he could carry to reach that port, and was fortunate enough to arrive eight hours before Mr. D'Achè.

We have been thus particular in relating the different transactions which took place from the first discovery of the enemy to the day when the action itself commenced; not only because we believe historians in general have not thought proper to recount them, but because courage, patience, perseverance, and professional ability was, perhaps, never more strongly displayed than in Mr. Pocock's conduct on the above occasion. The account of the action itself we shall now give in his own words.

"I arrived off Pondicherry on the 8th, early in the morning, and saw no ship in the road; but at one o'clock in the afternoon we discovered the enemy to the south-east, and by three counted thirteen sail. We were then standing to the southward with the sea breeze, and, to prevent their passing us, kept a good look-out the following night. At two in the afternoon of the 9th, the wind springing up I made the signal for a general chase, and at four their Squadron appeared to be formed in a line of battle abreast, steering right down upon us. In the evening I ordered the *Revenge* to keep, during the night, between our Squadron and the enemy's to observe their motions. On the 10th, at six in the morning, the body of the French Squadron bore south-east by south, distant eight or nine miles, and was formed in a line of battle ahead, on the starboard tack. We continued bearing down on them in a line of
battle

battle abreast, with the wind about north-west by west. At five minutes past ten the enemy wore, and formed the line ahead upon the larboard tack. At five minutes after eleven we did the same, and kept edging down upon them. At ten minutes past two in the afternoon the Yarmouth, being nearly abreast of the French admiral's second in the rear, and within musket-shot, M. D'Achè made the signal for battle. I immediately did the same; on which both squadrons began to cannonade each other with great fury, and continued hotly engaged until ten minutes after four; when the enemy's rear began to give way the Sunderland having got up some time before, and engaged their sternmost ship: their center very soon after did the same. Their van made sail, stood on, and with their whole squadron bore away, and steered to the S. S. E. with all the sail they could make. We were in no condition to pursue them, the Tyger having her mizen-mast and main-top-mast shot away, and appearing to be greatly disabled. The Newcastle was much damaged in her masts, yards, and rigging; and the Cumberland and Salisbury, in our rear, were not in a condition to make sail. The Yarmouth had her fore-top-sail yard shot away in the flings; and the Grafton and Elizabeth, though none of their masts and yards fell, were greatly disabled in them and their rigging; so that the Weymouth and Sunderland were the only ships that had not suffered, because they could not get properly into action, occasioned by M. D'Achè's beginning to engage before they could close, so that by those means they were thrown out of the engagement, seven of our ships only sustaining the whole fire of the enemy's fleet till near the conclusion, and then no more than eight.

“ The enemy continued their retreat to the southward until dark, at which time I ordered the Revenge to keep between us and the enemy, to observe their motions, and brought to with the squadron on the larboard tack, in order that the disabled ships might repair their damages. At day-light in the morning we saw the enemy to the S. S. E. lying-to on the larboard tack, as we were, about four leagues distant, the wind being about west. The enemy, upon seeing our squadron, immediately wore, and brought-to on the other tack, continuing so until the evening,

when their distance was so much increased we could scarcely discover them from the main-top. At this time, the wind coming to the eastward, I made the signal, wore, and stood under an easy sail to the north-west, the Sunderland having the Newcastle in tow, the Weymouth the Tyger, and Elizabeth the Cumberland. On the 12th, at day-light, we saw the ships in Negapatam road, and, seeing nothing of the enemy, at ten o'clock in the forenoon I anchored with the squadron about three leagues to the southward of that road, and in the evening dispatched the Revenge to Madras, with letters to the governor and council. On the 25th, in the evening, we weighed and stood into the road, and having anchored, continued repairing our damages and refitting the squadron until the 26th, by which time, having put the ships in as good condition for service as the time permitted, I weighed at five o'clock that morning, stood to the northward, and at six was joined by the Revenge from Madras, who brought sixty-three men belonging to the Bridgwater, and Triton, which had been exchanged at Pondicherry, and ten men impressed from the Calcutta Indiaman, which I ordered on board the Tyger and Newcastle, those ships having suffered most in their men.

“ On the 27th, at day-light in the morning, I was close in with Pondicherry road, where the French squadron was lying at anchor in a line of battle. As attacking both the ships and fort at the same time did not suit our condition, I made the signal for the squadron to draw into a line of battle ahead, upon the starboard tack, the wind being off shore, and about W. S. W. We lay with our main-top-sails to the mast, just keeping a proper steerage way for the line to continue well formed. Being in this situation the French admiral made the signal, at six o'clock, to heave a peake, in an hour after, to weigh; and by the time all their squadron (which consisted of eleven sail of the line and two frigates) was under sail, it was near ten o'clock, at which time we were to leeward of them, as before-mentioned, expecting they would bear down directly and engage. But, instead of taking that step, M. D'Achè made the signal for his squadron to keep close to the wind, and also to make sail, stretching away to the southward in a line of battle ahead; by which method
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of acting they increased their distance from about a random shot at day-light, to near four leagues to windward at sunset. Had they cut, or slipped their cables on first discovering us, we must have come to an action by seven o'clock; and, after they had got under sail, had they bore directly down might have been close along-side by eleven. Finding, by their manner of working, a great disinclination to come to a second action, I desired the opinion of the rear-admiral and captains, who all agreed, that, as the present condition of the Squadron would not permit us to follow them to the southward, it would be most advisable to proceed to Madras; accordingly we anchored here the 28th in the evening.

“ I have not been able to obtain a certain account of the enemy's loss, but it is reported, by a deserter, that they had 1500 men killed and wounded, and some of their ships very much shattered. They left Pondicherry road the 1st instant, in the evening, having on board M. Soupiere, brigadier Lally, col. Kennedy, who has almost lost his sight, and a lady, named madam de Veaux; from whence it may be concluded, that either their whole Squadron, or a part, is gone to the islands. It is said they brought no troops, but landed, before their departure, four hundred European seamen and volunteers, with two hundred coffres. They brought very little money: but the diamonds which were taken in the Grantham, were left at Pondicherry.

“ Our loss is very considerable, though greatly inferior to the enemy's. We had one hundred and eighteen men slain in action, sixty-six have died since of their wounds, one hundred and twenty-two remain dangerously, and two hundred and sixty-three slightly wounded, so that our whole number, killed and wounded, amounts to five hundred and sixty-nine men. Amongst the slain are captain Michie, who commanded the Newcastle; captain Gore of the *marinès*, and lieutenant Redshaw, both of the Newcastle; lieutenant Elliot, of the Tyger; the master of the Yarmouth, and boatswain of the Elizabeth: the gunner of the Tyger is since dead of his wounds. Captain Somerset, who commanded the Cumberland, is wounded in one of his ankles, but is in a fair way of recovery. Captain Brereton received a contusion on his head,

head, which is now well. All the officers and seamen in general behaved with the greatest bravery and spirit during the action; and, by the vigour and constancy of their fire obliged the enemy to retreat, notwithstanding their great superiority.

“ I have enclosed our line of battle, together with that of the enemy.

British line.

The Elizabeth led with the larboard tacks on board.

Ships.	Commanders.	Guns.	Men.
Elizabeth—captain Tiddiman	-	64	480
Newcastle—Michie	-	50	350
Tyger—Breteton	-	60	420
Grafton—rear-ad ^m . Stevens—Kempfenfelt	-	68	535
Yarmouth—vice-ad ^m . Pocock—Harrison	-	68	540
Cumberland—Somerset	-	58	520
Salisbury—Dent	-	50	320
Sunderland—hon. capt. Colville	-	60	420
Weymouth—sir William Baird, bart.	-	60	420
		<hr/> 536	<hr/> 4035

French line.

The Actif led with the larboard tacks on board.

Ships.	Commanders.	Guns.	Men.
Actif—M. Beauchaine	-	64	600
Le Minotaure—	} M. L'Aguille, }	74	650
	} chef d'escadre }		
Le Duc d'Orleans—M. Surville, le cadet	-	60	500
Le St. Louis—M. Johannes	-	60	500
Le Vengeur—M. Palliere	-	64	500
Le Zodiaque—M. d'Achè, lieut.-gen.	-	74	650
Le Compte de Provence—M. La Chaife	-	74	650
Le Duc de Bourgogne—M. Bouvet	-	60	500
L'Illustre—M. de Rais	-	64	600
La Fortune—M. Lohry	-	64	600
Le Centaur—M. Surville	-	70	650
		<hr/> 728	<hr/> 6400

An account of the number of men killed and wounded on board each of his majesty's ships.

