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# NAVAL CHRONICLE.

VOL

XXVII.



Monument erected in  
Westminster Abbey to the  
Memory of the late Admiral  
Sir George Peacock K. B.

1911

# Annual Chronicle

1911

GENERAL AND HISTORICAL HISTORY

THE YEAR

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THE YEAR

THE  
**Naval Chronicle,**

FOR 1809:

CONTAINING A  
**GENERAL AND BIOGRAPHICAL HISTORY**

OF  
**THE ROYAL NAVY**

OF THE  
**United Kingdom ;**

WITH A VARIETY OF ORIGINAL PAPERS ON  
NAUTICAL SUBJECTS.

---

UNDER THE GUIDANCE OF SEVERAL  
**LITERARY AND PROFESSIONAL MEN.**

---

**VOL. XXI.**

(FROM JANUARY TO JUNE,)

---

AS YOU VALUE THE GLORY AND SAFETY OF BRITAIN, SUPPORT THE SPANIARDS  
WHILST THERE REMAINS A PATRIOT STANDARD TO RALLY ROUND.

---

**LONDON:**

PRINTED AND PUBLISHED BY AND FOR JOYCE GOLD, SHOE-LANE ;

And sold by Messrs. Longman, Hurst, Rees, and Orme, Messrs. Wilkie and Robinson, Messrs. Sherwood, Neeley, and Jones, and Mr. Walker, *Paternoster-row*; Mr. White, *Fleet-street*; Messrs. Verner, Hood, and Sharpe, *Poultry*; Mr. Asperne, and Messrs. Richardson, *Cornhill*; Messrs. Black, Parry, and Kingsbury, *Leadenhall-street*; Messrs. Crosby and Co, *Stationers'-hall-court*; Messrs. Scatchard and Letterman, and Mr. Law, *Ave-maria-lane*; Mr. Lindsell, *Wimpole-street*; Mr. Andrews, *Charing-cross*; Mr. Booth, *Duke-street, Portland-place*; Mr. Mottley, *Portsmouth*; Messrs. Congdon, Hoxland, and Platt, *Dock*; Messrs. Haydon, Rees, and Curtis, Smith, Rogers, and Nettleton, *Plymouth*; Mr. Godwin, *Bath*; Messrs. Norton and Son, *Bristol*; Mr. Robinson, *Liverpool*; Messrs. Manners and Miller, Mr. Creech, and Mr. Constable, *Edinburgh*; Mr. Archer, *Dublin*; Mr. Turnbull and Mr. Lumsden, *Glasgow*; and the principal Booksellers in the different Seaport Towns throughout the United Kingdom.

THE  
General Chronicle

1850

CONTAINING A  
GENERAL AND BIOGRAPHICAL HISTORY

OF THE  
TOWN OF

NEW BRITAIN

FROM THE FIRST SETTLEMENT  
TO THE PRESENT TIME

BY

JOHN W. WALKER

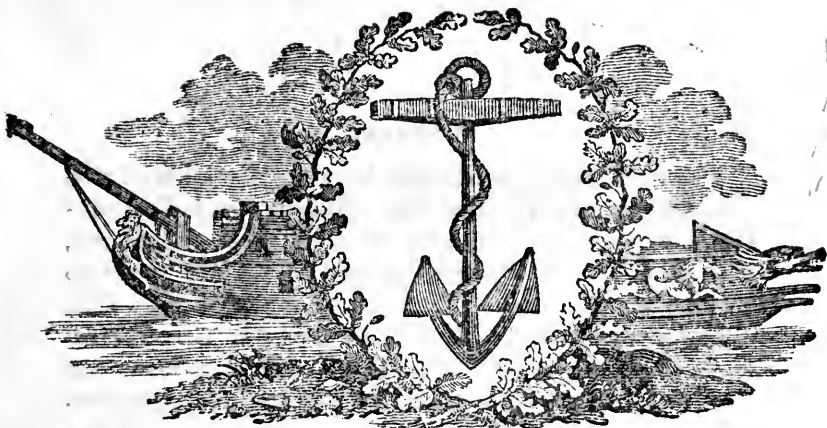
1850

(NEW BRITAIN: 1850)

PRINTED BY  
JOHN W. WALKER, NEW BRITAIN

1850

GENERAL AND BIOGRAPHICAL HISTORY OF THE TOWN OF NEW BRITAIN FROM THE FIRST SETTLEMENT TO THE PRESENT TIME BY JOHN W. WALKER (NEW BRITAIN: 1850) PRINTED BY JOHN W. WALKER, NEW BRITAIN



P R E F A C E  
TO THE TWENTY-FIRST VOLUME.

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*“Magna est veritas.”*

“WE shall endeavour to make the NAVAL CHRONICLE an useful and interesting library of itself to *seamen*, and an acceptable work to *every one* who partakes of the glory acquired by our *own countrymen* on their *own element*, or experiences the security derived from their valour.

“Our leading principle will be to adhere strictly unto truth; to render justice unto naval merit, present and departed, both when it has met with success, and also, (which is of the greatest importance) when it has unsuccessfully struggled with unfavourable events. We shall not palliate enormities, should any such present themselves to our view in the course of our labours; nor shall we permit prejudice, unnoticed, to overwhelm misfortune when unaggravated by misconduct.”

This is the engagement we contracted with the public in the introduction of our first Volume, on New Year's Day, 1799; and after more than *ten* years have revolved, we confidently appeal to the suffrages of our professional, as well as of our literary patrons, whether we have redeemed our pledge; and whether we have not contributed abundantly, as well as usefully, towards the naval annals of our country during that period.

Conscious of the rectitude of our intentions, and (we will venture to add) of our merit in their execution, we shall detain the reader by only one more general remark.

The committee, appointed by the Royal Society to direct the publication of the Philosophical Transactions, never omit annually to repeat the declaration, that it is an established rule of the Society never to give their opinion, as a body, upon any subject that comes before them. And therefore the thanks frequently given to the authors of such papers as are read at their accustomed meetings, or to the persons exhibiting projects, inventions, or curiosities to the Society, are to be considered in no other light than as a civility due for those communications, without the Society pretending to answer for the certainty of the facts, or propriety of the reasonings contained in their publication; which must rest on the credit or judgment of their respective authors.

We beg leave in our humbler sphere to make application of the preceding notice, *mutatis mutandis*, to the NAVAL CHRONICLE; as our apology for freedom of discussion, with reference either to persons or things, and as our justification for the apparent contradictions by which the pages of our work are occasionally chequered; by the insertion of lucubrations in some instances trivial, of arguments not always tenable, or of criticism not always just. At least controversy is maintained, and that is generally no less effectual to establish truth, than the collision of flint and steel is to produce light. Our object is the advancement of knowledge on practical subjects; and the dissemination of authentic information. In recording *facts* relative to the dead or the living, we seek not to violate the sanctity of the tomb, nor to wound the individual feelings of our contemporaries. TRUTH, we must again repeat, is the object to which our compass points; and while the NAVAL CHRONICLE will ever vindicate the *liberty* of the English press, against any living authority or influence, it shall never incur the reproach of shewing an example of its *license*.

In the succeeding sheets, many subjects of considerable importance to the British navy have been occasionally discussed, and with much ability, by our Correspondents. The letter by our friend A. F. Y. is



admirably written, and like his other communications reflects great credit on this Correspondent. We trust he will long continue to honour the pages of the *CHRONICLE*. His remarks have in a considerable degree served \* to elucidate the true and national nature of discipline in the various gradations of rank in our service. An ample field of untrodden interest is still open to this Correspondent. Our worthy friend E. G. F. in the next place, claims our thanks and apologies, (page 35.) We never intended what we presumed to say, in the literal sense he has taken it. His bark is neither old nor crazy, or at least if old, it seems like the Old Billy at Spithead, whose timbers, of nearly the standing of a century, are still sound. We only meant to direct the attention of this Correspondent *entirely* to naval subjects; and in considering the Parliamentary Duties of Naval Officers, we wished him to confine himself to such remarks as were alone connected with naval men; and much anecdote and interesting observation will be found by him in that line. If this Correspondent would allow us to suggest an improvement in his plan, it would be by recommending him, to take any leading or important naval speech in either House of Parliament, and to form his letters by commenting on some of the most important features in the speech. He would thus render a most essential service to the *CHRONICLE*, since, owing to the press of other articles, we are often obliged to compress or neglect the naval debates.

Our new, and valuable Correspondent, *Raleigh*, is eminently entitled to our thanks, for his excellent account of *Naval Transactions on the Coast of Portugal*, (page 377).

Our thanks are also due to an anonymous Correspondent, who rendered our pages essential service, by his description of Captain Bolton's Jury Mast, (page 399.) *Nauticus*, at page 401, communicated more correct information than had before appeared respecting South America. The well written letter of F. F. F. (page 408) on catamarans, fire devils, &c.

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\* See page 201.

will be perused with much pleasure by naval men. Captain Ricketts's valuable communications are inserted at pages 38, 211, 398; and Sir Joseph Senhouse's important communication respecting his discovery of a species of timber to which the salt worm will not adhere, is given at page 113. There are likewise many other Correspondents, whose assistance we are unable to notice as it deserves.

We feel particularly indebted to the friends of those Officers, (whose Memoirs are inserted in this Volume) for their kind assistance in furnishing us with materials for drawing up the same.

The naval part of an eventful period is, in some measure, comprised within the present Volume of our **CHRONICLE**. The efforts of our tars have accomplished some great, glorious, and important objects; and, though no second victory of Trafalgar has crowned their dauntless spirit of enterprise, they may boast, that they have given the enemy ample cause to remember their prowess, in the earlier parts of 1809.

Our squadron in the West Indies has particularly distinguished itself, by the capture of Martinique, (page 323) and of the Saints (page 500). The West Indies have also been the scene of several brilliant actions, on a smaller scale.\*

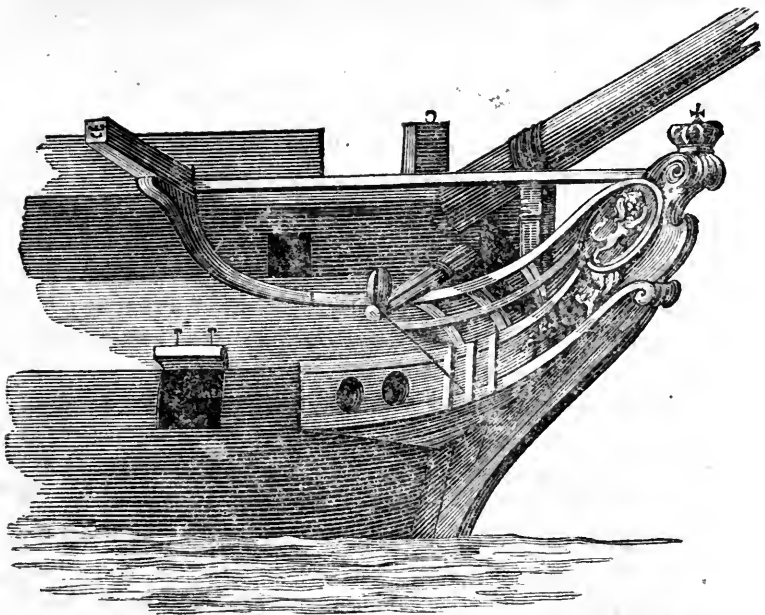
The embarkation of the British troops at Corunna (page 79); the reduction of Cayenne, (page 337); the taking of Vigo (page 333); and, though last, not least, the destruction of the French Fleet, in Basque Roads (page 344); are all services, of a nature well calculated to support, and elevate, the character of the British Navy.

Of the single actions recorded in this Volume, none ranks superior to that between the Amethyst and the Niemen (page 343); in which the gallant Captain Seymour, who, but a few months before, had signalled himself by the capture of the Thetis, again proved himself superior to the most determined efforts of the enemy.

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Communications, &c. intended for insertion in the **NAVAL CHRONICLE**, are requested to be sent to Mr. GOLD, 103, Shoe-lane, London.

\* See the account of the capture of the Topaze, (page 318) and of le d'Hautpoult, (page 436.)



The above engraving, by Nesbit, is from a drawing by Pocock. It is an accurate representation of *The Bog of the Norge*, a Danish ship, of 74 guns. For a more particular description we refer to one of the Anecdotes.

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MEMOIR OF THE PUBLIC SERVICES  
OF  
*CAPTAIN HUGH DOWNMAN,*  
OF THE ROYAL NAVY.

---

“ These are thy triumphs, Britain ! Thine alone,  
Great guardian of the altar and the throne,  
To speak in thunder to the world around,  
And grasp the trident of the deep profound.”—ANON.

**CAPTAIN HUGH DOWNMAN**, a brief memoir of whose public services is here submitted to the reader, is descended from a respectable family in Devonshire, of which his father was a younger branch. His great-grandfather was a man of considerable property in that county ; and he is related to Dr. Downman, of Exeter, to Colonel Downman, of the artillery, and to Mr. Downman, the artist. To the two last mentioned gentlemen he bears the relationship of first cousin, and of second to the first.

He was born near Plymouth, about the year 1765 ; and, in October 1776, at the early age of eleven, he entered into the navy, under the auspices of Captain Michael Graham, in the

Thetis frigate. How long he remained in that ship, or on what station he was employed in her, we are uninformed.

In August, 1778, he joined the *Arethusa*, Captain Marshal; in which, in the month of March following, he had the misfortune to be cast away, on the coast of France. The *Arethusa* was lost upon the rocks, near Ushant, while in pursuit of an enemy; but the crew were all saved, and experienced the most humane treatment from the French.

Mr. Downman remained a prisoner in France till the month of January, 1780, when he was exchanged. On his return to England, he embarked with his former captain, Marshal, in the *Emerald*, and continued with him till May, 1782; when, on Commodore Hotham's hoisting his broad pendant on board the *Edgar*, of 74 guns, he removed into that ship. He was consequently present at the memorable relief of Gibraltar, in which Commodore Hotham commanded the van squadron.\*

In the *Edgar*, Mr. Downman continued till the peace of 1783, when that ship was paid off.—He next served three years with Admiral Montagu, in the *Queen*; and afterwards with Lord Hood in the *Triumph* and *Barfleur*.

In the month of February, 1789, shortly after Commodore Cornwallis had been appointed commander-in-chief in the East Indies, Mr. Downman sailed with that officer, in the *Crown*. The nature of the service in which he was employed, on the India station, will be seen in our biographical memoir of the commander-in-chief.† It was not such as afforded the young seaman any particular opportunity of distinguishing himself. There is no doubt, however, that he conducted himself with the strictest propriety, and attention to the duties of his profession; as, on the 5th of March, 1790, he was promoted to the rank of lieutenant, in the *Perseverance*.

He returned to England in the *Crown*, in May, 1792, and, for some months, was on half pay. In January, 1793, he was appointed fourth lieutenant of the *Alcide*, Captain Linzee, and went to the Mediterranean. In this ship he was engaged in some very smart service. Captain Linzee, soon after his arrival in the

\* *Ibid.* NAVAL CHRONICLE, Vol. IX. page 350.