Elizabeth	-	77	Yarmouth	-	39
Newcastle	-	112	Cumberland	-	52
Tyger	-	168	Salisbury	-	36
Grafton	-	83	Sunderland	-	2
					Total - 569

Thus, as Campbell very justly observes, had admiral Pocock, during the whole time he held the chief command in the Indian seas, seconded, with the greatest skill and activity, every effort made by the army. He had more than once compelled Mr. D'Achè, the greatest admiral France could boast of, and who alone supported the declining reputation of her marine, to take shelter under the walls of Pondicherry. "Pocock (says he) had reduced the French ships to a very shattered condition, and killed a great number of men," he might have added too, with a force infinitely inferior; "but what is the most extraordinary, and shews the singular talents of both admirals, they had fought three pitched battles in the course of eighteen months, without the loss of a ship on either side." Mr. Pocock had no farther action with the enemy, returning to Europe in the following year *, after leaving the command with Mr. Stevens. He now enjoyed a temporary relaxation from those long fatigues of service which he had endured for so many years in a climate highly injurious to European constitutions, not being re-appointed to any subsequent command till the year 1762.

In 1761 he was, as a justly earned reward for his services in India, honoured with the order of the Bath, and in the course of the same year was promoted to be admiral of the blue. The rupture which had taken place with Spain having engaged ministry to turn their thoughts to the reduction of the distant, which were, on many accounts, at the same time the most valuable possessions belonging to that nation, among other expeditions which it was resolved should be immediately set on foot, was that against the Havannah. The consequence of this important place appeared to hold it out as a sufficient counterpoize

* He arrived in the Downs on the 22d of September.

On the most public and national ground, to the probable risk of again hazarding an enterprize of so much consequence, in a part of the world, where, principally owing to the extreme unwholesomeness of the climate, the British arms had, in a former war, been foiled. In order to prevent alarming the Spaniards by the equipment of a formidable fleet from England, it was resolved that sir George, with only four ships of the line, one frigate, and some transports, on board which were embarked four regiments of infantry, with their camp equipage, cannon and a proportionate quantity of ammunition, should proceed to the West Indies *, where he was to take under his command the squadron that had been previously employed in the reduction of Martinico, under sir James Douglas. With the above force he sailed on the 5th of March. The squadron arrived safe at Martinico on the 22d of April, and almost miraculously so, for the count de Blenac, with a force of 7 ships of the line, 4 frigates, and a number of transports, had got out of Brest about the same time sir George sailed from Portsmouth. This French chef d'escadre was sent to the relief of Martinique, but not arriving there till after the surrender of Port Royal, had proceeded to Cape François and left the seas open to this little British squadron, which it might at least have disabled, if not crushed, had a meeting taken place during the passage.

Sir George immediately on his arrival, used the greatest activity in forwarding every service relative to the expedition. So multifarious, however, and tedious were the different exigencies of it, that it was the 27th of May before the fleet was in a condition to proceed. The force of the armament, collected as it now was, made a most formidable appearance: it consisted of nineteen ships of the line, eighteen frigates, and a fleet of transports containing 10,000 soldiers, (which were to be joined, when landed on Cuba, by 4000 more expected from New York) with all the implements necessary to offensive operations. The admiral reflecting that the season was far advanced, and that in a short time the commencement of the rainy season would totally put a stop to all offensive

* In the year 1762, he was elected representative in Parliament for the town of Plymouth.

operations, resolved to attempt passing through the old streights of Bahama. This measure considerably shortened the voyage, but was considered extremely hazardous, that sea being unfrequented, especially by the British, and almost unknown to them. There are nevertheless cases, when steps, which on ordinary occasions would be deemed hazardous and even desperate, become perfectly justifiable and proper. So were they in the present instance; and nothing could more strongly evince the zeal, the decisive, active spirit of the admiral, than his conduct on this occasion, and the contempt of danger he displayed in it.

Mingling the most careful prudence and precaution with the greatest spirit, he took every means human foresight could suggest, to secure the passage of so numerous a fleet in safety. Success in the most extensive sense crowned his exertions, so that by the 5th of June the whole armament had made its passage through the streights without encountering the smallest sinister accident. On the 6th, in the morning, the fleet being then within four leagues of the entrance of the port of the Havannah, sir George made the signal for the whole fleet to bring to, and distributed his orders to the different ships, leaving a division of the fleet, consisting of six ships of the line and some frigates, under commodore Keppel, to cover the landing of the troops. He proceeded with the remainder, consisting of thirteen ships of the line, two frigates, as many bomb-vessels, and thirty-six sail of victuallers and storeships, to block up the harbour, in which the Spaniards themselves had a considerable naval force, consisting of twelve sail of the line. The subsequent operations of the siege were principally confined to the land department; so that it is sufficient to say briefly, the admiral most warmly co-operated in every attack where the assistance of the fleet * was deemed, in any degree necessary, and

* The operations, in which the admiral was more particularly concerned, were, a feint made of landing the marines belonging to the Squadron four miles to the westward of the Havannah, in order to divide and distract the enemy's attention, while the earl of Albemarle landed with the army near the river Coxemur, about six miles to the eastward of the Moro. After the Spaniards had on the 12th of June blocked up the harbour, by sinking three of their line of battle-ships at the entrance of it, sir George, leaving four of his ships to cruise in the offing, anchored with the remainder off Chorera river, the place where

and certainly contributed very eminently both to the successful and speedy termination of the siege.

The city, as it is well known, surrendered on the 14th of August, and with it nine ships of the line, the remainder having been sunk to block up the entrance of the harbour. Sir George, after the capitulation was executed, was as industrious in the civil duties attendant on his high station, as he had before been in those of an hostile nature. He became the friend and protector of the vanquished, shielding them by every means in his power from those acts of intemperance which, notwithstanding the best regulations, sometimes take place on such occasions. On his return from this gloriously successful expedition he had to combat a severe and tremendous tempest, in which many of his ships were reduced to the greatest distress. Sir George never had any command after his arrival in England; and, in 1766, retired totally from the service, sorry are we to add, apparently in much disgust.

Various reasons have been assigned for this apparent ill temper in so brave and good a man, the greater part of them too ridiculous for recital. The real cause, we believe, to have been a disappointed expectation he had entertained of being appointed first commissioner of the admiralty, as successor to John, earl of Egmont. We are confirmed in this belief by an anecdote communicated to us, and which we undoubtedly believe to be genuine. When sir George was first made acquainted with the appointment of sir Charles Saunders to that high office, he immediately went to the late lord Hawke, and complained to him, in rather warm terms, of the indignity he thought offered on that occasion to the older flag-officers, who had equally distinguished themselves. Sir Edward was at that very time on the point of going out

where he had before made a feint of landing, and where he could easily obtain wood and water for the squadron. He afterwards in reality put on shore eight hundred of his marines at the request of the general, in order to secure a footing on both sides of the town, and divide the attention of the foe. He moreover detached three of his ships to cannonade the north-east face of the Moro, on which, though they were able to make little impression, they rendered material service to the operations of the army, by diverting the force of the enemy for a time, and enabling the troops to complete their batteries.

order to wish sir Charles joy of his promotion*; and when he informed sir George of his intention, the opinion of that great and good man had so much weight with him, as not only to moderate his displeasure but even to induce him to adopt a similar conduct himself. His disgust, though temporarily assuaged, was not effaced; and his former sentiments, as to the public indignity offered to his cotemporaries, and what he deemed private neglect to himself, induced him to persevere in his first resolution of retiring from the service for ever. A perfect evenness of temper is, perhaps, incompatible with the frailties of human nature; but though a mind too susceptible of indignity may be pitied, it cannot fairly be condemned.

Sir George immediately afterwards, resigned his rank as admiral of the blue, and continued during his life in peaceable and honourable retirement. He died on the 3d of April 1792, at his house in Curzon-street, May Fair, being then in the 87th year of his age, and having, during the latter part of his life, filled no other public character, or the smallest semblance of one, than that of one of the vice presidents of the marine society. It is elsewhere remarked, and with the greatest apparent truth, that his history, both in private and public life, was of so exemplary a nature as to demand a tribute of the highest respect, a respect most justly due to the memory of so worthy, so excellent a man. He was admired, he was revered, even by his enemies; he was esteemed and beloved by all the officers who had served under him, and held almost in adoration by every seaman who had ever been under his command. Nor were his private virtues less the subject of regard and honour than those of greater and more public notoriety. As a parent he was, with the greatest truth, unexcelled: as a brother, most truly benevolent: and, as a relative, affectionate in the highest degree to all his connections. To a consummate modesty, which rendered him unconscious of his own high merits, he added an humanity, improved by an extensive generosity, which raised him up as a blessing to all his neighbours, whose indigence called forth

* For, said he, a worthier man cannot exist; he is in every respect qualified to discharge the duties of that high office; and why should we be offended that a younger officer than ourselves is thought deserving of it?

his ever attentive bounty. It is said of him, that, unlike the generality of naval officers, he was *never* known to swear, even on board his ship; and that as he certainly possessed the most undoubted courage, so did he unite with it the greatest resolution and most serene temper, a circumstance which rendered his retirement in the manner it took place, the more extraordinary to all who knew him. All acquainted with his character must bear testimony to the truth of these assertions, and join in lamenting the death of so great, so good a man.

His remains were interred in the family vault at Twickenham, near those of his lady, by whom he left one son, George Pocock, esq. F.R.S. and one daughter, married to the present earl Powlet when lord Hinton.