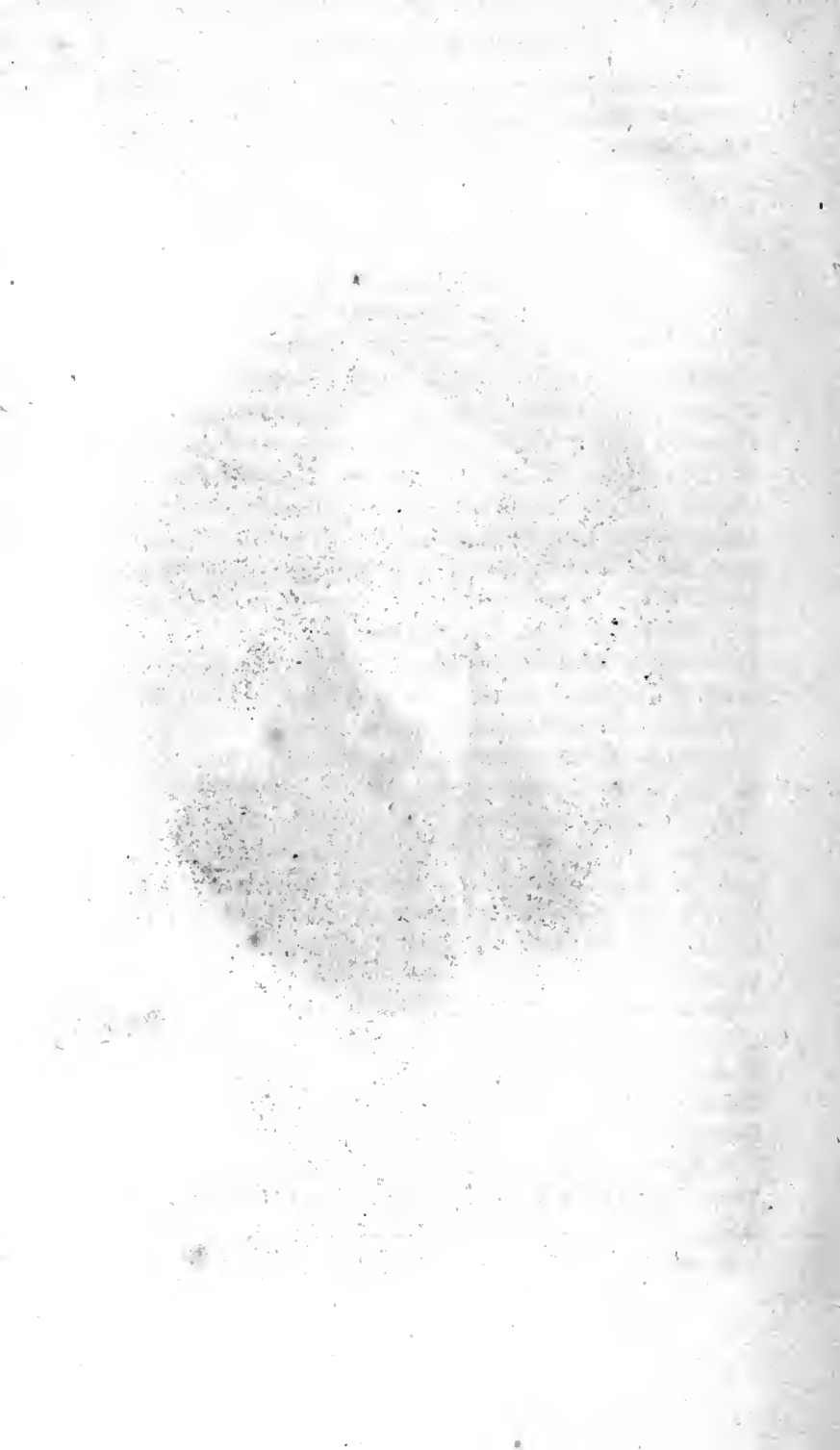
† *Ibid.* Vol. VII. page 17.



*Engraved by H.R. Cook,  
from an original Miniature.*

CAPTAIN HUGH DOWNMAN.

*Published Jan<sup>r</sup>. 31. 1809. by J. Gold. 103. Shoe Lane, Fleet Street.*



Mediterranean, was made a commodore; and, at the pressing solicitation of General Paoli to Lord Hood, for assistance, he was despatched to Corsica, with the following squadron:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Alcide .....	74	{ Commodore Robert Linzee, Captain J. Woodley.
Courageux .....	74	—— J. Mathews.
Ardent .....	64	—— R. M. Sutton.
Lowestoffe .....	32	—— W. Wolseley.
Nemesis .....	28	—— Lord A. Beauclerc.

On the 21st of September, the squadron entered the gulf of St. Fiorenzo; and on the 30th, before day-break, the ships brought up in their stations, and opened a heavy cannonade on the redoubt of Fornelli, which continued without intermission till nearly eight o'clock. At that time, no visible impression had been made on the enemy's works; and the ships (particularly the *Ardent*) were so much damaged, by a heavy raking fire from the town of Fiorenzo, whence Commodore Linzee had been given to understand he was out of the range of shot, that he found himself obliged to retire. In this action, the *Alcide* had nine of her men wounded; and the squadron altogether sustained a loss of 16 killed, and 39 wounded.

One cause of the failure of this attack was the want of co-operation on the part of the Corsicans, who had promised to storm the posts on the land side.

From Corsica, Commodore Linzee sailed to Tunis, with the intention of seizing *le Duquesne*, a French ship of 74 guns, and some gun-boats, which were lying there; but on his arrival, he found that the Bey would not permit the neutrality of his port to be violated, and he was obliged to return without accomplishing his object.

On the 11th of April, 1794, Commodore Linzee was promoted to the rank of rear-admiral of the white squadron; and when, in consequence of his promotion, he hoisted his flag in the *Windsor Castle*, Mr. Downman went with him into that ship, as second lieutenant.

In the month of October following, he was removed into the *Victory*, Lord Hood's flag-ship, and returned to England with his lordship, in December.

In the ensuing spring, Lord Hood, as we have stated in our

memoir of that distinguished officer,\* had prepared to resume his command in the Mediterranean, with a re-enforcement, when, most unexpectedly, on the 2d of May, he was ordered to strike his flag. The *Victory*, however, in which Lieutenant Downman remained, immediately proceeded to the Mediterranean, as a private ship. Soon after her arrival on that station, she received the flag of Sir John Jervis, who had sailed from England in a frigate, to supersede Admiral Hotham,† as commander-in-chief.

Lieutenant Downman retained his appointment, in the *Victory*, and had the satisfaction of participating in the glorious battle of the 14th of February, 1797.‡

On the removal of Sir John Jervis into the *Ville de Paris*, Mr. Downman accompanied him, as first lieutenant; and, on the 4th of June following, he was made commander in the *Speedy* sloop.

All the time that he commanded that ship, he was stationed off Oporto, to protect the trade; and he had the satisfaction of taking and destroying a number of small privateers, and, in one instance, of beating off an enemy of superior force. This was on the 3d of February, 1798. While cruising off Vigo, the *Speedy* fell in with a French brig privateer, which Captain Downman afterwards learned was le *Papillon*, pierced for 18 guns, and mounting 14, ten and twelve-pounders, with a complement of 160 men. A very sharp action ensued, in which the *Speedy* had five of her crew killed, and five badly wounded. Amongst the former were Lieutenant Dutton, and Mr. Johnstone, the boatswain. The Frenchman at length succeeded in crippling the *Speedy*, and then effected his escape, by superiority of sailing. At the commencement of the combat, Captain Downman had a prize in company, which the privateer took, but he afterwards recaptured her.

The credit which he acquired on this and on other occasions was such, that he received the thanks of the factory at Oporto, accompanied by a piece of plate, as an acknowledgment of his services. The following letter, with its subjoined enclosure, was transmitted to him, by Mr. Whitehead, the British Consul:—

\* *Vide* NAVAL CHRONICLE, Vol. II. p. 45.

† *Ibid.* Vol. IV. p. 32.

‡ For the particulars of this memorable action, the reader is referred to the IVth volume of the NAVAL CHRONICLE, page 35, *et seq.*



" SIR,

" *Porto, 5th May, 1798.*

" I send with pleasure a resolution of the Factory, taken this day at their meeting.

I am, Sir,

" Your most obedient humble servant,

H. Downman, Esq.

" J. WHITEHEAD."

" RESOLVED,

" *Meeting, Porto, 5th May, 1798.*

" That our thanks be given to Captain Hugh Downman, of his majesty's ship Speedy, for the protection of our trade, and particularly for his late gallant action, in engaging and beating off a privateer of the enemy of superior force; and, as a token of our gratitude, we beg his acceptance of a piece of plate, of the value of fifty pounds.

" Mr. Consul is requested to send a copy of this resolution to Mr. Secretary Nepean.

" J. WHITEHEAD, Consul."

" Stafford, Swanns, Knowsley, and Stafford.

Bearsley and Webb.

Quarles, Harris, and Co.

Perry, Frend, Nassau, and Thomson.

Proc. of Samuel Abbott,

William Nassau.

Thompson, Croft, and Co.

Campion, Offley, Hesketh, and Co.

Pennel, Smith, and Co.

Babington, Tedswell, and Co.

Warre and Co.

Stephenson, Searle, and Son.

George Wye and Son.

Newman, Land, and Hunt.

Charles Page.

Thomas Snow and Co.

Lambert, Kingston, and Co.

Proc. of H. Burnmaster, Nash, and Co.

James Butler."

For his services in the Speedy, Captain Downman was also made post in the Santa Dorotea frigate, on the 1st of September, 1798; in which ship he continued to be actively employed, in the Mediterranean, and on the coast of Portugal, till the peace of 1801, when he went, as Sir James Saumarez' captain, into the Cæsar.

Amongst the captures which he made, while commanding the Santa Dorotea, may be mentioned the following:—On the 28th of November, 1798, in company with the Strombolo, Perseus, and Bull Dog, he took the Spanish corvette, San Leon, of 16 guns,

and 88 men ;\* on the 11th of January, 1800, by the exertions of the ship's boats, he cut out a brig, laden with wheat, from under the batteries of Bordiguera ; and, on the 11th of the succeeding month, he cut out the Santa Anna, armed ship, mounting ten guns, from under the batteries of Hospitallier. Several other ships, we believe, were taken by him in a similar manner ; but his services, respecting the two which we have last mentioned, were acknowledged by the following very handsome letter, from his commander-in-chief, Lord Keith :—

“ SIR,

“ *Audacious, Leghorn Roads, 3d April, 1800.*

“ I have received your letter of the 29th January last, acquainting me with your having, on the 11th, cut out a brig loaded with wheat, from under the batteries of Bordiguera ; and also that of 27th February, to Captain Louis, of the Minotaur (which has been by him transmitted to me) acquainting him of your having, on the night of the 11th of that month, cut out, from under the batteries of Hospitallier, the armed ship, Santa Anna, of ten guns.—I am much pleased with your success on these occasions, and with the good conduct of Lieutenant Aubridge, and your boats' crews ; and am sorry for the loss which was sustained in the execution of these services.

I am, sir,

“ Your most obedient humble servant,

“ *Captain Downman,  
Santa Dorotea.*”

“ KEITH.”

In the spring of 1800, subsequently to the loss of the Queen Charlotte, by fire, † Lord Keith proceeded with part of his fleet off Genoa. Captain Downman accompanied his lordship on this occasion, and assisted in the blockade of Genoa, which was then besieged by the Austrian general, Melas, till the beginning of June ; when, reduced by famine, the French army evacuated that city, and the whole of the Genoese territory. ‡

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\* *Vide NAVAL CHRONICLE, Vol. I. p. 337.*

† *Ibid. Vol. X. p. 22.*

‡ Whilst the blockade of Genoa was kept up, the city and Mole were frequently bombarded by the British flotilla. In one of these assaults, Captain Philip Beaver, of the Aurora, in a most spirited and gallant manner, under a smart fire of cannon and musketry from the Mole and the enemy's armed vessels, attacked, boarded, carried, and brought off their largest galley, la Prima, of 50 oars, and 257 men, armed, mounted with two brass 36-pounders, and 30 brass swivels in her hold. In performing this service, only four men were wounded.

During a part of this time, however, Captain Downman was employed on what might be considered a detached service; as, in company with the Neapolitan brig, Strombolo, Captain Settimo, and the Chamelion, commanded by Lieutenant Jackson, he was entrusted with the blockade of the important fortress of Savona, which, having been reduced by famine, surrendered on the 16th of May.\* On this occasion, as will be seen by the following letter from Lord Keith, Captain Downman, as the senior officer, signed the articles of capitulation:—

“SIR,

“*Minotaur, off Genoa, 16th May, 1800.*

“The fortress of Savona having surrendered to the allied forces, and the articles of capitulation having been seen, and approved of by me, I have to desire that you sign the same, on my authority, as the commanding officer of his majesty’s ships in Vado Bay, Major-general Compte de St. Julian having first signed, as an officer of superior rank to you.

“I am, sir,

“Your most obedient humble servant,

“*Captain Downman,*

“KEITH.”

or

“*The Senior Officer of his Majesty’s Ships  
and Vessels in Vado Bay.*”†

Notwithstanding the exertions of the British and Austrian forces, the French were destined to be successful; and, in the month of October following, in consequence of the loss of the fatal battle of Marengo, Leghorn and the whole of Tuscany again fell under their dominion. After the surrender of Genoa to the French, Captain Downman was sent to destroy the fortifications at Port Aspeccio; a service which he executed in the most satisfactory manner. He also preserved the valuable gallery of Florence from falling into the hands of the enemy, by receiving it on board the *Santa Dorotea*, and conveying it in safety to Palermo. How well he executed this mission, will best be seen by the following grateful and highly-flattering testimonials:—

---

\* Savona, situated 22 miles west-south-west from Genoa, was, next to the capital, the best belonging to the republic. Besides its regular fortifications, it was defended by a citadel, standing on a high rock; and the harbour had been partly choked up, to hinder the approach of large ships.

† Vado Bay is situated three miles to the south of Savona.

(TRANSLATIONS.)

“ *Palermo, November 18, 1800.* ”

“ I beg of you, Captain Downman, to accept one hundred zecchins, to distribute among your seamen, as a trifling acknowledgment of the trouble which my equipage occasioned them.

“ In regard to yourself, it has already been my care to take advantage of an extraordinary courier sent by the imperial ambassador to Vienna, to inform my sovereign of the important service you have rendered to him and to Tuscany, by placing the most valuable possessions of his royal gallery in safety; and I feel assured that his royal highness will publicly testify his thanks.

“ On my own account, I owe you much more. You have preserved reliques which have formed, and will continue to form, much of my happiness, and you also entertained me while on board with unexampled politeness and urbanity. For the present, be assured of my lively and sincere acknowledgments. In more happy times, I may recompense the obligation at Florence, where, in appreciating the works of art which you have preserved, you will be sensible of the importance of your services, and the weight of my obligations.

“ In this hope I remain, with perfect esteem, respect, and gratitude,

“ Your friend and servant,

“ TOMMASO PUCCINI.”

“ *Vienna, March 3, 1801.* ”

“ The assiduous attention with which Captain Downman, of the English frigate, *Santa Dorotea*, has conveyed from Leghorn to Palermo, various valuable effects belonging to his royal highness the Grand Duke of Tuscany, my sovereign, which were accompanied by Signor Tommaso Puccini, has been stated to his royal highness.

“ His royal highness, understanding that orders to this effect were given by Admiral Lord Keith, desires me to request you will convey to the same his royal thanks.

“ It will also be gratifying to his royal highness, if you will condescend to forward to Captain Downman a diamond ring, which will be conveyed to you by Signor Brigadier Giovauno del Bava, as a testimony of the high sense which his royal highness has of the delicate attention with which Captain Downman executed this commission.

“ It remains that I should assure your excellency, that my royal master is persuaded that your official orders have not a little contributed to influence Admiral Lord Keith to take especial care for the safe conveyance of the above-mentioned effects. His royal highness has therefore deigned, in his commands dated 6th February, to signify to me these acknowledgments of obligation which I have the honour of declaring to you.

“ *Mr. Wyndham.* ”

“ G. RAINOLDI.”

"MOST ILLUSTRIOUS SIGNOR,

"*Trieste, March 20, 1801.*

"I have received the honour of your note, accompanied by a diamond ring, which his royal highness the Grand Duke of Tuscany condescends to present to Captain Downman, of his Britannic Majesty's frigate, *Santa Dorotea*, for the care with which he conveyed various effects belonging to his royal highness from Leghorn to Palermo; and I feel myself happy in being deputed to testify to my brave and worthy friend so honourable a testimony of his royal highness's approbation.

"I shall not fail to send it to him, with a copy of your Excellency's letter, by the first courier that sets out for London, being very uncertain where the *Santa Dorotea* may be met with at sea.