WALLIS, Gilbert,—was, on the 30th of June 1738, appointed captain of the Port Mahon frigate. He never had any other command, dying captain of the vessel above mentioned some time in the year 1740.

N. B. The name of this gentleman is omitted in the greater part of the MS. lists we have seen.

WATSON, Charles.—This brave and excellent officer was, on the 14th of February 1738, appointed captain of the Garland frigate. He remained in this vessel some years, at least till after 1741, latterly employed on the Mediterranean station under Mr. Haddock. In 1742 we find him in the same service captain of the Plymouth, of sixty guns. He remained in this ship till the departure of Mr. Barnet for England, when he succeeded that gentleman as captain of the Dragon, in which ship he continued to serve under Mr. Mathews, and is particularly marked by the admiral as having distinguished himself extremely in the encounter with the French and Spanish fleets off Toulon. On his return to England he was removed into the Princess Louisa, a ship of the same rate and force with the two he had last commanded. In the year 1747 he served as captain of that ship in the two squadrons successively sent out, under the admirals Anson and Hawke, and strongly displayed his usual gallantry in the two encounters with the different French squadrons under monsieur de Jonquiere and M. De L'Entendiere.

Under Mr. Hawke he was more particularly fortunate than he had been under Mr. Anson, having, in conjunc-

tion with captain Scott, in the *Lion*, engaged and stopped the enemy's squadron till the rest of their companions could come up. His services and conduct were so highly esteemed by the British ministers, that, on the 16th of May, the preliminaries of peace being then actually signed, he was appointed commander-in-chief of the squadron employed on the Newfoundland or North-America station, and was nominated governor and commander-in-chief of the island of Newfoundland, with the fort and garrison of Placentia, &c. having by order, bearing date the 12th of May, been previously advanced to be rear-admiral of the blue. Some time before the rupture with France took place*, he was appointed commander-in-chief of the fleet employed in the East Indies, and sailed on that service immediately afterwards†. His first enterprize after his arrival at Bombay, in the month of November 1755, appears to have been the reduction of the important fortress of Geriah, the capital of the dominions possessed by the arch-pirate Angria. Mr. James, commander of one of the company's ships, who had just before distinguished himself exceedingly in the reduction of Severndroog, was dispatched to reconnoitre the port and sound the entrance of the harbour. This service he very successfully performed; and Mr. Watson, being joined by several ships belonging to the East India company, having on board a body of troops, commanded by the well-known colonel, afterwards lord Clive, sailed on the expedition about the 7th of February.

The admiral was met in the neighbourhood of Geriah by the fleet of the Mahrattas, who were concerned in the expedition as allies: it consisted of four grabs and forty smaller vessels called gallivats. Their land-force amounted to seven or eight thousand men, under the command of Rhamagee Punt, who had not only made himself master

* In the month of February 1754.

† His force consisted of,

The Kent—rear-admiral Watson, captain Speke	-	70	guns.
Cumberland—rear-admiral Pocock, capt. Harrison	-	66	
Tyger—Latham	-	60	
Salisbury—Knowles	-	50	
Bridgewater—Martin	-	30	
Kingsfisher sloop—Smith	-	14	

On the 4th of February 1755, he was advanced to be rear-admiral of the red.

of

of one fort, but was then actually treating for the surrender of Geriah itself. Angria had quitted the place, but his wife and family remained behind under the protection of his brother-in-law, who commanded in the fort. Mr. Watson immediately on his arrival sent him a proper summons to surrender, and received a most peremptory refusal, to which was added a declaration, which is to be taken as a mere matter of course, that he would defend the place to the last extremity.

Preparations, and the necessary arrangements were in consequence immediately made for the attack. The English fleet entered the Harbour on the 12th of February in two divisions, sustaining, as they passed, a very heavy cannonade from the batteries of the place, and a number of large grabs moored close under them. The fire, however, of the enemy slackened considerably very soon after the ships, ordered to attack, had got into their stations. Between four and five in the afternoon, a shell falling into one of Angria's armed vessels, set her on fire, and the flames quickly communicating to the rest, the whole fleet was completely, as well as expeditiously destroyed. Between the hours of six and seven in the evening, a shell thrown into the fort set that on fire also, and the firing ceased for a short interval, on both sides.

The admiral suspecting the governor would prefer surrendering the town up to the Mahrattas rather than the English, requested Mr. Clive to disembark the troops, that he might be ready, in case of emergency, to take possession of the place. The bombardment of the citadel having recommenced, was continued with the greatest spirit, and the line of battle ships were warped in close enough to the walls to batter in breach. After this disposition was made the admiral humanely sent an officer with a flag of truce, inviting the governor to surrender. This proposal being still rejected, the English ships renewed their attack, on the following day, with the utmost vigour. About one o'clock the principal magazine of the fort blew up, an accident which had such an effect on the spirits of its defenders, that about four they displayed a white flag, as a signal for parley. The terms of surrender could not even now be agreed on, so that the assault re-commenced, and was supported with unremitting ardour till a quarter past five. The white flag was then once more hoisted, and

the governor thought proper to surrender on such terms as the admiral himself had proposed.

The flag of Angria was immediately struck, and the British colours hoisted in its room, on possession being taken of the fort by a detachment from the army. As a proof that the admiral's precaution in desiring colonel Clive to land with the troops was absolutely necessary, the Mahratta chiefs tampered with the British captains who commanded, offering them a bribe of fifty thousand rupees if they would permit them to pass and take possession of the fort. It is needless to say this proposal was rejected with the highest disdain. In the fort, which was thus reduced with very inconsiderable loss on the part of the assailants, were found upwards of two hundred pieces of cannon, six brass mortars, a considerable quantity of ammunition, together with valuable effects and specie to the amount of 130,000*l*. The fleet destroyed consisted of eight grabs, one ship, together with two on the stocks, and a number of gallivats, a particular species of vessel used in those seas, and peculiarly adapted to that piratical kind of war in which their owner had been engaged.

Among the prisoners were found Angria's wife, children, and mother; and the conduct of the admiral towards these unfortunate persons forms too amiable a trait in his character for us to suffer it to pass unnoticed.

On entering their apartment the whole family, shedding floods of tears, fell with their faces to the ground; from which being raised, the mother of Angria told Mr. Watson, in a piteous tone, "The people had no king, she no son, her daughter no husband, their children no father." The admiral replying, "they must look upon him as their father and friend," the youngest boy, about six years of age, seized him by the hand, and sobbing exclaimed, "Then you shall be my father." Mr. Watson was so affected with this pathetic address, that the tears trickled down his cheeks, while he assured them they might depend upon his protection and friendship.

Six hundred European and native soldiers were left to garrison the fort; and four armed vessels, belonging to the East India company, remained in the harbour, which was extremely well situated for commerce, as an additional protection.

Vice-

Vice-admiral Watson immediately returned in triumph to Bombay; and having refitted his ships, sailed from thence on the 30th of April for fort St. David's, where he arrived on the 29th of May. After a stay of three weeks he proceeded to Madras, which he reached on the 20th of June*. He there received the melancholy news of the capture of Calcutta, and the dismal tragedy that had been acted there under the tyranny of the Sur Rajah Dowlat. He immediately began to concert measures for the recovery of that important place, as well to revenge the foul murders that had been committed on that melancholy occasion. These arrangements not only necessarily took up some time, but it was also necessary to wait the change of the monsoon. At length all things being ready, and Mr. Clive with his little army embarked, the vice-admiral sailing from Madras on the 6th of October, on the fifth of December came to an anchor in Balasore road on the Bengal coast. Having crossed the Braces he proceeded up the Ganges as far as Fultah, which he reached on the 15th, and found there governor Drake, with the rest of the persons who escaped on board the ships at the time Calcutta was invested. On the 28th he proceeded up to Calcutta with the Kent, Tyger, Salisbury, Bridgewater, and Kingsfisher sloop. On the following day colonel Clive, with a small body of troops, was put on shore to invest the fort of Busbudgia, which being at the same time cannonaded by the ships, and ill-provided with cannon, did not hold out above an hour after the fire commenced. All the other forts and batteries were progressively abandoned by the impotent enemy as the ships advanced up the river; and on the 1st or 2d day of Jan. 1757, Mr. Watson, with the Kent and Tyger, came to an anchor off the town at Calcutta. After a smart cannonade of two hours the enemies batteries were completely silenced, and all the men driven from the guns, so that the different defences and the place itself were taken possession of, without farther opposition, by captain Coote and a detachment from the army. In the fort were found ninety-one pieces of

* In the course of this month he was advanced at home to be vice-admiral of the blue.

cannon, four mortars, abundance of ammunition, stores and provisions, together with every requisite necessary for sustaining a long and obstinate siege. Thus were the English re-established in two of the strongest fortresses on the Ganges, with the inconsiderable loss of nine seamen and three soldiers killed.

The reduction of the city of Hughly, situate a considerable distance higher up the river, was immediately undertaken, and effected with less difficulty than the hopes of the most sanguine had prognosticated. All the principal storehouses of salt, together with the granaries, for the support of the Nabob's army, were situate at this place, so that not only the intrinsic loss to him was immense, but it was rendered still more considerable and grievous as it was the principal depot from whence he derived the means of carrying on the war. The viceroy of Bengal was so enraged at this unexpected success, that he madly rejected all proposals made by the vice-admiral and colonel Clive for an accommodation. He accordingly assembled, with the utmost expedition, an army, consisting of fifteen thousand foot and twenty thousand horse, announcing a firm resolution to expel the English out of his dominions, and take ample vengeance for the disgraces he had lately sustained.

On the second of February he arrived in sight of the British camp, and established himself within a mile of Calcutta. Mr. Watson instantly formed a detachment of six hundred seamen from the squadron, which were put under the command of captain Warwick, and sent to support the colonel and his little army. He advanced on receiving this reinforcement, and attacked the viceroy with so much vigour that he retreated almost at the first onset with the loss of a thousand men killed, wounded, and taken prisoners, together with an immense number of horses, bullocks, and some elephants. A peremptory letter written by the vice-admiral after this success, first induced the viceroy to listen to the terms of accommodation proposed. A peace was soon afterwards agreed on and concluded*; but the vice-admiral had too much

* The terms were honourable in the extreme, it being stipulated that all merchandize belonging to the company should pass and repass
in

much discernment to rely implicitly on the faith of a man who had so frequently broken his word, he accordingly took all active measures to restore the affairs of the British East India company, and reduce that of France, as no safety could be depended on while the smallest influence of the latter existed.

To complete fully the purpose by which this end was to be produced, the vice-admiral as soon as he had successfully accomplished the recovery of Calcutta, projected an expedition against the important French settlement of Chandernagore. It was situated on the Ganges, some distance above the town of Calcutta, and was considered as the chief settlement, possessed by that nation, in the bay of Bengal. Colonel Clive, who commanded the land forces, marched by land for that place, at the head of upwards of two thousand men, seven hundred of whom were Europeans. On the 18th of March vice-admiral Watson, with Mr. Pocock as his second in command, got up within two miles of the French settlement with the Kent, Tyger, and Salisbury ships of war. They found their farther passage obstructed by a strong boom laid across the river, and by several vessels sunk in the channel. But these difficulties were soon removed, and the little squadron advancing on the 24th, drew up in a line before the fort, which was cannonaded with the greatest fury for upwards of three hours. An attack, equally spirited, was commenced at the same time from the land-side by colonel Clive, and their united efforts soon compelled the enemy to hoist a flag of truce and propose to surrender. The town was that very afternoon delivered up to captain Latham, of the Tyger; its re-

in every part of the province of Bengal free of duty: that all the English factories seized the preceding year, or since, should be restored, with the money, goods, and effects appertaining: that all damage sustained by the English should be repaired, and their losses repaid: that the English should have liberty to fortify Calcutta in whatever manner they thought proper, without interruption: that they should have the privilege of coining all the gold and bullion they imported, which should pass current in the province: that the Nabob should remain in strict friendship and alliance with the English; use his utmost endeavours to heal up the late divisions, and restore the former good understanding between them: all which several articles were solemnly sealed and signed with the Nabob's own hand.

duction

duction being accomplished with the trivial loss of forty persons only, killed and wounded, on the part of the British, notwithstanding the garrison consisted of near seven hundred men, five hundred of whom were Europeans. The fortifications were in good condition, having one hundred and twenty-three pieces of cannon mounted on them besides mortars; the place was also abundantly supplied with provisions for the support of its defenders, and ammunition for their defence. This fortress being the last possessed by the French in that part of the world, the Nabob, reduced to the lowest ebb, was compelled, very reluctantly, to comply with the terms of the treaty he had before entered into with Mr. Watson and colonel Clive. He did this, however, in so very dilatory a manner, and discovered so manifest a partiality to the French, that it was very discernible he only waited for a junction with a body of their European troops, under Mr. De Buffy, to come to a second rupture.

This treacherous conduct on his part led to one of the most memorable events in the annals of Bengal; we mean the battle of Plassey, and the deposition of the Nabob; the particulars which immediately preceded it, as well as those subsequent to it, are thus related in an official letter from the vice-admiral, dated on board the Kent, off Calcutta, July the 16th, 1757.

“ By captain Toby, of the Kingsfisher sloop, I informed you, in a letter dated the 14th of April, of the surrender of the town and port of Chandernagore; and in the same letter I took notice of the great reluctance which the Nabob Sur Rajah Dowla shewed in complying with the articles of the peace, on which subject many letters passed between us; in most of them he never failed to be very liberal in his promises, but that was all that could be obtained from him. These delays, to the final execution of the peace, were in effect the same to the commerce of the kingdom, as much as if none had been concluded. The leading men at the Nabob's court, knowing his faithless disposition, and perceiving no probability of an established peace in their country, while he continued in the government, began to murmur, and entered into a confederacy to divest him of it; among these were Jaffier Ally Cawn, who was one of his principal generals, and held several other considerable employ-

employments; but he having been greatly disgusted at the Nabob's repeated ill treatment, became very zealous in the confederacy against him, and communicated the design to Mr. Watts, the second in council of this place. By the letters, of the 26th and 28th of April, the committee was informed of this affair, which was debated with all the attention and circumspection possible. On maturely examining into the behaviour of the Nabob, he appeared so far from complying with the articles of the peace he had solemnly sworn to observe, that he would not permit us to put a garrison into Cossimbuzar; and had given strict orders not to suffer even a pound of powder or ball to pass up the river. These measures, added to the certain accounts we received of his having invited M. Bussy, the French commanding-officer in the province of Golconda, to join him with all the troops he could bring, gave us very little reason to believe he had any intention to continue even on peaceable terms with us, longer than he thought himself unable to engage in a war against us: it was therefore judged most adviseable to join Jaffier Ally Cawn with our troops, such a step appearing the most effectual way of establishing a peace in the country, and settling the English on a good and solid foundation. This being resolved on, and the articles, hereafter recited, agreed to, our army marched on the 13th of last month from Chandernagore towards Cossimbuzar; and, in order that col. Clive should have as many Europeans with him as possible, I agreed to garrison Chandernagore, and to send up with him on the expedition, a lieutenant, seven midshipmen, and fifty seamen, to serve as gunners. I also ordered the twenty-gun ship to anchor above Hugley, to keep the communication open with the colonel.

“ On the 19th of June, Cutwa fort and town, situated on this side of the river, which forms the island of Cossimbuzar, were taken by a party detached for that purpose. There the army remained two or three days for intelligence from Jaffier Ally Cawn, who, it was agreed by all in the confederacy, should succeed to the Nabobship, he being a man of family, and held in great esteem by all ranks of people. On the 22d the army crossed the river, and the next day had a decisive battle with Sur Rajah Dowla, over whom our troops obtained a complete victory, put his
army

army to flight, and took possession of his camp, with upwards of fifty pieces of cannon and all his baggage. He was joined by 50 French soldiers, who worked his artillery; and, by the most authentic accounts, his army consisted of about twenty thousand fighting men, exclusive of those under the command of Jaffier Ally Cawn, and Roy Dowlub, who did not act against us. The number killed in the enemy's camp were few, as they only stood a cannonading. We had about nineteen Europeans killed and wounded, and thirty seapoys.

“ Sur Rajah Dowla, after his defeat, withdrew privately; as did Montoll, his prime minister; and Monick Chaund, one of his generals.

“ On the 26th of June, Jaffier Ally Cawn entered the city of Muxadayad; and, by a letter from the colonel of the 30th, we were informed of his having placed Jaffier Ally Cawn in the ancient seat of the Nabobs of this province, and that the usual homage had been paid him, by all ranks of people, as subah of the provinces of Bengal, Bahar, and Oriza.

“ On the 30th, late at night, a letter came from the col. advising that Sur Rajah Dowla was taken prisoner; and, on the 4th instant, he acquainted the committee of the Nabob's having been put privately to death by Jaffier Ally Cawn's son, and his party. The specie in the treasury, upon examination, was found very short of expectation; however the colonel has already sent down one-third of the sum stipulated in agreement, and it is said as much more will soon follow as will make up half; the other half is to be paid in three years, at three annual and equal payments.

“ Mr. Law, who was the French chief at Cossimbuzar, and who had collected near two hundred French European troops, was coming to the assistance of the late Nabob, and was within a few hours march of him when he was taken prisoner, which Mr. Law hearing of he advanced no farther. Soon after, the colonel detached a party in search of Law, under the command of captain Coote of colonel Adlercron's regiment, consisting of two hundred Europeans and five of seapoys, joined by two thousand of Jaffier Ally Cawn's horse. We cannot yet expect to hear any thing of the event of this detachment's being sent out, as it is uncertain

uncertain how far captain Coote may be led after the French party.