"I shall do myself the honour of writing to Admiral Lord Keitel, announcing to him those professions of acknowledgment from the Grand Duke, which cannot fail to be highly gratifying to him, and to impress him with sentiments of respect and gratitude.

"Respecting what his royal highness has desired you to signify to me concerning the official orders that may have contributed to the safety of the effects in question, I beg of you to assure his royal highness of my hearty acknowledgments, and to testify to him, that I cannot experience a greater satisfaction, than when my time and my actions are employed in his service; having a respectful attachment to, and high veneration for his royal highness, and the royal family.

"Accept my thanks for the gracious and polite manner in which you have executed the commands of your royal master, and I request you to believe, that I have the honour to be, &c. &c. &c.

"*Signor G. Rainoldi.*"

"W. WYNDHAM."

At the same time that Captain Downman took the Florence gallery on board his ship, he also received the present king and queen of Sardinia, and suite, and landed them at Naples. For his very sedulous and obliging attentions during the passage, her majesty presented him with a handsome diamond ring; and the king, then Duke of Savoy, wrote to him the following letter, gratefully expressive of his obligations:—

(TRANSLATION.)

"SIR,

"I cannot sufficiently express the extent of my gratitude, and that of my wife, for the extraordinary care and trouble which you have so willingly taken, during our passage from Leghorn to Naples. It is to your solicitude, in shortening, as much as possible, the sufferings which the bad weather might have occasioned to a woman, in the ninth month of her pregnancy, that my wife is indebted, for not having eventually suffered from those shocks, which might perhaps have occasioned an irreparable loss to our family, had she been exposed to them twenty-four hours longer. Our gra-

titude will consequently be proportionate to the obligation which you have conferred upon us; and it will always be with pleasure that we shall remember our acquaintance with an officer of merit and capacity, in all respects like yourself.

“ I flatter myself that you will be convinced of the sincerity of these sentiments; as well as of the constant interest which I shall take, in every thing that may concern you; and that I shall esteem myself happy in being able to distinguish you upon every occasion.

“ It is with these sentiments that I am, sir,

“ VICTOR EMANUEL DE SAVOIE.”

At the peace, as has been already stated, Captain Downman, after his return from the Mediterranean, went into the *Cæsar*, as Sir James Saumarez' captain. He remained in that ship till August, 1802, when he was paid off, and was not employed again till January, 1804. He was then appointed to the *Diomedé*, the flag-ship of his former admiral, Sir James Saumarez, in which he served fourteen months on the Guernsey station. He was afterwards employed on the North Sea station, in the same ship, till the sailing of Sir Home Popham's expedition against the Cape of Good Hope, at the latter end of the year 1805.\* Captain Downman joined the expedition, we believe, at Madeira; and, Sir Home Popham having hoisted his broad pendant, as commodore, in the *Diadem*, he sailed with him in that ship, as his captain. He was consequently at the capture of the Cape, and was sent home with the despatches, announcing that event, in the *Espoir*. Having executed that mission, he sailed for South America, and resumed the command of his old ship, the *Diomedé*, in the River Plate. After the capture of Monte Video, he returned to England, and was paid off, in June, 1807.

We have only to add, that, in the month of August or September following, he was appointed to the Assistance prison-ship, at Portsmouth, and has since been removed into the *Vengeance* at the same port, where he at present remains.

The subjoined is a *fac-simile* of Captain Downman's hand writing.

*L. Downman*

\* Vide NAVAL CHRONICLE, Vol. XVI. page 372.

NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURBITE VASTO.

THE LATE CAPTAIN HARDINGE.

THE notices we have received in honour to the memory of the late Captain Hardinge are so numerous, and so well authenticated, that our difficulty is where to choose; but we can venture to assert, that nothing has transpired since the country was deprived of that hero, more to his honour, and more brilliant in itself, than a letter which has just been received from a correspondent at Bombay. It is, we apprehend (and forms one glory of the incident), a circumstance of the first impression, that a gentleman, holding the supreme judicial office in a district of such opulence and weight in our settlements, has taken so high-spirited a part in a public appeal to the inhabitants of the community, for the purpose of suggesting honours to a naval hero's memory and fame.

But the *mode* of the appeal improves even upon its *principle*, for it will be found, by the severest critics of taste and of eloquence, that more spirit, grace, and effect were never compressed into such brevity of expression, or touched with such interesting simplicity.

We congratulate Bombay on its possession of such powers, and such feelings, upon a judicial seat of criminal justice.

(COPY.)

*" To the Editor of the Bombay Courier.*

" SIR,

*" Bombay, March 31, 1803.*

" Yielding to the first impulse of those feelings which the heroic death of Captain HARDINGE has impressed upon me, I take the liberty of proposing to the British inhabitants of this presidency, a subscription for his monument in the church of Bombay.

" A generous and grateful nation will doubtless place his monument by the side of that of Nelson. But the memorials of heroic valour cannot be too multiplied.

" Captain HARDINGE fell for Britain; but more especially he fell for British India.

" I should feel myself ashamed of presuming to suggest reasons for such a measure. They will abundantly occur, to the honour of their country.

(Signed)

" JAMES MACKINTOSH"

Upwards of two thousand pounds sterling had been raised when the last advices were sent,

*“ From the Bombay Courier, of April 23, 1808.*

“ We yesterday witnessed, but with mixed feelings of regret and pride, the animating and gratifying spectacle of la Piedmontaise entering the harbour, under the charge of the St. Fiorenzo. .

“ She came in under jury masts, and was towed in by the boats of the men-of-war from the mouth of the harbour to her mooring ground. The flags of all the vessels in the harbour were hoisted half-mast high, and minute guns corresponding to the age of the excellent, brave, and lamented Captain Hardinge, were fired from the flag-ship, the Powerful.”

*“ Extract from a Letter of a Merchant at Colombo, to a naval Captain just returned from the East.*

*“ Colombo, March 25, 1808.*

“ The great sensation here is the late action between the San Fiorenzo and Piedmontaise, which is allowed on all hands to have been the hardest fought that was ever known.

“ I yesterday visited the two ships, and was really confounded at their shattered condition. The San Fiorenzo was damaged most in her hull, and I counted on her larboard side alone eleven great shot-holes, between wind and water, which they were busily patching up with sheet lead.

“ The Piedmontaise had every mast shot away ten feet above the deck, and all three of them cut at near the same height.

“ But it was dreadful to see the effect of the grape shot on both ships—the whole of their sides, from stem to stern, stuck thick over with them; and in contemplating them, one is amazed how any one exposed to so destructive a fire could have remained alive.”

#### WHIMSICAL ECCENTRICITIES OF THE LATE CAPTAIN MONTAGUE.

**T**HE Hon. Captain William Montague, familiarly called Mad Montague, was distinguished by an eccentricity of conduct, of which the following instances are highly amusing :—

In coming up the Channel, during the time that he commanded the Bristol, about the year 1746 or 1747, he fell in with a very numerous fleet of outward-bound Dutch merchantmen. He fired at several in order to compel them to bring to, a measure authorised by custom and his general instructions. The Dutch, aided by a fair wind, hoped by its assistance to escape the disagreeable delay of being searched or overhauled, and held on their way: Captain Montague pursued, but, on overtaking them, took no other satisfaction than that of mapping and sending out his two cutters with a carpenter's mate in each, ordering them to cut off twelve



of the ugliest heads they could find in the whole fleet, from among those with which, as it is well known, those people are accustomed to ornament the extremity of their rudders. When these were brought on board, he caused them to be disposed on brackets round his cabin, contrasting them in the most ludicrous manner his vein of humour could invent, and writing under them the names of the twelve Cæsars.

Another anecdote is, that being once at Lisbon, and having got into a night affray with the people on shore, he received in the scuffle what is usually termed a black eye. On the succeeding day, previously to his going on shore, he compelled each of his boat's crew to black with cork one of their eyes, so as to resemble a natural injury; the starboard rowers the right eye, the larboard rowers the left, and the cockswain both: the whimsical effect may be easily conceived.

When under the orders of Sir Edward Hawke, in 1755, he solicited permission to repair to town. The admiral, aware of the impropriety of such a request, and at the same time wishing to palliate refusal by imposing, on his permission, a condition he conceived impossible to be undertaken, even by a man of Mr. Montague's harmless, though extravagant turn of mind, jestingly said, "The complexion of affairs was so serious, that he could not grant him leave to go farther from his ship than where his barge could carry him." Mr. Montague, not to be foiled or abashed, is said to have immediately repaired to Portsmouth, where he gave orders for the construction of a carriage on a truck, to be drawn with horses, on which he meant to row his barge; and having previously stored it with provisions and necessaries requisite for three days, to proceed to London. Having lashed it to the carriage, the crew was instructed to imitate the action of rowing with the same solemnity as if they had been actually coming into the harbour from Spit-head. Sir Edward, as it is said, received intelligence of his intention soon after the boat and its contents were landed, and immediately sent him permission to proceed to London in whatever manner he thought proper.

#### LORD CHARLES FITZGERALD.

*(From the Naval Atlantis, Part 2; by Nauticus Junior, published in 1789.)*

THIS gallant young nobleman is descended from the great Earl of Kildare, in the kingdom of Ireland, and is next brother to the present Duke of Leinster. His lordship made a very conspicuous

figure during the late war, in the several ranks of lieutenant, master and commander, and post captain, in the royal navy. Captain Marshall had the satisfaction to receive Lord Charles as junior lieutenant on board the *Arethusa* frigate, which ship had the honour to strike the first blow last war, in an engagement with the *Belle Poule* French frigate, now in the British service; during which action, his lordship displayed all the native bravery of his illustrious ancestors, but was unfortunately wounded. We next find his lordship employed as commander of his majesty's cutter the *Tapageur*, which had been recently captured from the enemy. This vessel gave Lord Charles the rank of master and commander, and she was sent to the West Indies with despatches for Lord Rodney, but had the misfortune to strike upon the rocks in the carenage at St. Lucia, where she was lost; but happily his lordship and the crew were saved. Not long after this accident he was made post into the *Sphinx*, of 24 guns, which was for some time an attendant frigate on the Leeward Island squadron. Rear-admiral Parker being ordered home, hoisted his flag in the *Medway*, which, with the *Centurion* and *Sphinx*, convoyed to England a very valuable fleet of merchant ships. The same fatality which happened to his lordship on the rocks of St. Lucia, had nearly befallen him on those of Scilly, from which he had a miraculous escape. Such was the ardour of this distinguished youth, that he scarcely allowed himself time to visit his noble family and numerous friends, before he obtained the command of the *Sybil* frigate, and immediately returned to the great theatre of war in the West Indies, where he rendered himself active at the capture of Saint Eustatius, particularly in chasing the Dutch admiral and the ships which were endeavouring to escape, and which, by the exertions of his lordship under the captains, Reynolds (now Lord Ducie) and Harvey, were added to the number of prizes taken in the road of Statia. The various gallant actions of Lord Charles Fitzgerald are too eminently on record to need any further praise; but there is one in particular, which reflects so much honour on his lordship's bravery and humanity, that it would be injustice to withhold the knowledge of it from the public. It unfortunately happened, that a sailor fell from the main yard into the sea, when the ship was absolutely going through the water at a great rate; his lordship observing the circumstance, pulled off his coat, immediately jumped overboard, and heroically saved the man's life, at the extreme hazard of his own; thereby illustrating in its fullest force, the motto of the Leinster family, "*Coom a-boo*," which signifies "*Help in distress*."

It is needless to say more, than that Lord Fitzgerald is a nobleman of the most social virtues, and an officer of the most distinguished merit.

THE LATE LORD ROBERT MANNERS.

*(From the same.)*

In forming this heroic nobleman, nature combined every mental grace with the most captivating elegance of person. Laurels gathered round his ripening years so thick, that heaven itself was envious of his worth, and snatched him in early youth from the height of this world's fame, to place him on that immortal pinnacle of glory, where godlike heroes only are enthroned.

Lord Robert "inherited all his father's virtues." He was the second son of the late Marquis of Granby, and only brother to the late Duke of Rutland. As soon as he was capable of judging which line to pursue in the career of military fame, he made choice of the navy; and so great was his lordship's attachment to that profession, that instead of engaging in those fashionable scenes of pleasure for which he was so eminently formed by his birth, years, and accomplishments, he devoted all his time to nautical study and practical seamanship, in which he excelled most of his youthful competitors.

At the commencement of the late war, this lamented hero served as a volunteer in the *Victory*, with Admiral Keppel; and although the success of that fleet did not equal the sanguine expectations of the nation, Lord Robert nevertheless displayed during that period those promising seeds of growing ardour which so rapidly shot up into maturity.

His lordship's further progress to the rank of post captain, and afterwards, was marked with a thirst of fame and disregard of life, which certainly accelerated the period of his days, and laid him so early in the bed of honour; for during the action on the glorious 12th of April, in the West Indies (on which occasion his lordship received his death wound, when commanding the *Resolution*, of 74 guns) such was his extraordinary regard for the wounded seamen of his ship's company, who all adored their gallant captain, that he would not suffer his own wounds to be dressed until theirs had been under the surgeon's hands; by which amiable attention (having then lost a leg and an arm) the British navy eventually sustained an irreparable loss: he lived, however, to hear the shouts of victory, and then, like the immortal Wolfe, declared he should die content,

Some slender hopes were entertained by the naval physician and surgeons of saving his life, provided he could be conveyed soon to England; for which purpose his lordship was removed, "with trembling care," by his weeping crew, on board the *Andromache* frigate, commanded by his amiable and gallant friend, Captain Byron, who was ordered home with the account of the defeat of the French fleet.

Captain Byron's assiduous and humane attention to his noble friend, gave his lordship occasionally such spirits, that he would humorously say, if his relations did not provide for him when arrived in England, he should make a capital figure as a beggar in the streets of London, with a wooden leg and crutches, &c. However, in one fatal moment on his passage, his heroic soul took its flight into eternity, with that serenity and resignation, which the afflicted Byron declared, made such a death truly enviable.

Thus Great Britain lost, in the bloom of youth, and fulness of glory, one of her brightest ornaments, whose actions alone are sufficient to perpetuate his memory; a grateful nation has nevertheless thought fit to strengthen the remembrance of his virtues by a magnificent monument, which is now erecting in Westminster Abbey, in honour of his lordship, and the Captains Bayne and Blair, who fell in the same action.

Let the young patricians who thirst for fame, go imitate the godlike Manners!—" *Pour y parvenir.*"\*

#### GALLANT ACTION IN THE WEST INDIES.

THE Cornwallis packet, Anthony, recently arrived from the West Indies, on her outward-bound voyage, sustained a most gallant action with a large French schooner privateer. On the 24th of September, in lat. 13 deg. 41 min. long. 56 deg. 13 min. Barbadoes distant about 200 miles, the schooner fell in with the packet at daylight, and immediately gave chase. Captain Anthony, finding the schooner came up fast, and being all prepared for action, shortened sail, and fired a shot at the schooner, which was returned by a broadside. The action then commenced, and was continued for two hours and a quarter with great fury, when the schooner, having had enough of it, sheered off, leaving the packet a complete wreck, with her main-mast cut through by a double-headed shot, and almost all the shrouds on that and the fore-mast

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\* The motto of the Rutland family.

carried away, her braces, and nearly all the running rigging and sails, cut to pieces, with two men killed, and the mate and a passenger wounded.—Captain Anthony would have pursued the privateer, if he had not been so much cut up in his rigging. The packet arrived at Barbadoes next day, and repaired her damages. A handsome subscription was collected by the merchants at Barbadoes, and presented to the gallant crew of the Cornwallis, whose bravery merits every reward they can have.—On the packet's arrival at Dominica, two captains of vessels who had just arrived there from Martinique, informed Captain Anthony, that the privateer which he had engaged was called *la Duquesne*, of 11 guns, and one long 18-pounder on a traverse. She arrived at Martinique in a very shattered state; and acknowledged her loss to be 14 killed and 30 wounded.