“ A few days ago the Marlborough Indiaman arrived here from Vizagapatam, with an account of the surrender of that settlement to the French on the 26th of June. The garrison consisted of one hundred and thirty Europeans with two hundred seapoys: and the French sat down before it with eight hundred and fifty Europeans, six thousand seapoys, and a small body of horse.

“ A translation of the treaty executed by Jaffier Ally Cawn Bahadar, in his own hand.

“ In the presence of God and his prophet, I swear to abide by the terms of this agreement while I have life,

Meer
Mahmud Jaffier
Cawn Bahadar
the Slave of
Allum Geer
Mogul.

1. The agreement and treaty with Nabob Sur Rajud Dowla I agree to and admit of.
2. The enemies of the English are my enemies, whether Europeans or others.
3. Whatever goods and factories belong to the French in the provinces of Bengal, Bahar, and Orixia, shall be delivered the English, and the French never permitted to have factories or settlements any more in these provinces.
4. To indemnify the company for their losses, by the capture of Calcutta, and the charges they have been at to repossess their factories, I will give one crore of rupees.
5. To indemnify the English inhabitants, who suffered by the capture of Calcutta, I will give fifty lacks of rupees.
6. To indemnify the losses suffered by Jentoor, Moormen, &c. I will give twenty lacks of rupees.
7. To the inhabitants, the Armenian peons of Calcutta, who suffered by the capture, I will give seven lacks of rupees.

The division of these donations to be left to the admiral, the colonel, and committee.

8. The lands within the Moratta ditch all round Calcutta (which are now possessed by other Zemindars) and six hundred yards all round without the ditch, I will give up entirely to the company.

9. The Zemindary of the lands to the southward of Calcutta, as low as Culpee, shall be in the hands of the English company, and under their government and orders, the customary rents of every district within that tract to be paid by the English into the king's treasury.

10. Whenever I send for the assistance of the English troops, their pay and charges shall be disbursed by me.

11. From Hugley downwards I will build no new forts near the river.

12. As soon as I am established Subah of the three provinces I will immediately perform the above-mentioned articles.

Dated the 15th of the Moon Ramazan, in the fourth year of the present reign.

“The new Nabob gave to the Squadron and troops fifty lacks of rupees, besides the sums stipulated by the treaty for other services.

“One crore is an hundred lacks, and one lack is about 12,500l.”

The vice-admiral did not long survive the foregoing very brilliant achievement, dying on the 16th of September, at Calcutta, of a fever, contracted, as is generally believed, in consequence of the fatigue he had undergone, rendered still more oppressive by the unwholesomeness of the climate. He was buried, as is customary in hot countries, on the following day, his corps being attended to the grave by all the principal inhabitants of the place, who appeared as if attempting to out-vie each other in the liveliest demonstrations of sorrow, for the loss of a man whom they adored, and revered as a deliverer and a parent. As the last token of gratitude they were capable of paying him, an handsome monument is said to have been erected there to his memory. On the 22d of March 1760, his son was created a baronet, as a proof of the high opinion entertained by the sovereign himself of the father's merits: and a very superb monument was erected to his memory in Westminster-abbey, at the sole expence of the East India company.

In

In the center of a range of palm-trees is placed an elegant figure of the admiral receiving the address of a prostrate figure, representing the Genius of Calcutta, the place he relieved and retook from the Nabob in January 1757. On one side is the figure, in chains, of Chandernagore, the other fortrefs taken by the admiral the March following. In front of the monument is the following inscription.

To the memory of CHARLES WATSON,
Vice-admiral of the white, commander-in-chief
Of his majesty's naval forces in the East Indies,
Who died at Calcutta the 16th of August 1757.

The East India company,
As a grateful testimony of the signal advantages which
they obtained by his valour and conduct,
Caused this monument to be erected.

WEST, Temple, — was, on the 13th of June 1738, promoted to be captain of the Deal Castle frigate. He was at that time not more than twenty-four years old; and his having attained that rank at so early an age is certainly no slender proof both of his diligent attention to the duties of his station and his general ability in having so soon acquired a competent and perfect knowledge of them. He continued captain of the Deal Castle till the beginning of the year * 1741. He was then appointed to the Sapphire, and in May was promoted to the Dartmouth, of fifty guns, one of the ships afterwards employed, on the Mediterranean station, under Mr. Haddock. He was some time afterwards advanced to the Warwick, of sixty guns, which ship he continued to command, on the same station, till after the encounter with the French and Spanish fleets off Toulon. The Warwick was the second ship in the division of rear-admiral Rowley, who commanded the van of the British line. That of the enemy, commanded by commodore Gabaret, attempted to weather the headmost of the British line, and by tacking upon them inclose them between two fires: but the captains Cooper, West, and Lloyd penetrated into this design, and very properly counteracted the attempt, for a considerable time, with success.

* We find no other mention made of him during the time he commanded this ship, except that, in the month of February, he convoyed the Lisbon trade from thence to England.

The prudence of this conduct was very apparent, Mr. Rowley having himself been obliged to tack in order to rejoin the center as soon as Mr. De Gabaret succeeded in his manœuvre. Nevertheless, Mr. West, and the rest of his companions having acted entirely from their own opinion, without orders from Mr. Rowley, or the commander-in-chief, were all brought to a court-martial and sentenced to be dismissed the service. But though strict discipline compelled this apparent share of disgrace and punishment, their conduct was thought not only so little culpable, but even so praise-worthy, that they were all very soon afterwards restored with honour to the service. It is generally believed by most persons acquainted with the particular circumstances attending the foregoing action, that Mr. West has been mistaken, by some historians, for captain Hawke, whom they have erroneously reported to have been dismissed for his conduct in breaking the line during that memorable encounter, tho' afterwards restored with the highest honour in respect to his very great gallantry*.

In 1747 Mr. West commanded the Devonshire, of 66 guns, under rear-admiral Warren, and behaving with the greatest gallantry in the action with the French squadron under monsieur De Jonquiere, of course acquired to himself the greatest reputation†. In 1753, according to Mr. Hardy, but from other accounts, which we believe in this particular more correct, in 1755, he was promoted to be rear-admiral of the red, and appointed to command one of the small squadrons stationed in the Bay of Biscay. In the following year, having hoisted his flag on board the Buckingham, of seventy guns, he was sent second in command of the squadron ordered to the Mediterranean under the unfortunate Mr. Byng. The different operations which took place during that unhappy expedition have been already related at full in the account of that gentleman: but Mr. West, though connected in the service, was not equally so in the disgrace

* Mr. West was tried at Deptford on the 13th of December 1745, and restored to his rank by order of council, bearing date the 12th of May following.

† He quitted the Devonshire soon afterwards, on that ship being appointed for rear-admiral Hawke's flag; and no other mention is made of him till the following year, when he commanded as commodore at the Noce.

which

which attended it. His gallantry in the skirmish, for the encounter scarcely deserved the name of an action, was applauded both by the friends and enemies of the commander-in-chief; and the highest encomiums were bestowed on it by himself. Acting in a subordinate capacity, Mr. West was not in any degree accountable for those acts of misconduct which, supposing them proved in their fullest extent, belonged only to the principal or chief-in-command. He however underwent an arrest at the same time with Mr. Byng, and was accordingly sent home prisoner with him on board the *Antelope*; but their reception both from the sovereign and the people, was very widely different. That of Mr. Byng has been already noticed, Mr. West was on the other hand received by his countrymen as an hero, and by the sovereign as a favourite, in-somuch that, on the 20th of November 1756, he was not only included in the new commission published on that day for executing the office of lord high admiral, but was immediately afterwards appointed to command in-chief a squadron destined for a secret expedition.

He had, however, too much honour to serve under men whom he very justly considered as enemies taking an undue advantage of his unfortunate principal or superior in command, and though he was conceived to have been the most material evidence against Mr. Byng, yet, on the very day sentence was passed on him, notwithstanding he had actually accepted the command, was at that time one of the commissioners of the admiralty, and had actually hoisted his flag on board the *Magnanime*, he declined proceeding on the service for the reasons stated by him in the following very serious though dispassionate letter.

“ *Magnanime*, 27 Jan. 1757.

“ Sir,

“ Without entering into the merit of admiral Byng's behaviour, or deciding at all upon it, one way or other, the sentence passed this day upon him (the substance of which I have seen) makes it impossible for me to help declining the very honourable and distinguished command their lordships have been pleased to appoint me to; I must therefore beseech and intreat them to confer it on some person more worthy, since I can only be answer-

able for my loyalty and fidelity to my king, and resolution of doing what appears to me for his service, which it seems an officer may not want, and yet be capitally convicted for his misconduct or inability of judging right. I am not so presumptuous as to imagine that my actions can always be so rightly governed, nor am I altogether certain that the judgment of others is infallible; and, as in some cases, the consequences may be fatal, I must therefore repeat again my most earnest request, that their lordships will be pleased to appoint some other person to my command, and grant me their lordships' permission to come to town."