#### CAPTAIN ANTHONY.

A FEW merchants of Barbadoes have transmitted 63*l.* for a silver cup, to be presented to Captain Anthony, of the Cornwallis packet, as a testimony of their high sense of his very gallant conduct in the defence of his ship, when attacked to windward of that island by a French schooner privateer, of very superior force, on the 24th September last. We hope the committee of the West India merchants will follow the example, and vote a handsome sum to Captain Anthony and his gallant crew.

#### THE LATE ADMIRAL MACBRIDE.

THE following characteristic sketch of this gallant officer, whilst he was a captain, appeared in the *Westminster Magazine* for March 1779, shortly after the memorable trial of Admiral Keppel, by a court martial: \*—

“ Captain Macbride is a most liberal, brave, and spirited officer, accounted so from proof, and not from conjecture, and whose conduct on the late occasion did him singular honour. The regard and the reverence he professed for the injured admiral, was such as made him the friend of every good man. He saw through the cabal that was formed against him, and he spoke of it with that warmth of indignation which such conduct was likely to arouse in the bosom of a brave honest man. He considered the attempt

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\* *Vide* NAVAL CHRONICLE, Vol. VII. page 304 and 289.

on the honour of Admiral Keppel as a blow levelled ultimately at the sacred character of the British navy in general; and he justly considered it so, reflecting on the hand from whence it came, and remembering the many attempts of a similar nature that the same board had made before. The unprecedented attack they had made on the honour of the navy, when they strove to put the navy board before the royal captains in the procession at the naval review; the resistance they had made to the increase of the half-pay of captains and lieutenants; and a thousand other instances, equally strong, pressing upon his mind, convinced him it was another secret blow darted at the whole navy, and he resisted it with a spirit becoming the dignity of a British seaman.\*

GALLANTRY OF THE CREW OF AN ENGLISH MERCHANT SHIP IN THE YEAR 1696.

IN the year 1696 an English merchant ship, of ten guns, belonging to London, arrived in the river Thames from Fayall, and entered at the Custom-house, being laden with wines; she was manned when she went out with fifteen men and two boys, but three of them ran away at Fayall.

In her voyage home, about three leagues from the Lizard, she met and fought a French privateer belonging to St. Maloes, of six guns, four partereroes, and sixty-four men. The first broadside she made at the Caper split one of his guns, killed the gunner, and wounded nine others. Then the French bore up close, and boarded the English ship with thirty men, of which number was the lieutenant and the owner's son. However, the English, though they consisted but of twelve men and two boys, maintained a fight of two hours with them, by which they had killed twenty-four of the enemy that were put on board them, and made the other six prisoners, among which was the lieutenant and the owner's son. And they had killed six more on board, and wounded twenty-eight, so that of all the French crew there were but six that were not killed or wounded. Upon which the privateer was satisfied with the conflict, and begun to sheer off, leaving the merchant ship in peace to pursue her voyage.

When the French lieutenant saw his captain bearing away, he called to him to take him off; he, shaking his head, replied he had

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\* A portrait and biographical memoir of Admiral Macbride are given in the XIXth volume of the NAVAL CHRONICLE, page 265; and, at page 473 of the same volume, are some additional particulars relating to him.

enough of it, and did not dare to attempt it. Then the French lieutenant prayed the English commander to give him one broadside, for if you do, said he, the dog will strike; but the English captain did not look upon it to be his business to follow him, but rather to bring in his ship safe, and so he steered his course straight home. The French lieutenant was so enraged at last against his officer, that he desired he might have a musquetoon to make one shot at the cowardly dog, as he called him.

During all this heroic and brave action the English had not one man killed; the captain was wounded in the right hand, but he took up his sword in his left, and fought very boldly. The supercargo man had three shots through his hat, and a hand granado fell upon his shoulder, but as it fell down, he clapped his hand upon the fuse before it burst, without any other hurt than burning his hand a little; another of the crew had both his hands shot off, and one was shot in the belly.

Extracted from an old book in possession of your occasional correspondent,

ROBUR.

#### PROVIDENTIAL PRESERVATION OF A SEAMAN.

THE following miraculous preservation of a seaman (says Mr. Clarke, in his *Naufragia*) occurred whilst his majesty's ship the *Jupiter*, Commodore J. W. Payne, was waiting off Cuxhaven for the *Princess Caroline* of Brunswick. Being myself on board, I can vouch for its accuracy:—

“ On the 9th of March, 1795, the severe weather we had endured became more moderate; and during the day, a poor seaman was taken from off a piece of ice that had floated out to sea by one of the Blackness pilot boats. Being brought on shore at Cuxhaven, he gave the following account of his sufferings.—He had belonged to a Hambro trader, laden with groceries, bound from London to the above place. During the passage, his vessel was lost (January 28th) amidst the ice, on a sand bank, off Cuxhaven. The master, with a boy, and this sailor, got upon the sand, at that time covered with ice; and preserved life with some wine and biscuit, which they had saved from the wreck. At the end of eleven days, the master and boy died. The survivor, with an unshaken resolution and reliance on Divine Providence, would not allow himself to despond. Every night he reposed upon one of the dead bodies of his shipmates, and put the other corpse over him: the intense cold kept them from being offensive. In this

forlorn and melancholy state he slept; and declared, that he constantly received great consolation from dreams, which invariably promised his deliverance.

The wine and biscuit being at length consumed, he discovered some cockles on a part of the sand not covered with ice, upon which he existed until the month of March; when Providence sent him the following relief. In the morning, when he awoke, to his utter dismay he found the mass of ice on which he had so long sojourned was separated from the rest, and drifting out to sea. His anguish cannot be described. When lo! the very means by which he appeared hurried on to destruction eventually caused his deliverance. He was thus carried within sight of the Blackness fishing boats, who immediately hastened to his succour.

On his first landing at Cuxhaven, the warmth of the house in which he was received created an agony of pain, and it was some time before the above facts could be detailed. Nor did his narrative gain credit from many, before he had produced the bills of lading, and had reminded them of a vessel answering the description he gave of his own, which they knew had been wrecked.

#### ACCOUNT OF THE NEWFOUNDLAND FISHERY.

As the nature of the Newfoundland Cod Fishery, which employs many thousands of people from England and Ireland, and is of vast importance to the nation, is not generally understood, the following short account of it may be found acceptable:—

After crossing the Atlantic with every requisite necessary to proceed on the fishing voyage (leaving England about the beginning of March), the ships generally come to single anchor, on what are termed “the Banks of Newfoundland,” in the month of April, which are in length from 150 to 200 miles; in breadth, they may be considered narrow. There are two fishing banks, the outer, and the inner; the outer bank is about 150 miles or more off the land; the inner is from 80 to 100 miles off the shore. They seldom fish on the outer bank, from the great depth of water, being from 90 to 100 fathoms deep, unless it is when they cannot find any fish on the inner bank. They generally cast anchor, and fish, in about 45 and 50 fathoms of water, with two, and some with three hooks to each line, and dreadful work it is, at so early a period of the year, from the severity of the climate, the great fogs natural to that part of the world, and the intense coldness of the water, they being obliged to haul the fish



from such a depth as 40 and 50 fathoms.—There are pounds or enclosures made on the deck, for each fisherman to throw in what he catches; the best places for fishing are supposed to be the larboard bow and the larboard quarter: at the latter place the mate fishes, and the boatswain on the bow. A little stage is erected in the midships of the vessel, on the starboard side, at which sit in a barrel the *header* and *splitter*, men who are engaged for that very purpose, and who do not fish; the header cuts open the fish, tears up its entrails, and forcing the fish against the edge of the stage, breaks off its head, and drives the fish over to the splitter opposite him, who immediately, with his sharp splitting knife, lays it dexterously open, and cuts up the sound bone from the back of the fish, when he lets it slip off from the stage on a shoot, which conveys them down into the hold of the vessel, where there is a man stationed ready to receive them, who is termed the *salter*; he immediately lays them spread out regularly in rows, and throws strong bay and St. Ubes salt on them, in which they generally lie about a month, or until the vessel has a good cargo of them. The liver is separated from the fish on the platform, and falls through the stage into large casks, to make oil from. The head, garbage, and sound bones fall beneath the platform or stage, and are kept on the deck until they become a burden by their weight, in causing the vessel to heel much on her side, and when there is a great sea running, they make the vessel ride at her anchor very disagreeably. It is usual, when they throw this offal overboard, to weigh anchor, and run two or three miles from it; for if they throw it overboard where they fish, the fish will follow what is thrown overboard, prey upon it, and neglect the bait which the fishermen use to decoy the fish to the hook. When the vessel has got a sufficiency, she comes into her port to get rid of her burden. The fish are thrown into what is called a ram's-horn (a square wooden thing, perforated with holes, to admit the water to pass), when the fish are tumbled about and well washed, afterwards thrown up on a stage or wharf, and laid out again by men employed in the fishery on the shore. After the fish has lain some little time on the stage, it is taken on hand-barrows, and carried on the flakes, places erected about nine feet above the ground, so as to admit a current of air to pass under, and covered over with fir-boughs and other branches of trees, on which it is placed to dry, day after day, until it becomes sufficiently cured and solid, so as to keep for a considerable period of time. Every night, during its process, it is brought into round piles, covered

over with birch-rinds, with weights on it, to keep the wet and damp out. It is curious to see how extremely busy the people are when it is likely to rain, or on a shower coming on, to gather up the fish, as the rain materially injures it. The vessels generally stay but three days in the harbour, before they go out again on the banks to prosecute their voyage. They make about four, some five, trips for cargoes during the season, which usually closes about the latter end of September. The equinoctial gales frequently put a stop to it, by causing the loss of cables and anchors, and otherwise disabling the vessels; as the sea runs in those gales tremendously high, and many vessels have been known to founder at their anchors at this closing season of the year.

The poor fellows, in some vessels, fish from four o'clock in the morning till eight at night, and then keep watch regularly afterwards; so that when fish are plentiful, they are almost worn out; for those who keep watch, whilst the other party sleep the little time they have to go below, fish during the night.

In other vessels, where the captain is a humane man, he will let the fishermen have their proper rest by night, and fish by day, excepting a small watch that must be kept up, to see whether the vessel drives, by the anchor giving way.

On Sunday (a day which ought to be devoted to pious exercises and religion), the men are employed in regulating and fixing their fishing tackle during the morning, and in the afternoon go to their cabins, or else catch squids, a squalid kind of fish, which, during the latter part of the fishing voyage, is used to bait the cod lines with.

The diet which these hardy men have, is nearly the same every day (during the time they are on the fishery), namely, what is called *chowder*, for breakfast, dinner, and supper. This is made in the following manner: a fish, just caught, is hung up, and the fins stripped off; it is then skinned, cut up in large pieces, and put into a kettle, under which is laid some rashers of salt pork or beef, and some broken pieces of biscuit; then the whole is just covered with water, and boiled about ten minutes, with some dry herbs, if they have any, and a little thickening. This mess is palatable, and extremely nutritious; and the men employed in the fishery get very fat upon it.

Sundays they are allowed some beef and pudding, but the beef is generally Irish, excessively salt, and, when boiled, dry and hard, having scarcely any fat to it. In some vessels they are allowed this on Thursdays.

There is what is called the shore fishery; which is carried on by large open boats, called shallops, which go out and return nearly every day, and fish very near the shores: the fish which these boats take are small in size, well cured, and are, in general, the best. Though the bank fish are much the largest, they are not so much esteemed as those which are caught close to the shores.

Those vessels which go to the land early in the year, have to make their way through islands of ice, and sometimes are in great danger, through the great beds of ice which float along that iron-bound shore to the southward.

The island, on approaching it; has a rough appearance, rugged and mountainous; at the same time covered with thick wood, and scarcely a field to be seen all along the shore.

#### DIFFERENCE BETWEEN FRENCH AND ENGLISH GUNPOWDER.

IN the summer of 1808, a comparison was made at Bombay, of the quality of British and French powder, used in the late gallant action of his majesty's ship *San Fiorenzo* with the French frigate *la Piedmontaise*; and we are happy to exhibit a decisive proof of the superiority of the former, so essential an ingredient in British thunder. From a 7-inch brass mortar, with three ounces of powder, a 60lb. brass ball was projected, at an angle of 45 deg. and an average of three trials gave 595 feet to the *San Fiorenzo*, and 516 feet to *la Piedmontaise*, making a difference in favour of the British powder, of 79 feet. After such an experiment, it must appear singular that the French should be so partial to a *long shot*.

#### SEVERE ACTION BETWEEN HIS MAJESTY'S SHIP TERPSICHOE AND A FRENCH FRIGATE, IN THE INDIAN SEAS.

(From the CEYLON GAZETTE.)

“ CAPTAIN MONTAGUE left Point de Galle on the 11th of March, for Madras, and on the 16th fell in with a French frigate, which from her appearance, having 14 ports on a side, was supposed to be the *Canonier*, and, by disguising, the *Terpsichore* was fortunate enough to bring the enemy to action at seven P.M. when, after lying six-and-fifty minutes close alongside, and at the very moment that Captain Montague imagined his exertions had been crowned by the most complete success, the enemy's fire having for the last 20 minutes considerably slackened, and at times wholly

ceased, he experienced the mortification of seeing her make sail. He endeavoured immediately to follow, but found that the enemy's fire, which had been principally directed at the masts and rigging, had nearly reduced the *Terpsichore* to a perfect wreck; her fore and main-stays, top-mast-stays, and many of her lower and top-mast-shrouds, her braces, bowlines, tacks, and sheets, without a single exception, were each cut in several places; the leach-rope of the main and main-top-sail cut, and the sails split across, besides many others for a time rendered useless. The enemy, perceiving the ungovernable state of his majesty's ship, bore across her bows, the wind blowing fresh from N.E. The *Terpsichore* immediately wore, and endeavoured to close, which was carefully avoided. At nine she had every thing set in chase, the enemy continuing under all sail before the wind, and keeping up an occasional fire from her stern chasers, till out of gun-shot, which she effected by 10 P.M. The next morning, finding she had not gained much on them, Captain Montague continued after her, in hopes some fortunate event might again enable him to get alongside, but she kept running with a fresh wind to the southward. On approaching the line, they experienced light winds and partial squalls, which sometimes brought the *Terpsichore* nearly within gun-shot before the enemy derived the smallest advantage, but when she did, she left them immediately. On the 20th, during a heavy squall, they got close to her; she commenced a fire from her stern chasers, and cut away her boats, and from several of her ports floating past, Captain Montague was led to imagine she must have thrown some of her guns overboard. The light winds again commencing, she ran ahead considerably during the night of the 20th, which was dark and squally, and was entirely lost sight of. At two o'clock in the morning of the 21st, they discovered a sail ahead, which was supposed to be the chase, but on firing the first gun she hove to, and on boarding proved to be the brig *Cadry*, prize to la *Piedmontaise*, which was taken possession of, and sent to Madras. At daylight, being unable to perceive any thing of the enemy, Captain Montague hauled to the eastward.

“ Captain Montague speaks in the highest terms of the very able assistance he had met with from every officer under his command; and of the spirited and persevering conduct of the whole of the ship's company. Their loss, we are sorry to say, has been very considerable; Lieutenant C. Tanes and 20 men killed, and 22 men wounded, two of whom are since dead.—The *Terpsichore* has returned to Point de Galle.”

Another account adds, that during the action a gun burst on board the *Terpsichore*, by which 20 of her crew were killed and wounded.

#### THE ISLAND OF CAPRI.

SOME of the newspapers have affected to disguise the importance of the late successful attack of the enemy on the island of Capri, in the gulf of Naples. One of them actually made the following comment on the French account:—“*A pompous description is given in the French papers of the capture of the island of Capri, a station we never before heard of,*” &c. Now, any school-boy, who has ever read *Tacitus* or *Suetonius*, has heard of Capræ; its more modern history is to be found in Swinburne and Brydone; and as a test of its actual importance, we shall only observe, that Buonaparte and his generals do not waste their means in *useless* enterprises; and what furnishes matter for exultation at Paris, may be pretty generally deplored in London. We shall annex to these remarks a summary sketch of the circumstances leading to and attending our occupation of the island in question, selected from original correspondence:—

On the 9th of May, 1806, a small squadron, under the command of Rear-admiral Sir Sidney Smith, left Gaëta (then besieged by the French), and cruised for a day off the gulf of Naples. On the 11th, the rear-admiral sent a summons to the French commandant of Capri to surrender the island, offering, in case it was given up before midnight, that the garrison should not be made prisoners of war. This was answered in the negative. The marines of the squadron were immediately landed, to the number of 250, supported by his majesty's ship *Eagle*, of 74 guns, Captain Rowley, clearing the beach by repeated broadsides of grape and cannister shot. After a contest, which lasted from 8 P.M. till half-past 11, in which we lost one seaman and one marine, and the French about ten men, besides their commandant (who was killed hand to hand by Captain Stannus, of the *Athenienne's* marines), the surviving commander claimed the condition contained in the admiral's summons, and surrendered a few minutes before twelve o'clock. The enemy's force was found to consist of about 200 men. Sir Sidney Smith placed a temporary garrison of about 100 marines and sailors in the island, and remained there till the 18th, in order to augment the means of defence; during which time, our officers made several excursions on shore, and the following is the result of their observations:—

Capri is a desirable place of rendezvous for a fleet, during the occupation of the Neapolitan territory by an enemy, there being an excellent watering place. It is also the only place of shelter for gun-boats, *feluccas*, *speronaroes*, and other coasting craft, all the way from Gaëta. The approaches to it are very difficult, and defensible by a very few men: but the terror struck into the enemy by the Eagle's broadside at first, the circumstance of night, and the death of the commandant, gave us possession of what (by daylight) five times the number of the besiegers could not have effected. In short, it was well that the French surrendered as they did, for their position was almost *inaccessible*. The island produces wine of a good quality, and oil; there are some curious remains of antiquity upon it: and several palaces are still extant, whither Tiberius used to retire to indulge in his debaucheries. Coins and medals of the Roman emperors are frequently picked up. Quails are so abundant in the season, as not only to afford amusement to the sportsman, but an important addition to the subsistence of the islanders, who are a hardy race of mariners and fishermen. There is a Carthusian monastery, whose present inhabitants were found by our travellers to be generally composed of liberal, enlightened, as well as devout characters. Some antique alabaster vases of exquisite beauty are in possession of these monks.

#### AMPHITRITE ISLAND AND SHOALS.

THE following extract from the log-book of the brig *Voador* marks the situation of a dangerous shoal which, not being laid down with certainty in any chart, may furnish an acceptable piece of information to those who have occasion to navigate the China seas:—

“ The brig *Voador* left Macao roads the 13th of July, 1807, and on the 20th of July was in lat. 17 deg. 4 min. N. long. by chronometer, 112 deg. 00 min. E. Accot. 111 deg. 41 min. ran 15 miles S. by W. 7 S. W. by S. when the Amphitrite island bore east about eight miles. From hence she ran 38 miles about S. S. E. and saw breakers from the deck, bearing S. E. to S. S. W. hauled to the northward, and stood N.  $\frac{1}{2}$  E. about 36 miles, when the Amphitrite island bore E. 15 miles. During that time no bottom was attained at 70 fathoms; there was a heavy swell from the eastward. The Amphitrite island has only one tree on it, which looks like a ship at anchor, and is seen before the land is made.

There appear to be five low islands, three of which are covered with herbage; the two smallest are barren sand, which is of a dark red on the beach. The largest island is about three miles long; they bear of each other N. by E. and S. by W. and are divided by small channels of half or three quarters of a mile in width."

#### DESCRIPTION OF THE HEAD OF THE DANISH SHIP NORGE.\*

THE bow of this ship is finished round to the stem, without a square forecastle, the deck of which is carried over the bows, to the scrowl at the top of the knee of the head, and forms a platform over it. The rails of the head have little spread, and allow the bow gun on the main deck to be used in chase.

The bowsprit, being some feet higher than usual, slips on the main instead of the lower deck, and has not so much stowage as is usual.—The sheild displays the arms of Norway. The whole head appears particularly light and handsome, and the high bow, for strength and pitching in a deep sea, whether at anchor or under way, is certainly preferable to the square forecastle; but it is attended by considerable inconvenience to the ship's company. This, however, may be easily removed, by letting the people go over the bows, as is the practice in our East Indiamen; which would be attended by the advantage of keeping dry the sick bay, and main deck in general, and of preventing the perpetual concourse of people from passing through the galleys, which all naval officers know to be a very great nuisance.

#### DESTRUCTION OF THE SHIP ALBION, BY FIRE.

THE Albion, Captain James Robertson, was burnt at Whampoa, in China, in December, 1807, under the following circumstances:—On the morning of the 4th, the Hon. Company's treasure left Canton, and Captain Robertson proceeded down the river with a quantity of money belonging to the owners, but did not reach the ship until about half-past six in the evening. Going over the gangway, he observed to the officer, who at this time was employed in receiving the Hon. Company's treasure, and had then upwards of one million and a half of dollars on board, that there was a strong smell of fire. He went below to discern if possible whence it proceeded; and, observing the people at work in the main hatchway, he inquired whether or not they perceived any smell of fire: to

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\* Vide page 1, the vignette head-piece of the volume.

which they replied in the negative. Captain R. then went to the fore hatchway, uncovered it, and removed the hatches, when the flame burst forth with great fury, so high as the main stay. He ordered the hatches to be put on again, and used every endeavour to smother the flames, but without effect. At three A.M. of the 5th, the ebb tide having made, she went over on her broadside: the decks by this time were so much heated, as to oblige the people to quit her. At four in the afternoon she was completely burnt to the water's edge. Such was the fury of the flames, that the treasure between decks was run into masses of from two to ten thousand dollars weight. Suspicion of misconduct, or carelessness, fell on the people on board, and it was said, that a seacunny had dropped a candle in the fore-hold, and concealed the accident through fear; but as there was no desertion among the people, this was not believed. A later account states authentically, that the loss of the Albion was not occasioned through carelessness, as had been conjectured, but in consequence of some *paper umbrellas*, received on board as cargo, *packed up not thoroughly dry, which had caught fire in the hold*. Similar accidents have occurred through the same means.

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## CORRESPONDENCE.

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### PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY,

#### LETTER X.

SIR,

**F**ROM the sentiments expressed in my foregoing letters, I trust that it will appear that I am a zealous friend not only to necessary discipline, but to genuine and rational liberty, and that my great aim has been to inculcate the advantages which will arise from giving full effect to the latter without infringing upon the former. If then I shall ever appear to use any argument, or maintain an opinion which seems to militate against either of these separately, I must request my readers not to attribute it to any dereliction of opinion or principle, but to the unavoidable imperfection of all human establishments.

That the house of a British subject is his castle, has ever since the glorious days of Magna Charta, and the more glorious epoch when the revolution had nearly reduced it into solid practice, been a Briton's boast. How devoutly, Mr. Editor, is it to be wished,



that the reality of this boast had never been infringed upon, and still more seriously threatened; that our taxes could be levied without the humiliating disgrace of having our windows counted by circumambulating surveyors, and our cellars watched by intruding excisemen! When shall we see a *patriot* statesman arise, who while his duty obliges him to enforce the levy of millions, his feelings as a Briton will rouse his energies to the adoption of a plan which will apply to our purses without wounding our minds, and ultimately degrading our characters, by a gradual submission to intrusions which the spirit of freedom revolts at. This is the object so devoutly to be wished for. We will load our guns with our gold and silver rather than suffer a tyrant or a conqueror to soil the British shores; but let us entreat those who direct the ample means and generous hearts in the sister island, to guard as much as possible against any system, which, while it reduces the one, may degenerate the other.

Another digression, Mr. Editor; but you know that liberty and old England is our motto, and that "England expects every man to do his duty;" we must therefore not only *act*, but on all occasions, *think*, *speak*, and *write* with the freedom such a motto and such a sentiment imposes on our character.

I was writing on the subject of every Briton's house being his castle, when I was led into the foregoing digression. I was about to regret that this principle cannot be carried into practice in the interior of a ship of war, to such a degree as British feelings lead us to wish. I am led into reflection on this feeling by observing a great mistake, some (otherwise) excellent officers have fallen into. When retired into their berth, their cabin, or even wardroom, it has been conceived that the same unbounded liberty of speech may take place, as if they were in their houses on shore. It may be desirable that we could contrive bulkheads or screens, which were as impervious to sound, as they are to light, or that the servants to officers, and the sentinels near their cabins and mess places could be selected from the unfortunate deaf persons in his majesty's dominions. But these valuable ideas cannot be realised. Space will not admit of non-transmitting bulkheads, and my worthy friends of the cockpit or wardroom love full well to be heard by their attendants, whether they *sing out* to have their hammocks hung up, or a fresh bottle drawn off from the trusty supporters of the wardroom store. I must therefore give up my beautiful system, and earnestly advise all the parties concerned, to reflect upon the vast mischief that may ensue, and indeed that has ensued, from

officers speaking with disrespect of their superiors, or grumbling at their destinations before the servants and sentinels. A good officer will here submit to the most difficult of all disciplines, that of the tongue. If at table, an officer finds fault with the order or regulations of his captain, while perhaps a midshipman is at table with him, and half a score marines and boys attending round it; he from that moment ought not to think it a fault, if the gentlemen of the cockpit make equally free with his conduct in the station he may fill, nor feel surprise, though he may shame, if he hears that the messes between decks have retailed what has been reported from the wardroom, or officers' berths. No rank is privileged while on service to shew anger, contempt, or discontent at the conduct of its superiors; and the officer who would severely reprobate the seaman who was to utter a disrespectful word of, or to him, has no more right than the seaman to speak in a disrespectful way of his superiors in rank. Yet I fear that the contrary conduct is too common, and what would have been styled mutiny in seamen and marines, has often been the conversation of the wardroom and quarter-deck, and conceived to be only a proper freedom of speech. I am afraid this unofficer-like, this unpatriotic conduct, was very common towards the end of the last war, when the singular position of our enemy prevented the ships from being paid off as soon as the hopes of the officers and crews led them to expect. In general, much more excuse may be made for the seaman or marine, than for the officer, independant of the sentiment which education and expectations may be expected to produce. All as men claim an equal allowance to be made for the feeling which prompts the desire for an early return to their families; but the former have the additional plea of interest, as it is of consequence to be early in their offers to get good situations and wages in the merchant service, while the latter will be reduced to half pay. But I trust we shall never hear again of officers being *humbugged* and *kidnapped*, and all those childish and disgraceful whinings which were too vile at the time before alluded to, but that all will act up to the true spirit of the twenty-first article of war.

I could give some good advice to captains on the same subject, though they may say I am now coming close to my own feelings. I will, however, venture (perhaps in self-defence) to recommend, that if in a visit to the flag-ship, or by any other means, they should make any curious sexual discoveries, they should not immediately on their return to their ships proclaim in public that the admiral is an *old woman*; or if they are ornithologists, they need

not inform the officers that he is an *old goose*. We have certainly instances of several gallant females serving on board ship, and if any of them arrive at their flag, most likely indeed they will be old women; but in general their sex has been discovered early, and their promotion stopped: should, however, the sex be discovered, after arriving at the rank of admiral, the same should be quietly made known, agreeably to the article of war above mentioned, in order that a masculine successor may be appointed, and the old lady suffered to retire in peace.

I remain, sir, yours, &c.

A. F. Y.

REMARKS ON THE PARLIAMENTARY DUTIES OF  
NAVAL OFFICERS.

LETTER VIII.

SIR,

**B**EFORE I enter on the intended subject of my letter, I think it necessary to make some reply to your note on part of the postscript of my last. I can most truly assert, that no one is more positively averse “from unnecessarily wounding the feelings of *individuals*” than I am, and I join with you in opinion on that subject with all my heart. But with all due deference, Mr. Editor, I cannot at all think, that a man entrusted with a high command, during which matters of weighty national import have occurred, and concerning which the national feelings have been warmly agitated, is to be suffered to remain in calm repose for fear of wounding the feelings of the *individual*. I will not meddle with his private concerns, but if I am to be silent about those which clearly belong to the public, the liberty of the press and the liberty of the people are both annihilated, and the *feelings of millions of individuals are wounded*. The part of your note printed in italics appears to coincide with part of the answer read by Lord Hawkesbury to the address of the city of London (see page 364, line eight from bottom): in me, the demand for inquiry is said to “pronounce judgment,” and you are “anxious that sentence should not be passed *previously* to inquiry.” Certainly, judgment cannot be given, nor sentence passed *previous* to trial (I have no good opinion of the use of *inquiry*), but there must be accusation, or complaint, or rumour, in order to lead to a trial; and the opinions of the accusers or complainers, however strong against the supposed delinquent, can by no means be called passing

*sentence.* The letters I have seen are certainly not before the public, therefore it may not have fallen in your way to have seen the complaints and accusations which have met my eye, and for this reason, though not for those I have above noticed, you are quite right in omitting the sentence I had *quoted*, and indeed it so far deviated from the sort of opinions which I think all periodical papers should be open to, that it ought only to come into notice under a real signature; I therefore request you to accept my thanks for your judicious amendment of my letter. Should the last sentence of your note be verified on the present occasion, what can we wish for more? But is not the expectation rather *utopian*? Perhaps we may have to remark concerning it, when we know the issue of the never-to-be-forgotten Board of Inquiry on the Cintra generals!—May you and I, Sir, live in that country where “justice will take its course, innocence will triumph, and guilt or imbecility will be punished or disgraced;” or rather let me pray that such may be the character of the country we live in.

Before this letter meets the eyes of your readers, Parliament will have met, and a variety of information may have enlightened the public on matters on which we are now groping in the dark; I shall therefore confine my present advice to my brother sailors in either house, to such concerns as are not likely to be changed either by the royal speech or the debates on it.

I do not exactly know when it began to be the fashion to speak of millions of money as mere trifles with respect to the nation; in the days, and from the mouth of Mr. Pitt, this language was very rife, and certainly flowed from him with becoming grace, from the consistency between his words and actions. Millions were then certainly lavished, as if they were nothing to a nation. There may be objects worth attaining, at the expence of many millions, but unfortunately, even under the auspices of that eminent man, we were constantly lavishing the millions *without attaining the object*; need we then wonder that his successors have only succeeded in that which he found easy, and failed in that which even he could not accomplish. Now, Sir, as we have been worked up to almost our last shift to raise foreign armies for Napoleon to scatter like dust before a whirlwind, to send our own gallant soldiers to the new world under incompetent generals, to send others under a choice commander to the North, under such circumstances as to be sent back again, and a thousand other items known to all the world, I want to resort to a very old maxim, “to take care of the *pence*, and the *pounds* will take care of themselves.” When

the Parliament assembles, I have not the least doubt but that the mutiny bill, and all matters relative to the revenue, will be passed in due order, and I am prepared to be very thankful for all the other national benefits which may result from the session. Meanwhile, I submit the following hints to my naval friends, who will share in the honour which *may* result. I frequently hear great exultation in the state of the nation, because we now raise near sixty millions annually, and but few years have elapsed since twenty millions were conceived too great a burden to bear increase; yet we see palaces rising, and improvements advance as rapidly as ever. A melancholy truth, Mr. Editor. It is not the rich, the noble, the princes of the land, on whom the weight of the heavy burden is laid, but on those who never see the inside of palaces, and who know nothing of those decorations and improvements which so captivate the eyes and delude the senses of the admirers of the times. They have their merit, Mr. Editor, but this is not the view in which we should expect to find their real advantages.