By the same conveyance he sent the following letter to earl Temple:

"Magnanime, Jan. 27, 1757.

"My lord,

"However honourable, or however advantageous the situation I am placed in may be, yet I am determined and fully resolved to forego any thing rather than serve on terms which subject an officer to the treatment shewn admiral Byng, whom the court-martial have convicted; not of cowardice, nor of treachery, but of misconduct; an offence never, till now, thought capital; and now it seems only made so, because no alternative of punishment was found in the article they bring him under. Strange reasoning—to acquit him of the two points *cowardice* and *disaffection*, to which that article can only have respect.—Since, though *negligence* is mentioned, yet can it be only intended to refer to one or other of those two crimes, *negligence* PROCEEDING from *disaffection* or *cowardice*. I well remember this was the opinion of the house of commons when the bill was before them, for which reason no alternative was left in that article, as otherwise there would have been.—Courts-martial I have always understood to be courts of honour and conscience; and therefore why gentlemen should think themselves tied by the letter, to act against their opinion; I know not; but enough of that at present. I shall only make one observation more in regard to that part of their sentence, wherein he is said *not to have done his utmost to relieve St. Philip's castle*, without pointing out which way it could have

have been relieved by him, which indeed they would have found difficult enough to have done.

“ As I have taken my firm and final resolution to resign the command, and have written very strongly on that head, to the board, I must intreat your lordship to facilitate it, and I am

“ Yours, &c.”

When it was decidedly resolved to abandon the unfortunate admiral to the sentence which had been passed on him, Mr. West, at the same time with admiral Forbes, resigned his station as commissioner of the admiralty, but resumed it again on the 2d of July following. He held it, alas! but for a short space of time, dying on the 9th of August following. It is reported by some, but we believe not generally known, that the unhappy fate of Mr. Byng threw him into a fixt and settled melancholy, the paroxysms of which became at last so violent as to cause his death. Certainly a more lamentable fate, or one conveying an higher proof of the benevolence of his feelings, cannot be produced in the remotest annals of history.

An elegant monument was erected to his memory in Westminster-abbey, by his lady, who survived him; and we have the following short, and we believe very just character of him, drawn by some author whose name we regret as having been unable to discover.

In the earlier part of his life he dedicated his time to the naval service of his country, in which, by his courage and integrity, he was advanced, at a very early age, to be vice-admiral of the white. He was sagacious, active, and industrious: as a seaman he was skilful; as an officer cool, intrepid, and resolute. His conduct in the encounter with the French fleet off Mahon, where he commanded in the second post, was remarkably spirited. His distinguished courage and animating example were admired by the whole British Squadron, and confessed by France. He was very justly rewarded with the warmest applauses of his countrymen, and approbation of his sovereign. Soon after his return he was appointed one of the lords commissioners of the admiralty, and adorned his station by a modesty which concealed from him his own merit, and a candour which disposed him to reward that of others. To the

frank and generous spirit of an officer he added the ease and politeness of a gentleman: and, with the moral and social virtues of a good man, exercised the duties of a Christian. He died in the year 1757, aged 43.

1739.

CLELAND, William,—was, from his earliest youth, brought up to a naval life; and after having attained the rank of lieutenant in the public service, commanded a ship in that of the South Sea company, as he afterwards did of another employed in the Turkey trade. On the 2d of October 1739, he was promoted to the command of the Seahorse frigate, employed as a cruiser, an occupation in which he met with good success, having captured some valuable prizes. Having, for a reason unknown to us, declined proceeding to the condemnation of two Spanish ships which he had made prizes of, and an English vessel, called the Richard and Elizabeth, which he had re-captured, some of his officers, among whom his carpenter appears to have been the principal, instituted a suit against him in the court of admiralty, for not having proceeded; a suit which abated not but with the death of the person charged. At the end of the year 1740 he was appointed captain of the Assistance, a fourth rate of fifty guns, ordered to be equipped for the West Indies as one of the fleet under sir Chaloner Ogle. The Assistance being, however, ordered to remain at home on some service not particularly stated, captain Cleland was removed into the Litchfield, a ship of the same force, which proceeded according to the original destination of the former.

At the siege of Carthagen he distinguished himself on all the different services he was appointed to execute. Those which are especially mentioned were, the protection of the fleet of transports from Jamaica to Carthagen, which were put particularly under his care, and that of captain Douglas, in the Falmouth: the attack of the
Chamb

Chamba fort, from which the enemy were driven almost as soon as the ship brought up her broadside against it; and the second assault of the Barradera battery, on which occasion, having captain Broderick under him, he commanded the boats in chief, which landed the detachment of troops almost under the guns. After the failure of the expedition he was ordered, with captain Mayne, as commanding officer in the Worcester, with the Stafford and Princess Louisa, to cruise off Tiburoon till the 30th, for the security of the convoy; and after his return to Jamaica was himself promoted to the Worcester. In this ship he attended Mr. Vernon on his expedition against Cuba, which terminated rather less successfully than the preceding one had done against Carthagena. Few other particulars concerning him have come to our knowledge.

He is said by Mr. Hardy to have died in the Mediterranean on the 18th of May 1743, being at that time captain of the Stirling Castle, to which command he is supposed to have been appointed a short time before his death. We know him to have continued in the Worcester till after the end of March 1743, but that ship probably after having returned to England might from thence have proceeded to the Mediterranean.

On the 22d of January preceding, a motion was made in the court of admiralty, to attach him at the suit of his officers, in consequence of his having neglected to appear to the original complaint preferred against him three years before. Death however put an end to the contention before any farther proceedings were had upon it.

CUZACK, James,—was, on the 13th of November 1739, appointed captain of the Ludlow Castle, of forty guns. This vessel was, not long afterwards, ordered to the West Indies; and at the siege of Carthagena, being fitted as bomb-ketch, effected special service against the castle of Boca Chica. We know nothing farther of him immediately subsequent to the above expedition, except that he appears to have remained in the West Indies, where we find him, in 1742, to have commanded the Litchfield, of fifty guns. It was resolved, in a council of war held at Jamaica in the month of June, to form a settlement on the island of Rattan; the troops, engineers, and other persons, together with the stores, ammunition, and

and necessaries, were put on board five transports which were to be convoyed to the place of their destination by the Litchfield, attended by the Bonetta sloop.

Captain Cuzack was instructed to remain at the settlement for its better protection, and dispatch the Bonetta sloop to Jamaica, in thirty days, with an account of his progress, or as soon after as he made the first arrangements. This little fleet did not sail from Jamaica till the 13th of August, and arrived safe in Port Royal harbour, on the island of Rattan, on the 23d. Two forts were immediately constructed, and every thing appeared to wear the most promising aspect: but in the month of December a most alarming conspiracy was discovered among the American settlers, which appeared to forebode nothing less than the destruction of the whole colony; but by timely and spirited exertions made by captain Cuzack, the ringleaders were seized and properly punished, after which affairs once more resumed their former prosperous appearance. He returned some little time afterwards to Jamaica, where he was, on the 19th of July 1743, unfortunate enough to fall a victim to disease so frequently destructive to European constitutions, when transplanted into that part of the world.

We have heard of a naval officer of this name whose very spirited behaviour and activity rendered him the scourge of the Spanish guarda costas, the name being remembered with terror by that nation almost to the present day: whether it was the above gentleman we have not been able precisely to ascertain, though we think it highly probable.

CRAWFORD, John,—was, on the 30th of August 1739, appointed captain of the South Sea Castle, or, as other accounts say, of the Deptford. He was soon afterwards ordered to America, and died at Virginia some time in the course of the year 1740, being then, to a certainty, captain of the South Sea Castle.

KIDD, Dandy.—In the early part of this gentleman's service he was, being at the same time lieutenant in the navy, chief mate of the Great and Annual South ship, a station in which he very eminently acquitted himself, both as a seaman and an officer. He was, in 1739, commander of the Trial sloop; and was, Dec. 26, promoted to be captain

captain of the *Wager* storeship; a vessel which was immediately ordered to be got ready for sea in order to join the squadron, to be commanded by Mr. Anson on his well-known expedition against the Spanish South American settlements. When they arrived at Madeira, captain Norris, of the *Gloucester*, applied, as we have already related, for leave to return to England, on account of ill health. Mr. Mitchell, who had previously commanded the *Pearl*, of forty guns, was advanced to succeed him; and captain Kidd was promoted to the *Pearl*. He did not long enjoy this command, dying at sea on the 31st of January 1741, the squadron being at that time on its passage from the island of St. Catherine's to port St. Julian, on the coast of Patagonia.

LAWRENCE, Peter, — was, on the 16th of July 1739, appointed commander of the *Augusta*, of sixty guns, one of the ships then on the Mediterranean station under Mr. Haddock. We find him soon after his appointment one of the captains present at the capture of the valuable Spanish ship, the *St. Joseph*, an event which we have before erroneously stated as having taken place in the month of September 1742. This mistake was owing to an error in some of the official documents relative to the condemnation of the prize; and we are happy in this opportunity of rectifying it, by referring that circumstance to its proper date, *an. 1739*. In 1740 he served in the main or channel fleet under sir John Norris; and after his return into port was removed into the *Jersey*, a ship of the same rate and force, which, together with that he before commanded, formed a part of the reinforcement sent to Mr. Vernon, in the West Indies, under sir Chaloner Ogle.

He was present at the siege of Carthage, but is not particularly mentioned as having been ordered on any memorable service. After the failure of the expedition he remained in the West Indies, and was taken by sir C. Ogle to be his captain. He returned to Europe with him, in the *Cumberland*, about the month of June 1746; and we have no reason to believe held any command subsequent to that time. In the year 1755 he retired from the service, having been then put on the superannuated list with the rank and half pay of a rear-admiral. On this honourable kind of pension he retired to Ireland, which

which probably was his native country, and died there on the 17th of November 1758.

LLOYD, James,—was, on the 30th of August 1739, appointed captain of the Winchester. In this ship we believe him to have continued till the year 1742, but do not find any particular mention made of the services or stations on which he was employed, except that, in 1741, he was on the coast of Virginia. In the beginning of the year 1742 the Winchester was ordered to the Mediterranean with Mr. Lestock, and we believe captain Lloyd to have gone out in that ship. In the month of February 1743-4, he commanded the Nassau, of seventy guns. This ship was the third of rear-admiral Rowley's division in the encounter with the French and Spanish fleets off Toulon. Captain Lloyd having pursued the same line of conduct with the captains West and Cooper, and supported them in their successful attempt to prevent the French van from tacking and doubling on that of the British fleet, the same kind of charge which they had encountered was of course preferred against him; it met with precisely the same treatment. He continued in the Mediterranean for a considerable time after the action, no accusation being preferred against him till two years or more after it took place. The court-martial convened for his trial assembled at Deptford on the 13th of November 1746, the day immediately following that on which captain Cooper had been sentenced to dismissal, as an officer implicated in the same kind of charge. He was restored, together with that gentleman, to his rank, without having undergone the smallest impeachment of his honour and conduct as a naval commander, by an order of council, bearing date November the 4th, 1747.

On the 9th of December following he retired from the service on the appointment of and captain in Greenwich-hospital; and became first on that establishment at the promotion of captain Dansays to be lieutenant-governor. On the decease of that gentleman, in 1754, he also succeeded him in that station, which he retained till his death, on the 8th of February 1761.

LUSHINGTON, Franklin.—This excellent officer and truly worthy man was, on the 24th of June 1739, promoted

promoted to be captain of the *Solebay* frigate, a vessel we find employed immediately afterwards on the Gibraltar or Mediterranean stations. He was one of the officers concerned in the capture of the well known prize, the *St. Joseph*. In 1740 he was captain of the *Rye*, a twenty-gun ship, employed, during the early part of the ensuing year, on the Lisbon station. No other mention is made of him till 1742, when we find him commander of the *Burford*, and present at the attack of *La Guira*, in 1743. This ship was one of those which principally suffered on that occasion; and captain *Lushington* himself having lost his thigh, by a chain-shot, died of that disaster at *Curaçoa*, in two hours after he was landed, on the 23d of February 1742-3.

The fate of this unfortunate young gentleman was lamented in the sincerest manner by all who had ever the happiness of knowing the manifold virtues he possessed. At a court-martial held subsequent to the above unhappy event, an officer, who has since that time attained the highest rank in the navy, and who has been always remarked as a man possessing the strongest nerves, nerves not in any degree liable to be agitated by those passions of fear, grief, or anxiety, which not unfrequently distract the minds even of the bravest men, is reported to have been so much affected as to be unable to deliver his testimony without frequent interruptions of grief because some particular questions were put to him, in which the untimely fate of this brave and truly worthy man was unavoidably mentioned. A posthumous tear, even when shed by the warmest friend, is probably the most sincere eulogium on departed virtue. Such a character needs not any energy of language to proclaim its worth.

MOSTYN, Savage,— was the fifth son of sir Roger Mostyn, bart. * paymaster of the marine forces, temp. Annæ

* This family of Moston, in Flintshire, (which is the true name, though in compliance with the pronunciation of the country, is usually written *Mollyn*) is descended from *Tudor Trevor*, lord of *Bromfield*, *Chirk*, *Maclor*, *Whittington*, and *Oswaldfree*. He was also earl of *Hereford*, in right of his mother, *Rheingar*, grand-daughter and heir of *Caradoc Vaichfras*, earl of *Hereford*, who was slain by the Saxons
A.D.

Annæ reg. and one of the tellers of the exchequer in the reign of king George the First, by Essex, his lady, eldest daughter of Daniel, earl of Nottingham. Having made choice of a naval life, he was, after passing through the several subordinate stations, promoted, on the 17th of November 1739, to be captain of the Seaford frigate. He did not long remain in this command, being, at the conclusion of the ensuing year, promoted to the Deptford, of fifty guns, one of the ships ordered for the West Indies under sir Chaloner Ogle. No particular mention is made of him during the attack of Carthageña, nor indeed have we any subsequent intelligence concerning him till the year 1744, when we find him captain of the Hampton Court, a third rate of seventy guns. In the month of January 1745, a very disagreeable affair occurred which did considerable injury to the character of Mr. Mostyn, particularly in the minds of the populace. This circumstance has been unavoidably related already in the account of Mr. Griffin*, it being materially connected with the memoirs of that gentleman. In justice, however, to Mr. Mostyn, we must beg to state, that his conduct, on being investigated before a court-martial, was perfectly approved of, and he was consequently restored to the service with credit.

This decision, grateful and honourable as it might be to himself, was not sufficient to calm the prejudices entertained by the lower class of people, or avert those insults to which the bravest and best of men have sometimes been most unwarrantably exposed. An alarming circumstance of this kind, proving how strangely, though at the same time improperly, this dissatisfaction had taken root in their minds, occurred at Portsmouth in the month of November 1745, and is thus related in a little MS. memorandum made of it by a person whom we believe to have been at that town when the fracas happened.

“ A few days before the Hampton Court sailed on a cruise, as captain Mostyn her commander was going on board, he was saluted by some dock-men with a cant

A. D. 788. (or, according to some accounts, 796.) to revenge the death of Ossa, their king, killed in the battle of Ruddlan, two years before.

* See page 225, et seq.

phrase they have had amongst them ever since his trial, viz. "All's well, there is no Frenchman in the way." Upon which he attempted to board one of the dock-boats, but being surrounded by the rest he was glad to sheer off. He then complained to the commissioner of the dock yard of the insult, and insisted on one of the ringleaders being discharged; but the commissioner only reprimanded him, and desired them never to insult him more. Yet, notwithstanding this, as the ship was under sail yesterday, they lined the jetty head, and, in a body, repeated their former salutation, which passed from them to the men of war's men that lay nearest the shore, and so from one to another till the Hampton Court was quite clear of them all.

Whatever the popular opinion might be respecting the propriety of his conduct on the occasion just related, that of administration, appears to have been entirely in his favour, for in the month of February 1746, he was appointed commodore of a small Squadron sent to cruise in the Bay of Biscay. But this command does not appear to have been distinguished by any occurrence worthy regard or commemoration, nor have we been able to collect other particulars relative to any transactions, in which he was concerned, in the line of a naval commander. In 1747 he was elected representative in parliament for Weobly. On March 22, 1748-9, he was advanced to be comptroller of the navy, an office which, while some insist he was, on account of his particular and superior abilities, most peculiarly adapted, there are others, who with equal strenuousness assert him to have been totally unqualified. Between opinions so violent and contradictory, it is difficult to decide with certainty and candour; and it is in all probability fairest to suppose, that both his failings and his good qualities have been exaggerated by persons of different opinions. Many men ere now have been praised into an ill character, who would otherwise have been thought worthy neither of obloquy nor dislike.

Notwithstanding he had, according to the general idea of the rules and regulations of the service, particularly at the time of which we are now speaking, quitted the line of active service; having resigned the office of comptroller, he was in his regular turn promoted, on the 4th of February 1755, to be rear-admiral

of the blue*, as he was, in 1757, to be vice-admiral of the same division. He did not long survive his last promotion, dying on the 16th of September in the year last-mentioned.

OATES, Christopher, — was, on the 10th of August 1739, promoted to be captain of the *Advice*, a fourth rate of fifty guns, which, if we mistake not, was at that time employed on the West India station. He died at sea, being then on his passage to England, on the 15th of February 1740-1.