I now descend to my humble recommendations. It is a fact, that in many parts of the kingdom, the poor go without their wonted meal of meat or fish, in consequence of the heavy tax on salt. The Chancellor of the Exchequer will say, and perhaps truly, as matters are managed, that so far from taking off a tax, he will have to add. Be it so, if requisite; but I want to propose, that as all sinecure places are given to the great and powerful, many of them no doubt paid from that very tax which reduces hundreds of their fellow men to the same mess with their pigs, that all such places should be entirely abolished, and the duty on salt lowered by their amount. I can hardly think the justice of this measure can be called in question, though it may be *utopian*. The heavy duties on malt have also entirely deprived many thousands of labourers in the country, of the power of procuring beer. As the Chancellor of the Exchequer cannot take off the tax on malt, let the experiment be tried how much it might be reduced by abolishing that mean and selfish privilege of franking letters, and lessening the malt duty by the amount. If there was at all a proper feeling in the right place, I think this petty remnant of vails and perquisites could not be retained a single moment; and whence could the proposal come with more propriety, than from the well known liberality of sentiment of a British sailor. He will not think a moment of the paltry pecuniary advantage, and even forego with pleasure the more agreeable part of the privilege, that of franking letters for the

ladies and his officers. As times go, there is a glaring absurdity in the rich and noble having their letters free of expence, when the middle and lower classes can scarcely afford to hear occasionally of their absent friends. Peers have a sufficiently high privilege in their hereditary seats in the upper house, and when it is surmised that seats in another place may be procured for money, or paid for by balls, buildings, chandeliers, newspapers, rates and taxes, &c. &c. there can be no possible reason why such a sneaking perquisite as franking should be retained. It is understood also, that the correspondence respecting borough matters is now carried on through the medium of the *middle men*, and that the members and the nominal constituents have nothing to say to each other.

I remain, Sir, yours, &c.

E. G. F.

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LETTER IX.

SIR,

AS the writers of long books look anxiously for the rising of the reviewers above the political horizon, so do the writers of long letters in your Chronicle look earnestly for the periodical appearance of your prefaces, that they may see in what way their labours have been taken, and be enabled to apportion their future exertions according to the quantum of the *plus* or *minus* of approbation they may there meet with. A great book, we have been told, is a great evil, and I perceive that a letter, which occupies five or six pages, is accounted somewhat of an intrusion; although if the number of pages were the greatest or only fault, it would be easy to divide the bulky concern into parts, and publish them at different times. But that I may not again encroach on those pages, which may be filled by superior ability, or more useful information, I proceed to that part of your late preface which relates to my letters.

It was in sober and well intentioned earnestness that I formed the resolution of offering my thoughts on the duties of members of Parliament to my brother sailors, through the medium of your work. In my first letters are truly detailed the subjects of the conversations and opinions which first suggested the propriety of so doing. Under the blessing of heaven, the high state of opulence and power to which our little island has risen, has been owing to the singular and admirable character of our constitution of government; and the pre-eminently happy part of it is the way in which the popular portion of it is blended with the monarchical and

aristocratical. I conceive, that if this popular portion loses its due weight, and becomes subservient to the other branches, that we should be under the very worst species of government which a nation could be afflicted with. Now, Sir, if it be true that we approach towards, or are in danger of approaching an event to be so earnestly deprecated; if from certain combinations, and from the executive power being the fount of honour and profit both to the lords spiritual and temporal, the ministers for the time being have an undue and powerful influence in one house; and if owing to the system of boroughs as now managed, that house has an undue and *very powerful* influence in the other, and the ministers in power *a still greater*; why then, Sir, I conceive that the vessel of the state may be said to be in jeopardy, and that it becomes the duty of every honest sailor to save her from shipwreck.

I am of opinion, Mr. Editor, that our heroes, whether military or naval, do not sufficiently consider the mixed nature of our constitution; but in consequence of their early acquaintance with the absolute nature of a military code, look almost wholly to the executive part with which they are principally connected. Under these impressions, I have endeavoured to point out the corruption which disgraces and endangers us, and to shew the consequence of those national feelings being attended to, which will make every Briton a hero, and his house a castle, and to express my conviction, that it has been owing to the absence of these feelings, that Europe has offered so trifling a resistance to the arms of the tyrant.

In my chase after this very important prize, and in my endeavours to collect proper arguments and illustrations to prove the legality of the capture, I am not aware of having *yawed* from the proper course, though perhaps I might have sometimes carried more canvass, and got fresher way through the water. But my bark is getting old and crazy, and the upper works much out of repair; it is necessary to prop the ship, and set up additional backstays, even while making a voyage in the trade winds; I must therefore, by the assistance of your excellent correspondent, Tim Weatherside, to carry a press of sail, make short board, and endeavour to make prizes of all the anecdotes, whether of gallant actions or borough politics, which he can grapple with, and knows so well how to deposit in the safe harbour of your Chronicle.

I have already thanked you for your impartiality in admitting opinions which militate so strongly against your own, but it is to

be considered, that discussion is the clear way to truth, and as such should always be admitted into periodical publications. I have also admitted great merits in the two noble lords to whom you attribute such superior attainments, and consider as the great *palladium* of our service, but in truth, Sir, I do assure you, that my former and unshaken opinion is confirmed by very many of those to whom I think I may justly apply the titles of the "first characters in the service and the state."

Before I conclude, I must express my thanks to you for your very judicious choice of a dedication, and for your animating and excellent address on the subject of the Spanish patriots. Against such a powerful enemy it must be expected to prove a work of years to gain the very important object in view. My great dread is, that the Junta have been ill advised in making the rallying words "our beloved Ferdinand" instead of "our beloved country." It is not conceivable to me that Ferdinand can be beloved after his weak submission, and unmanly abdication. If a cortes had been assembled, and a limited monarchy declared to be the determined result, after the enemy had been chased from the country, I firmly believe Buonaparte would never have entered Madrid. We shall soon hear the opinions of the Parliamentary leaders on this important subject, and also on the result of the memorable board of inquiry. The thanks of the country are justly due to Lord Moira for his explanatory dissent. Before the division in opinion was known, it appeared to have passed unanimously, that Sir A. W. was right in his gallant determination to pursue the beaten foe; and that Sir H. B. was as correct in ordering him to desist; and that Sir H. D. was also not in an error in granting a convention, which Junot thinks was to him an important victory.

I remain, Sir, yours, &c.

E. G. F.

*Admiral Trident, to the Right Hon. Lord Mulgrave, First Lord  
of the Admiralty, &c.*

MY LORD,

THE days, the best days of old Trident, have long been numbered with the past; but his youth is revived (thanks be to him who hath lengthened those days), his youth is revived, in the vigour and valorous achievements of his sons.

I have served, Lord Mulgrave, when the brave were more



honoured. I have served in the fleets of our Hawke and Boscawen. I have fought when the British flag has been nobly triumphant, and I have seen it as basely depressed, but never (let a father exult), never till these times, have I heard of such triumphs, as the glorious, the *unalloyed* triumphs of my sons.

My Lord, the old and gracious proclamation of his majesty (God bless him!) joined with honour, had ever been our polar star. By that we learned, in youth, that when the hard earned rank arrived, the harvest of our lives would come—a late, but *pledged* reward for all our blood and toils. Why, then, let a veteran ask, why was that ancient sacred compact broken? \* Have my sons not done *their* parts? Have they who should *lead* your fleets been found *astern*? Turn, my lord, turn, I pray, and traverse every ocean, or turn and see these wounds, these shattered limbs, these venerable locks, then, let our sovereign harshly say again, “Old man, thy services have been too well rewarded.” Too well rewarded! Ah, my king, what then have others been!

My Lord, you are a soldier, and, if my sons have heard aright, a man, too, of exemplary honour. Deal then but with us as a man of honour ought. My sons, you know, are poorly paid; they have no perquisites but what their blood must buy—they feed no crews—they *clothe* no men: if, then, reform be needful, do unto them as a soldier would be done unto,—do that, and we are content.

My Lord, we see you fill a high official station; and, if the world may be believed, you rank among our most enlightened statesmen. Deal then but with my family as a statesman would—we ask no more.

When placemen or pensioners should be discharged from service, what, may we ask, what do our most enlightened statesmen grant them? What, but *fair*, but *just*, and *liberal* remuneration?

If sinecures, if long established fees must be suppressed, what, let us sailors ask, what would be our oldest statesman’s answer? Would *your* voice *not* be, my Lord, for *fair*, for *just*, for *ample* remuneration?

If, then, Lord Mulgrave, the country that we live in, and that we love to defend, may not be relieved in the hour of distress, by discharging from its service a band of tawdry and unprofitable supernumeraries; if, when the poor old ship is labouring under a

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\* By a late regulation, one-third of the admirals’ and captains’ prize money has been taken from them, and given to the seamen.

pressure of sail, neither tack, nor sheet, nor halyards, can ever be started to ease her; if none of these things can be done without granting remuneration, liberal, ample remuneration to all who are rated; why, then, I ask (excuse an old man's warmth), I ask, in the name of that God, whose orders are justice, by what plea, by what right you take, without compensation, from the arms of my gallant boys their dearest earnings? Is it, say you, from generosity to your tars, to their humbler brethren? Your tars (God prosper them) they are dear to these aged arms, but beware, my Lord, of *such* generosity; no property is safe within its reach.

Generosity, true generosity, is the companion of courage and greatness; it grows up with the sailor, and is dear to his soul. There is but *one* generosity that my sons understand. Need I define it? It is *not*, believe me, that generosity which rewards them at the expence of a brother! Introduce not, I beseech you, among us the passions that may be baneful to your prosperity and our peace.

If *indeed*, you would reward, where reward is so abundantly due, take an old man's advice—look to the Droits—the Droits of Admiralty, won by their toils. Ah, Lord Mulgrave, why, why were **not** those Droits of Admiralty so meritoriously employed?

TRIDENT, Admiral, &c.



REW NIPPER.

MR. EDITOR,

Folkstone, January 15, 1809.

IT has been objected to the new nipper, which I had the honour of submitting to the officers of the navy in your last volume,\* that whatever might be its efficacy when used, the real utility would be of little account, as the additional purchase, it supposes, is but rarely resorted to. I might, perhaps, be justified by quoting against such an observation, the emphatic language of a very distinguished officer on a similar occasion: "If we cannot have all we want, let us have all we can get." But I rather choose to answer this objection by observing, that if the additional purchase has hitherto been but rarely resorted to, it may probably be owing to an apprehension of having to encounter those very difficulties which it is the sole object of this expedient to obviate. It has also

\* See page 446.

been remarked, by those whose judgment is entitled to much consideration, that the manner of passing the under, or common nipper, and the salvage, is by no means the best that could be devised. To these remarks, Sir, it may be sufficient to reply, that, as a sailor, I am too well acquainted with the advantages of practice, to suppose that the result of any closet speculations can be perfect; that while first making the nipper public, I professedly relied on the "liberal aid" of the profession, and that, in so doing, little to me could remain in view, but the hope of that gratification which arises from the idea of having suggested a beneficial improvement. If, therefore, by a more skilful application, the nipper proposed can be rendered still more beneficial, it unavoidably follows, that the measure of my gratification must be still more increased. Fully convinced as I am that great advantages may be obtained by extending the uses of the above nipper to more general purposes, there should be no hesitation on my part, in recommending that, in every case where the *greasiness* of the cable presents a considerable obstacle, immediate recourse be had to its aid. But in order to make myself completely understood on this subject, I must refer your readers to the accompanying sketch of the method recommended (founded, it must be confessed, on very inadequate trials), by attending to which, there appears reason to hope, that with only one piece of rope, and two of the nippers alluded to, an anchor in many difficult situations may with safety be weighed.

At A, in the sketch below, may be seen the representation of a double tailed nipper; the operation of which (however well known) I hope to be excused for explaining.

The double tailed nipper, when supplying the place of those commonly used, is first to have the tails of the after end secured to the messenger; the single part is then to be passed, as many times as may be practicable, round both the cable and messenger, and the remaining tails to be secured to the cable before it, which being done, it is distinctly evident, that so long as the ends are pulled in opposite directions, both the cable and messenger will be bound together by the single part that surrounds them, and that so long as the tails retain their hold, the power of the nipper will be increasing, in proportion to the increase of compression.

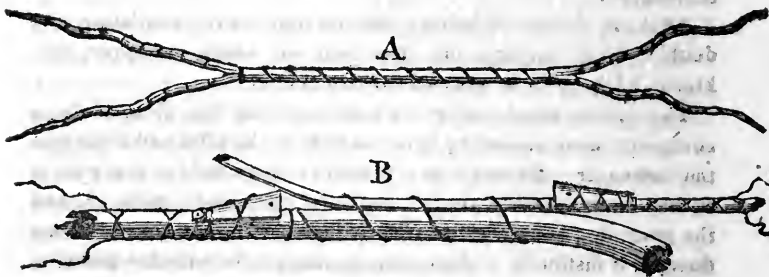
But it is equally obvious, that the value of a nipper so applied, entirely depends on the security of the tails, and this security is, in some cases, exceedingly difficult to accomplish. Several foreign nations have had recourse to a *mouse*, at certain intervals, on the

messenger, whilst others object to such a remedy, but all agree, that some practicable substitute for a mouse would be of infinite utility on the cable. Such a substitute, or temporary mouse, may, it appears to me, be easily obtained, for it seems extremely clear, on reflection, that if the new nipper may be made to hold when used with a purchase, it may be made to hold nearly as well, by applying the tails in the room of a salvage; at least, it may be made sufficiently stationary to answer the purpose.

I have before, Sir, had to lament, that local circumstances forbid my making any trial on a scale sufficiently large; but from what has been seen, it is necessary to say, that particular care should at all times be taken, while passing the tails, that the first turns round the wood may not produce the effect of removing it sideways, so as to prevent its bearing on the crosses beneath; which, it is thought, may be guarded against, by taking at first, a complete turn round either the nearest cable or messenger, as may be seen in the sketch, at B.

I shall now conclude with observing, what the first trial will sufficiently evince, that whether the salvage or the tails be used as a binder to the nipper, it is equally necessary, that all the turns should be taught, and applied as nearly as possible to the pins at tail.

H<sup>m</sup> Bickett R.N.



MR. EDITOR,

**T**HE preservation of seamen from the scurvy, and even the cure of that disease, so far as it has yet been investigated, being best effected by fresh succulent vegetables, you will oblige me by the insertion of the enclosed letter from Mr. Charles Edmund, surgeon of his majesty's ship Russell, as shewing, in a

clear and distinct manner, the practicability of employing the Kew Nopal, as it is called here, for that valuable purpose, to which it appears peculiarly adapted, by being so far an air plant as to preserve life, and the capacity of vegetation, for months after an entire removal from the earth or watering gardens.

J. ANDERSON.—1808.

“ *His Majesty’s Ship Russell, Madras Roads,*  
March 3, 1808.

“ SIR,

“ The plant, by the name of Kew Nopal, which you were so polite as to furnish me with to try its effects in scurvy, that was so general among the crew of his majesty’s ship Russell, after a cruise of three months, entirely confined to sea diet, I have the pleasure to say, proved so agreeable to those who had it given them in its raw state, that they compared it to sorrell, and I have no doubt but it would have proved highly useful could it have been continued; but owing to a diarrhœa, which generally occurs on the first use of every kind of fresh diet, I was obliged to desist from giving the nopal or any other succulent vegetable, and to pay attention to the state of the bowels by opiates, and occasionally by a little creta or some absorbent to correct the acidity in the stomach. As I considered the whole of the crew as being more or less affected with the scurvy, and the necessity of their having vegetables with their boiled fresh meat, I made use of the nopal in a manner more admissible, which was, to put a proportion every day in the coppers with their soup; this I think is a preferable mode, it being less likely to affect the bowels than in a raw state. Having been so little able to speak of its benefit, from our not having quitted the coast, I can only say, that from a knowledge of the utility of vegetables in scurvy, I will endeavour to obviate any effects on the bowels by opiates, and hope by the next time I have the pleasure of writing to you on the subject, to be able to speak of the benefit obtained, as it is so easily taken care of by keeping it in the air. Therefore request you will furnish me with a further supply, as we have nothing that will keep so long in a fresh succulent state.