RYCAUT, James, — was, on the 10th of Aug. 1739, appointed captain of the *Kent*. He continued in this ship † but a very short time, and we are ignorant as to the command he held till the conclusion of the ensuing year, when he was appointed to the *Grafton*, which, as well as the former, was a third rate of seventy guns. It was one of the ships put into commission, and intended to have been of the squadron sent with sir Chaloner Ogle to reinforce Mr. Vernon; but, from some reason or other to us unknown, did not proceed on that service, as at first intended. However when sir Chaloner himself failed, it quickly followed him, but did not reach the West Indies time enough to assist at the attack of Carthage. This ship was one of the squadron taken by Mr. Vernon to Cuba, after the failure of the former enterprise, and continued in the same part of the world for a considerable time afterwards, but was not ordered on any service requiring particular mention. We have no account of his having had any subsequent appointment. In 1754 he was appointed one of the captains of Greenwich-hospital, a station in which he continued during life. He died on the 5th of June 1758.

* He was for a short time port admiral at Portsmouth, and in the spring accompanied Mr. Boscawen to America as his second in command, having his flag on board the *Monarch*. In the month of January he failed again with him in the same station, as convoy to the outward-bound fleet to a safe latitude; and in the month of November 1756, commanded the squadron stationed off Brest.

† We rather apprehend he never did command the *Kent*, but was appointed to the *Grafton* in the first instance: but some accounts make him to have taken post in the *Panther*.

SMITH,

SMITH, Edward, — was, on the 16th of November 1739, promoted to be captain of the *Eltham*. He was ordered, in 1741, to Rio Janeiro, and from thence to the West Indies. He behaved there with the greatest gallantry, particularly in company with captain Stewart, we believe of the *Success* frigate, they having attacked three Spanish ships of war, the smallest of which was of greater force than the *Eltham*, and compelled them, after a long action which continued till night, to retire into Porto Rico in a very shattered condition. The *Eltham* was soon afterwards ordered to join the squadron detached under Mr. Knowles, to attack *La Guira*, and captain Smith had here a fresh opportunity of acquiring honour, the *Eltham*, being one of the ships particularly distinguished on the above unfortunate occasion, was also among those most disabled. Nearly seventy of her people were either killed or wounded, a number exceeding that of any ship in the squadron, in proportion to her size and the strength of her crew. The gallantry of captain Smith was very deservedly rewarded by a promotion to the *Burford*, as successor to captain Lushington, who, as we have already shewn, fell in the above unhappy encounter. He did not long survive this advancement, dying on the 18th of April, at Antigua. Other accounts state him to have continued in the *Eltham* till his death, even the date of which according to them, we do not believe to be perfectly correct, for we find Mr. Knowles, with his refitted squadron, to have sailed from Curaçoa on the fifteenth of March. He reached the keys of *Barbarat*, near Porto Cavallo, on the fifteenth of April, and was unremittingly occupied in the attempt against that place, till the twenty-eighth. Both the *Burford* and *Eltham* are particularly stated to have been present, so that if captain Smith actually died at the time stated, he must have obtained leave of absence from his ship, which it is not improbable might be the case, on account of ill health.

STRANGE, Edward, — was, on the 24th of February 1739, appointed captain of the *Chatham*, a fourth rate of fifty guns. He continued in the same command for two or three years, and about 1742 we believe him to have sailed for the Mediterranean, where he soon afterwards removed into the *Nonfuch*, a ship of the same rate and force. He was present at the encounter with the

French and Spanish fleets off Toulon, but, with 5 other 50 gun-ships, which composed a part of the British armament, were stationed to windward of the line as a reserve, and consequently were none of them engaged, the Chatham excepted. In 1745 he commanded a small flying squadron of light ships, ordered to cruise off the coast of Spain, an employment in which he met with some success. We have no subsequent information of his services, nor indeed have we been able to collect any other particulars concerning him, except that, in the year 1755, he was put on the superannuated list with the rank and half-pay of a rear-admiral. He did not long survive his retirement, dying on the 24th of December in the ensuing year.

TOWNSHEND, Honourable George *, — was the

* The patriarch of this noble family (which is undoubtedly of great antiquity in the county of Norfolk) was Lodovic, a noble Norman, who coming into England in Henry the First's reign, assumed the surname of Townshend, and took to wife Elizabeth, the daughter and heir of sir Thomas de Havile, in whose right he became possessed of the manor of Havile, in Rainham, where his posterity have ever since continued to have their principal residence. The family of Havile, or de Hautville, (de Alta Villa, as it is called in old deeds) was of Norman extraction, as their name sufficiently evidences; and settling in Norfolk, became possessed of a very considerable inheritance, which thus came by marriage to the family of Townshend. This Lodovic de Townshend, lord of Rainham in right of his wife, had by her Walter de Townshend his successor, who took to wife Maud, daughter of sir Walter de Scogan, knight, a family of good account in Norfolk, and had issue Roger de Townshend, who, by his wife Catharine, daughter of John Atherton, of the county of Suffex, esq. was father to sir Thomas de Townshend, knight, and to Catharine, the wife of Charles Backney, of Sperham, in Norfolk, esq. The said sir Thomas married Eleanor, daughter of William Paine, of the county of Norfolk, esq. and departing this life, was interred in the east part of the church of the White Friars, or our Lady of Mount Carmel, near Fleet-street.

His son and heir, sir Roger Townshend, knight, was wedded to Eleanor, daughter of sir Thomas Gigges, of Rollesby, in com. Norf. and had issue John, his son and heir, who, by his last will, dated at Raynham, St. Mary, A. D. 1465, orders his body to be buried in the parish church of Raynham, in the middle of the body of the church, before the image of the Crucifix of our Lord; which was accordingly done, and the following memorial of him raised.

Orate pro Anima Johannis Townshend, filii
 Rogeri & Elinore, qui obiit 1111 die Octobris,
 Ann. Dom. M.CCCC.LXV.

eldest

eldest son of Charles, 2nd lord visc. Townshend, by his 2nd lady Dorothy, daughter of Robert Walpole, of Houghton, in the county of Norfolk, esq. and sister to sir Robert Walpole, knight of the garter, better known by his subsequent title of earl of Orford. Mr. Townshend having made choice of a naval life, was, on the 30th of January 1739, appointed captain of the Tartar pink. He continued in this vessel till the year 1741; soon after which we believe him to have been promoted to command the Bedford, of seventy guns, which we find one of the squadron sent out, under commodore Lestock, to reinforce Mr. Haddock in the Mediterranean. He continued on this station till the year 1746. Though in that interval nothing very highly memorable is recorded of him, yet several small occurrences present themselves to us in which Mr. Townshend certainly acquired the highest honour. He was present at the encounter with the French and Spanish fleets off Toulon, an occasion on which he behaved with the greatest spirit and gallantry; his conduct was accordingly particularly noticed by Mr. Mathews. In the month of October 1745, he was detached by admiral Rowley with a small division, of which he was senior or commanding officer, to bombard Bastia, in the island of Corsica, then under the dominion of the Genoese. Captain Townshend conducted this service with so much adroitness, spirit, and general good conduct, that the governor was obliged to abandon the garrison, which was immediately afterwards surrendered to the natives. Having returned to England in the course of the following year, he was, as it is said, appointed, in 1747, to command a squadron ordered for the West Indies; but of this event there is little or no historical trace, notwithstanding Collins, in his account of him, states, as a collateral circumstance, that, in 1747, he captured a large fleet of French merchant-ships.

We rather believe the heraldic author, who is, generally speaking, very correct, to have confounded this gentleman with admiral Isaac Townshend, who, about a year or two preceding this time, met with a stroke of good fortune much resembling what is allotted to this gentleman. We know nothing farther of him till the year 1755, when he was advanced, on the 4th of February, to be rear-admiral

of the white, and appointed commander-in-chief on the Jamaica station, but have no subsequent account of him except what relates to his several promotions, which were to the rank of vice-admiral of the white in 1758, vice-admiral of the red in 1759, and admiral of the blue in 1765. Collins has erroneously stated him to have died in the year 1762, being then fifty-four years old. This is certainly a mistake, but probably merely typographical, his father not having married the lady Dorothy, his mother, till the month of July 1713. The statement of his age is most probably exact, but that of his death is more correctly stated by Hardy, to have happened in the month of August 1769.

WYNNEL, or WINNEL, John,—was, on the 14th of June 1739, appointed captain of the Assistance. So immaterial were his appointments, that no other mention is made of him except that, in 1755, he was put on the superannuated list with the rank and half-pay of a rear-admiral. The time of his death is not precisely known, but is said to have happened in the month of June 1759.

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END OF THE FOURTH VOLUME.





1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the document outlines the various methods and techniques used to collect and analyze data. It includes a detailed description of the experimental procedures and the statistical analysis performed.

3. The third part of the document presents the results of the study, including a comparison of the different methods and techniques used. It discusses the strengths and weaknesses of each method and provides a clear conclusion based on the findings.

4. The fourth part of the document discusses the implications of the study and provides recommendations for future research. It highlights the need for further investigation into the effectiveness of the different methods and techniques used.

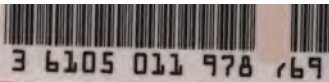
5. The fifth part of the document provides a summary of the key findings and conclusions of the study. It emphasizes the importance of maintaining accurate records and the need for transparency and accountability in financial reporting.



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