“ I have the honour to be, sir,

“ Your obedient servant,

“ CHARLES EDMUND,

“ Surgeon of his majesty’s ship Russell.”

*Society of Arts, &c. Adelphi, London.*

SIR,

January 23, 1809.

BY direction of the Society instituted for the Encouragement of Arts, Manufactures, and Commerce, I return their thanks to you for your obliging present to them of the XXth Volume of your publication, entitled the NAVAL CHRONICLE, which has been ordered to be carefully preserved in their library, along with the preceding volumes with which you have favoured them.

I cannot help thinking it a part of my duty to notice to you the general approbation with which these volumes have been received, and the pleasure with which they have been perused by the members of this society. I assure you, it is my sincere wish that the work may meet with that patronage and encouragement from the public which it appears to me to be so well entitled to, and I have no doubt but that it will excite an emulation amongst our gallant sailors to follow the noble examples you have recorded.

As a tribute of respect to the memory of a youth whom I knew, I have taken the liberty of sending you the following anecdote, which you may take such notice of as you may think proper:—

About the year 1779, a privateer, called the Amazon, was fitted out upon a cruise from the port of Liverpool: two youths, about 17 years of age, apprentices to Mr. Benjamin Hallworth, a callenderman, at Manchester, eloped from their master, and entered on board the privateer, who, during her cruise, fell in with a vessel of considerable force, and engaged her.

Early in the engagement one of the youths above mentioned had his leg and part of the thigh shot off by a cannon ball, and fell by the side of his companion. The mind of the wounded youth appeared to be regardless of his situation, and only intent upon the event of the action. He called out to his companion, whose name was William, "*Will, how go we on, shall we beat them?*" an answer was returned by his friend, that he hoped so. The question was repeated several times, but in weaker tones of voice, whilst the blood flowed from him in a torrent; the probability of success was announced in similar answers. At last, raising his head a little, he with a very feeble voice again requested to know what success. His companion called out, "*The enemy have struck.*" A sudden gleam of joy seemed to diffuse itself over the countenance of the dying youth, who, stretching himself out, gallantly exclaimed, "*Then I die contented,*" and expired without a groan.

These circumstances were related to me by the companion who was present during the whole transaction, and who afterwards returned to his master's service in Manchester.

I remain, with much esteem, sir,

Your obedient servant,

CHARLES TAYLOR, M.D.

Secretary to the Society of Arts, &c.

*To Mr. Joyce Gold.*

MR. EDITOR,

THE geographers in every part of Europe, in their charts, have laid down Cape Frio, on the coast of Brazil, as being in the latitude 22 deg. 34 min. This error ought to be rectified: several vessels bound to Rio de Janeiro having been in consequence of it, embayed; and every one knows, that it is necessary to make Cape Frio, before he can get to Rio de Janeiro. This error has been rectified in Arrowsmith's map of the coast of Brazil, which will be shortly published. This geographer makes the exact latitude 23 deg. 2 min. and S. longitude 49 deg. 59 min.

TIM. WEATHERSIDE.

## MARINE SCENERY.

### THE NORTH CAPE.

*(From Acerbi's Travels.)*

THE North Cape is an enormous rock, which, projecting far into the ocean, and being exposed to all the fury of the waves and the outrage of tempests, crumbles every year more and more into ruins. Here every thing is solitary, every thing is sterile, every thing sad and despondent. The shadowy forest no longer adorns the brow of the mountain; the singing of birds, which enlivened even the woods of Lapland, is no longer heard in this scene of desolation; the ruggedness of the dark grey rock is not covered by a single shrub; the only music is the hoarse murmuring of the waves, ever and anon renewing their assaults on the huge masses that oppose them. The northern sun, creeping, at midnight, at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished

spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system.

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## PLATE CCLXXV.

*Description of Ince Castle, situated on the borders of Cornwall, adjoining to Devonshire.*

**A**S a marine villa, the view of Ince Castle may well be entitled to a place in the NAVAL CHRONICLE; the truly romantic peninsula on which it stands is a long promontory, which contains upwards of one hundred acres, and is connected with the continent only by two fields; it possesses all the advantages of an inland as well as a marine situation; for though nearly encompassed by the sea, it has beautiful woods and plantations, that thrive in great luxuriance, through which are cut rides and walks, in some parts impervious to the sun.

It is distant from Plymouth Dock only four miles by water, and when you open the St. Germain's water at Hamoaze (whence this view is taken) Ince Castle breaks upon you as a stately mansion, situated on the top of a Nole (seemingly an island rising out of the sea), with a boundary of rock of some height, resembling a high wall, on the edge of which, one half in view to the left, at the proper season, appears to have a fringe of gold and silver, from the blossoms of the various shrubs on its verge, while the other half presents to the eye the plantation and wood, through which a carriage road from the lower landing place carries you round an extensive lawn by an easy zig-zag ascent to the house. Two large boat-houses are also seen on the left side, from each of which a jetty runs into the sea for the convenience of landing.

The stables and coach-houses, upon a large scale, are at a proper distance from the house, but completely planted out; and at a further distance is the farm-yard, with barns, &c. likewise screened by trees. The house is gothic, with four towers, and is said to have been built by Killebrew, the favourite of Charles II. on the site of an old castle; indeed, from the vestiges and remains of old walls which are seen at low water, it bears the appearance of having been an ancient military station; and as Ince in the Saxon denoted an island, Ince Castle might in those times have been a strong hold; but what makes this more probable is, the labour



which seems to have been bestowed upon it, by cutting away rocks and forming the land to its present beautiful slopes, which work appears more considerable than could be undertaken by an individual; in some respects it answers to Fenelon's description of Calypso's island, in Telemachus, having most picturesque romantic scenery, and many delightful retreats, in the recesses of the rocks which surround it.

The road from the house, as far as the extent of the grounds, towards the turnpike, is along a ridge, from which the land regularly falls on each side till it comes to the rocks which form the bounds all round, and at the edge are seen hollies and thorns, which, as well as the myrtle, here grow to an uncommon size; also the American thorn are in abundance, of the size of small timber; nor can it be accounted for, how this continued verdure could remain so near the sea, but from its being at a distance surrounded by such high hills as keep off all harsh winds. To the same cause, and the constant flux and reflux of the tide, may likewise be attributed the great healthfulness of the situation; for so mild is the winter on this little spot, that snow never lies on the ground; so that, to its picturesque beauties, may be added a climate peculiar to itself, both for mildness in winter, and for coolness in summer; from which it has been found remarkably favourable to persons whose lungs have been affected.

Its distance from Saltash on the land side, by a good road, is four miles; but here, immediately you leave the grounds, you have to ascend the hill, which on that side forms its shelter from the south-west winds; the beautiful and varied scenery of sea, of ships, of hills, and of woods, which meet the eye from the summit, is truly grand.

The estate has been in the possession of proprietors, who not only possessed the means, but who have shewn great taste in the improvement of its natural beauties (for every part indicates that no labour or expense has been spared, either for convenience or decoration), by many works of art, of which the drains under the house, cut out of the solid rock, are not the least remarkable; and the great drain, which the fall of the land carries in some parts twenty feet under the surface, though cut through the solid rock with an arch, is so wide and lofty, that a cart may pass along; but this possibly in ancient times was a way from the old castle, of which the present advantage may have been taken by the architect.

Exclusive of three enormous wells, sunk deep in the rock, and

which afford a never-failing supply of the finest water, every field likewise has its spring equally good, which is remarkable, so surrounded as it is by the sea: this renders the land most fertile. A further convenience in former times was, that every field had a quay for the landing of manure from barges, but of these, only three now remain: however, at this time, the greatest draft by cart does not exceed a quarter of a mile, which is a circumstance few farms can boast.

This little paradise was long the residence of the family of the Neals, from whom it descended to the Neals of Tollerton, in Nottinghamshire, but finding it so far distant from their constant residence, they seldom went to it; and being of later years only inhabited by servants, both house and land had greatly gone to decay, which induced them to part with it about four years back, when it was purchased by Edward Smith, Esq. the present proprietor, who with infinite labour and expence, has put the house into substantial repair, and has brought the land into good condition; the whole being now laid down in pasture. It before possessed a very fine open bath, but he has added a close bath, with a bathing-house, which in that respect renders it very complete.

The surrounding waters abound in fish, of which the estate possesses the right of fishing, and the oysters of Ince are famous in those parts; there are likewise abundance of cockles, muscles, &c. on the shores; and in the rocky cliffs are to be found great numbers of rabbits, which afford very fine sport.

It is a curious circumstance, that such a house, with such land, having three orchards, and abounding with every other convenience, should never have had a walled garden; but such is the fact, though one of the fields produces the only good earth for bricks near Plymouth, the excellence of which is shewn by the bricks of which the house is constructed; and though the estate has likewise the advantage of a very fine stone quarry for building purposes. Thus the garden (in the midst of which is a good vine-house) has its fruit only growing on espaliers, though the trees are all of the most choice kinds. In the midst of the hanging wood is a fine level bowling green, with an elegant alcove, which commands the whole, but in which, when you are seated, there is not an object in view which can impress upon the mind the idea of being near the water.

The prospects from the house, whether looking towards the land or the sea, are beautiful beyond description, and in the latter are

seen the men of war lying at Ilamoaze, with a continued movement of vessels and boats up and down the St. Germain's Water for near objects, as also those up and down the Tamar at a distance.

Thus the inhabitants of this little peninsula may be said to have in their option, either a most delightful retreat from the world, with a fund of rural amusements, or the advantages of society to any extent they may wish: indeed, they may enjoy both at the same time.

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## CHRONOLOGICAL SKETCH

OF THE

## MOST REMARKABLE NAVAL EVENTS

OF THE YEAR 1808.

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### JANUARY.

1. **G**ENERAL MOORE, with part of the troops under his command, arrived at Portsmouth from Sicily (30th ult.)
2. Accounts arrived of the loss of the Anson frigate, Captain Lydiard, on the Bar Sand, near Helstone, on the 28th ult.
4. French papers were received, containing a copy of the French decree, dated 17th December, declaring neutral vessels, which might submit to be visited by English vessels, under the Orders in Council of November 11, to be denationalized, and not entitled to the protection of their government.
6. A copy of Sir Sidney Smith's declaration arrived, dated the 22d of November, off Lisbon, declaring Lisbon and the Tagus to be in a state of blockade, in consequence of their being in possession of the French.
20. Intelligence was received of the island of Madeira having surrendered to the British sea and land forces on the 24th ult. in trust for the royal family of Portugal.
21. Parliament met, pursuant to his majesty's proclamation.
23. Intelligence arrived of the embargo having been laid on all American vessels in their own harbours, in consequence of the president's message to Congress of the 7th ult.
25. The Prince Regent of Portugal landed at Bahia, where he remained a short time, and afterwards proceeded for Rio Janeiro.

### FEBRUARY.

7. Advices were received that the Danish islands of St. Thomas and St. John had surrendered to the British on the 22d of December, and Santa Cruz on the 28th.
8. A treaty of alliance and subsidy was concluded between Great Britain and Sweden.

15. Admiral Duckworth arrived at Martinique, in search of the Rochefort squadron.

15. The King of Prussia, in a proclamation, renounced all connection, commercial and political, with England, in compliance with the 27th article of the treaty of Tilsit.

#### MARCH.

8. The Piedmontaise French ship of war was captured by the *St. Fiorenzo*, Captain Hardinge, in the Indian seas. Captain Hardinge killed.

16. Frederick VIth proclaimed King of Denmark, his father Christian having died on the 13th.

19. Charles IV. abdicated the crown of Spain in favour of his son, Ferdinand VII. at the request of the hereditary nobility.

30. The island of Deseada taken by the French.

#### APRIL.

1. By an ukase of the Emperor of Russia, of this date, all foreign manufactured goods are prohibited from being imported into the Russian dominions; and Russian ships, coming from England, loaded, to be prevented from landing their cargoes.

10. The Rochefort squadron, after eluding the vigilance of the British cruisers, entered Toulon.

12. General Oakes sailed for Malta, to take the chief command of that island.

16. Captain Shipley, of the *Nymphé* frigate, was killed in an unsuccessful attempt to cut out an enemy's vessel from the mouth of the Tagus.

18. Sir John Duckworth arrived with his squadron, after an unsuccessful cruise in search of the Rochefort squadron, in the West Indies, &c.

22. Mr. Rose arrived from his mission to America.

28. Lord Gardner surrendered the command of the Channel fleet to Lord Gambier.

#### MAY.

1. The Prince Regent of Portugal, at Rio Janeiro, declared war against France, in consequence of the French troops having invaded Portugal, &c.

2. An embargo laid on all American ships lying in the harbours of France.

3. The town and harbour of Sweabourgh surrendered to the Russians.

6. Junot laid an embargo on all the ships in the harbours of Portugal.

— A fleet, destined for the Brazils, sailed under convoy from Portsmouth.

10. The expedition under Sir John Moore sailed from Yarmouth, under convoy of Admiral Keats.

17. General Moore, with his troops, arrived at Gottenburgh.

19. The Guelderland Dutch frigate, of 36 guns, was captured off Ireland by his majesty's ship *Virginie*, Captain Brace.

24. The Duchy of Tuscany, with all the sea-port towns on the Mediterranean; were united to France, by a decree of the French senate, upon the

ground that such a measure would tend to exclude the English from the continent.

25. Captain Bettesworth, of the Tartar frigate, was unfortunately killed in endeavouring to cut one of the enemy's East India men from off Bergen.

## JUNE.

10. The Spanish forts opened their fire on the French squadron under Admiral Rosilly, in the harbour of Cadiz.

14. Admiral Rosilly surrendered his squadron to General Morla.

17. Government ordered 300,000 dollars to be shipped from the Bank, for the use of the Spanish provinces which had revolted against France.

22. The court of common council of the city of London addressed his majesty, thanking him for the assistance he had afforded to Spain.

29. General Moore arrived from Sweden, with the army under his command.

— Intelligence arrived of the destruction of four Dutch ships of war, in the East Indies, by Sir Edward Pellew, in Oricse harbour, in the island of Java.

## JULY.

4. The Parliament was this day prorogued by commission.

— The British government issued a proclamation of peace with all the provinces of Spain.

5. The Turkish ship of war Badere Zaffer, of 52 guns, and 500 men, was captured in the Adriatic by the Sea Horse frigate, Captain Stewart, after a severe action.

12. The expedition under General Sir Arthur Wellesley sailed from Cork.

17. The governor of Cuba refused to acknowledge the sovereignty of Joseph Buonaparte, and proclaimed peace with Great Britain.

23. Lord Strangford, the British ambassador, arrived at the court of Brazil.

31. The expedition under Sir Harry Burrard sailed from St. Helen's.

## AUGUST.

19. The brigade of British troops under General Anstruther landed in Portugal, and joined Sir Arthur Wellesley.

22. General Sir Hew Dalrymple landed in Portugal, and took the chief command of the British army. Shortly afterwards, the French general of division, Kellerman, arrived at the British camp, with proposals from General Junot, for concluding a convention for the evacuation of Portugal by the French army, and, after some consultation, an armistice was concluded between the two armies.

25. Sir Samuel Hood, with two British ships of the line, assisted by a Swedish squadron, attacked and defeated a Russian fleet of superior force. The Sewold, a ship of the line, was destroyed, and the remainder escaped into port.

27. Island of Mariagalante retaken from the French.

30. After repeated discussions, a convention was concluded at Cintra, between Admiral Sir Charles Cotton and Admiral Siniavin, whereby the Russian fleet, of nine sail of the line and one frigate, which were lying in the Tagus, were delivered up to the British, to be by them kept as a deposit till six months after peace, and the Russian officers and seamen were to be sent home in British ships.

#### SEPTEMBER.

6. Buonaparte issued a decree, prohibiting the importation of colonial produce into any part of his dominions till further orders.

15. The French army finally evacuated Portugal, in pursuance of the convention of Cintra.

16. The Marquis de la Romana and suite landed at Yarmouth from the Baltic.

30. The Marquis de la Romana's army were safely landed at Corunna, from the British transports.

#### OCTOBER.

4. Sir Arthur Wellesley arrived at Plymouth from Portugal.

5. The island of Capri, with a small British garrison, surrendered to a body of French troops sent from Naples.

9. Expedition under Sir David Baird, consisting of 13,000 troops, sailed from Falmouth.

13. The expedition under Sir David Baird arrived at Corunna.

18. Sir Hew Dalrymple arrived at Portsmouth from Portugal, whence he was recalled by government.

#### NOVEMBER.

10. His majesty's ship *Amethyst*, of 36 guns, Captain Seymour, fell in with the *Thetis*, French ship, of 44 guns, which she captured, after one of the most sanguinary engagements ever known.

#### DECEMBER.

10. At a meeting of the merchants, &c. of the City of London, held this day, to consider of the propriety of opening a subscription for furnishing clothing and other necessaries for the use of the Spanish patriots, 15,000*l.* were immediately subscribed.

15. The British government published a declaration, stating, that the late overtures from France, for a peace, were inadmissible, and only intended to excite distrust in our allies.

30. Accounts received of a junction, formed at Benevento, between the armies under Sir John Moore and Sir David Baird.

## PHILOSOPHICAL PAPERS.

## NAUSCOPY;

OR,

THE ART OF DISCOVERING SHIPS AT A GREAT DISTANCE  
FROM LAND.

**N**AUSCOPY is the art of discovering the approach of ships, on the neighbourhood of lands, at a considerable distance.

This knowledge is not derived either from the undulation of waves, or from the subtilty of sight; but merely from observation of the horizon, which discovers signs indicating the proximity of large objects. On the approximation of a ship towards the land, or towards another ship, there appears in the atmosphere a meteor of a particular nature, which, with a little attention, is visible to any person.

M. Bottineau (a native of the island of Bourbon) laid this discovery before M. de Castries, in 1784. The minister sent him back to the island to continue his observations there, under the inspection and superintendance of the government.

M. Bottineau engaged, that not a single ship should arrive at the island without his having sent information of it several days before.

An exact register of his communications was kept in the secretary's office. All his reports were compared with the ships' books as soon as they arrived; to see whether the variations of weather, calms which retarded them, &c. &c. were such as agreed with his reports.

It must be observed, that when his reports were made, the watchmen, stationed on the mountains, could never perceive any appearance of ships; for M. Bottineau announced their approach when they were more than a hundred leagues distant.

From the authenticated journal of his reports, which has been published, it appears that he was wonderfully accurate. Within eight months, and in sixty-two reports, he announced the arrival of one hundred and fifty ships of different descriptions.

Of the fact there can be no reasonable doubt, because every method was adopted to prevent deception, and his informations were not only registered, as soon as they were made, in the government office, but were also publicly known over the whole island. The officers of government, moreover, were far from

being partial to M. Bottineau; on the contrary, they were displeased with him for obstinately refusing to sell them his secret, which they wanted to purchase at a high price, so that he could expect no favour from their representations. Truth, however, obliged them to give abundant testimony to the reality of his extraordinary talent, in their letter to the French minister, which is published in a "*Memoire sur la Nauscopie, par M. Bottineau.*"

The following are two of the reports extracted from this memoir:—

"On the 20th of August, 1784, I discovered some vessels at the distance of four days sail from the island. On the following day, the number multiplied considerably to my sight. This induced me to send information of many vessels; but though they were only at four days distance, I nevertheless stated in my report, that no settled time could be fixed on for their arrival, as they were detained by a calm. On the 25th this calm was so complete, as to make me think, for a few hours, that the fleet had disappeared, and gone to some other place. I soon after perceived again the presence of the fleet, by the revived signs. It was still in the same state of inaction, of which I sent information. From the 20th of August to the 10th of September, I did not cease to announce, in my reports, the continuation of the calm. On the 13th I sent word that the fleet was no longer becalmed, and that it would arrive at the island within forty-eight hours. Accordingly, to the surprise of the whole island, M. de Regnier's fleet arrived at Port Louisa on the 15th. The general astonishment was greatly increased, when it was known that this fleet had been becalmed since the 20th of August, near Rodriguez islands, which was precisely the distance that I had pointed out in my reports."

"I soon had another opportunity of shewing the certainty of my observations. A few days before the arrival of M. de Regnier's fleet, I announced the appearance of another fleet, which became perceptible to me. This created a great deal of uneasiness, because as no other French fleet was expected, that which I discovered might be English ships. I was ordered to repeat my observations with accuracy. I clearly perceived the passage of several ships, and declared they were not bound for our island, but were taking another course. In consequence of this information, the *Naiade* frigate and the *Duc de Chartres* cutter were suddenly despatched to M. de Suffrein. The cutter actually saw and avoided the English fleet, in the ninth degree, but unfortunately did not find M. de Suffrein in the bay of Trincomalee. The report of the cutter effectually convinced the incredulous of the reality of my discovery."

The last circumstance, of despatching the frigate and cutter, plainly shews the confidence which the French officers must have put in the information of M. Bottineau. It shews also that he deserved their confidence.



*Conjectures respecting the Phænomenon on which the preceding Observations were founded.*

The waters of the ocean form an immense gulf, in which substances of all kinds are swallowed up.

The innumerable multitude of animals, fish, birds, vegetable and mineral productions, which decay, and are decomposed in that vast basin, produce a fermentation abounding in spirits, salts, oil, sulphur, &c. &c. The existence of these is sufficiently apparent by the disagreeable smell and flavour of sea water, which can only be rendered drinkable by distillation, and by the evaporation of those heterogeneous particles which infect it.

The spirits, intimately united to the sea waters, continue undisturbed as long as those waters remain in a state of tranquillity; or, at least, they experience only an internal agitation, which is slightly manifested externally.

But when the waters of the sea are set into motion by storms, or by the introduction of an active mass which rides upon their surface, with violence and rapidity, the volatile vapours contained in the bosom of the sea escape, and rise up a fine mist, which forms an atmosphere round the vessel.

This atmosphere advances with the vessel, and is increased every moment by fresh emanations rising from the bottom of the water.

These emanations appear like so many small clouds, which, joining each other, form a kind of sheet projecting forward, one extremity of which touches the ship, whilst the other advances in the sea, to a considerable distance.

But this train of vapours is not visible to the sight; it escapes observation by the transparency of its particles, and is confounded with other fluids which compose the atmosphere,

But as soon as the vessel arrives within a circumference where it meets with other homogeneous vapours, such as those which escape from land, this sheet, which till that time had been so limpid and subtile, is suddenly seen to acquire consistence and colour, by the mixture of the two opposite columns.

This change begins at the prolonged extremities, which by their contact are united, and acquire a colour and strength; afterwards, in proportion to the progression of the vessel, the metamorphosis increases and reaches the centre: at last the phænomenon becomes the more manifest, and the ship makes its appearance.—MONTHLY MAG.

## Poetical Poetry.

The heart's remote recesses to explore,  
And touch'd its springs, when prose avail'd no more.

FALCONER.

### ODE FOR THE NEW YEAR, 1809.

BY HENRY JAMES PYE, ESQ. P. L.

**F**ULL orb'd in equinoxial skies,  
When the pale moon malignant rides,  
And bids the howling tempests rise,  
And swells the ocean's briny tides,  
Dreadful against the sounding shore  
The winds and waves tumultuous roar,  
The torrent-braving mound in vain  
The stormy inroad would restrain,  
The surges with resistless sway  
Force o'er the labour'd mole their way,  
Scorn every weak resource of human toil,  
O'erwhelm the peopled town, and waste the cultur'd soil.

But when, by native fences barr'd  
From billowy rage, the happier land,  
And rocky cliffs for ever stand  
To the wide-water'd coast a guard,  
Such as on Vecta's southern steep  
Look down defiance on the raging deep,  
Such as on Dover's breezy down  
On Gallia's hostile borders frown,  
Tho' billows urging billows roar  
And idly beat against the shore,  
While from the heights sublime the swain  
Mocks the vain efforts of the foaming main,  
Till nature bids the deluged surge subside,  
Hush'd is the tempest's voice, and reflux rolls the tide.

So o'er Europa's ravag'd plain  
We saw the torrent wile of war  
Resistless spread its iron reign,  
And scatter ruin wide and far ;

Th' embattled wall, the warlike band,  
 Vainly the Tyrant's course withstand :  
 Before the impious sons of Gaul  
 The legions fly, the bulwarks fall ;  
 Yet Britain's floating castles sweep  
 Invasion from her subject deep.  
 Yet by her rocks secure from harm,  
 Securer by her patriot arm,  
 Iberia turns the battle's tide,  
 Resists th' injurious Tyrant's pride,  
 While, freely floating in the ambient sky,  
 Sacred to freedom's cause, their mingled ensigns fly.



### APOSTROPHE TO THE RIVER NITH.

BY JOHN MAYNE.

**H**AIL, gentle stream ! for ever dear  
 Thy rudest murmurs to mine ear !  
 Torn from thy banks, tho' far I rove,  
 The slave of poverty and love,  
 Ne'er shall thy bard, where'er he be,  
 Without a sigh remember thee !  
 For there my infant years began,  
 And there my happiest minutes ran ;  
 And there, to love and friendship true,  
 The blossoms of affection grew !

Blythe on thy banks, thou sweetest stream  
 That ever nurs'd a poet's dream !  
 Oft have I, in forbidden time,  
 (If youth could sanctify a crime)  
 With hazel-rod, and fraudulent fly,  
 Ensnar'd thy unsuspecting fry ;  
 In pairs have dragg'd them from their den,  
 Till, chas'd by lurking fishermen,  
 Away I've flown, as fleet as wind,  
 My lagging followers far behind !  
 And, when the vain pursuit was o'er,  
 Return'd successful as before !

*Prologue to the Tragedy of DOUGLAS, and Farçè of the  
PADLOCK, performed by the Young Gentlemen of his Ma-  
jesty's Ship Albion, in February, 1808.*

THRICE welcome all—It is my lot to-day,  
To be sent forth as prologue to the play,  
Such as it is, we hope you'll kindly bear it,  
Consid'ring we've had trouble to prepare it;  
And that we'll grieve to find those cares were vain;  
If our endeavours fail to entertain,—

The good intention must all blame remove,  
If our poor efforts should abortive prove.—

Then for our theatre—but let that alone,  
Its inconvenience is already known;  
And for the scenery, you (sad obligation)  
Must paint it, partly, in imagination;  
This for the stage and play: but now each play'r,  
With trembling hope bids me put up his pray'r;  
We seek not, sirs, they cry, theatric fame  
(Some other way each fain would raise his name),  
Yet eager wish to bear our parts with spirit,  
And that wish constitutes our greatest merit,  
For, wanting skill, we have not the assurance  
To look for more than just—your bare endurance.  
But most our females your indulgence claim,  
If they should fail, 'tis nature you must blame;  
She, from the tone of their organization,  
Will suffer but a cold representation;  
Hoping to please, they willingly come forth,  
Well knowing failure cannot taint their worth;  
For, in their bosoms still, a sacred flame  
Burns emulative of a Nelson's fame.  
Under each plaid,\* we trust, you'll find a heart  
That fain would act a more important part—

[*Going off, returns again suddenly.*]

But stop,—a word or two before I go;  
Here, where each breast with loyalty doth glow,  
Sounds dear to all shall thro' our theatre ring:  
Music! strike up aloud—"God save the King!"

[*Music plays "God save the King."*]

\* An allusion to the Highland dress worn in Douglas.

*Prologue to Othello, and the Citizen, performed by the Young Gentlemen of his Majesty's Ship Albion, March, 1808.*

BEFORE the tragic muse begins her course,  
 By way of Prologue I'm sent out perforce,  
 To make some few apologies, and say  
 Something t' excuse our mangling Shakspeare's play :  
 Th' excuse for choosing it I fain would smother,  
 But truth will out—why, we could find no other :  
 Believe me, we should heartily rejoice,  
 Had circumstance permitted fitter choice ;  
 But such as 'tis, we hope you'll kindly bear,—  
 Nay, be contented with our homely fare :  
 So shall we deem some leisure hours well spent,  
 If our endeavours answer our intent.  
 We strive to please—not to draw plaudits forth,  
 Success or failure cannot change our worth :  
 We may succeed, but yet by fears oppress'd,  
 Expect your bare endurance at the best ;  
 And, dreading failure, to prevent our shame,  
 We own our weakness, and indulgence claim :  
 If, as we fear, our strength should prove too small,  
 Let interposing pity break our fall.  
 If we succeed, there's but one wish behind,—  
 The fervent wish of each true British mind :  
 From war's alarms may Britain soon be free,  
 Her commerce flourish, and her name still be,  
 ' The world-envied sovereign of the sea.'  
 But, when the sword is drawn in her dear cause,  
 Still may th' event prove tragic to her foes :  
 Her sons, in this deep drama, all unite ;  
 And may the Albions yet throw in their mite.  
 Firm and undaunted, then, each swelling heart  
 Will eager strive to take a foremost part :  
 Deem themselves blest in meeting wat'ry graves,  
 Proclaiming to the world that—*Britain rules the waves.*

[“ *Rule Britannia*” played in full chorus.]

Bombay, June 16, 1808.

Z.

## MARMION.

WE request permission to make a few more extracts from Mr. W. Scott's beautiful poem of Marmion. Such of our readers as have watched the waving, in endless variety, of the colours on the ensign-staff, will admire the following passage:—

“ It George's banner, broad and gay,  
Now faded, as the fading ray  
Less bright, and less, was flung;  
The evening gale had scarce the pow'r  
To wave it on the Doajon tower,  
So heavily it hung.”

## NELSON.

“ Lo, here his grave,  
Who victor died on gadite wave;  
To him, as to the burning levin,  
Short, bright, resistless course was given;  
Where'er his country's foes were found,  
Was heard the fated thunder's sound;  
'Till burst the bolt on yonder shore,  
Roll'd, blaz'd, destroy'd—and was no more.”

The following allusions to marine scenery occur in the admirable description of the battle of Flodden Field.

## XXVII.

“ And in the smoke the pennons flew,  
As in the storm the white sea-mew:  
Then marked they dashing broad and far,  
The broken billows of the war,  
And plumed crests of chieftains brave,  
Floating like foam upon the wave.

## XXVIII.

“ Advanc'd—forc'd back—now low, now high,  
These pennons sunk and rose;  
As bends the bark's mast in the gale,  
When rent are rigging, shrouds, and sail,  
It waver'd 'mid the foes.

## XXXV.

“ Then skilful Surrey’s sage commands  
 Led back from strife his shatter’d bands ;  
 And from the charge they drew,  
 As mountain waves, from wasted lands,  
 Sweep back to ocean blue.”

In the introduction to the second canto, the genius of the poet rises superior to all that criticism has ventured to pronounce in his description of the mountain lake Lock-skene, the character of whose scenery, he informs us, is uncommonly savage.

“ And when that mountain sound I heard,  
 Which bids us be for storm prepar’d,  
 The distant rustling of his wings,  
 As up by force the tempest brings,  
 ’Twere sweet, ere yet his terrors rave,  
 To sit upon the wizard’s grave—  
 Thence view the lake, with sullen roar,  
 Heave her broad billows to the shore ;  
 And mark the wild swans mount the gale,  
 Spread wide through mist their snowy sail,  
 And ever stoop again, to lave  
 Their bosoms on the surging wave—  
 Yet him, whose heart is ill at ease,  
 Such peaceful solitudes displease :  
 He loves to drown his bosom’s jar  
 Amid the elemental war :

Like that which frowns round dark Lock-skene,  
 There eagles scream from isle to shore,  
 Down all the rocks the torrents roar ;  
 O’er the black waves incessant driven,  
 Dark mists infect the summer heaven ;  
 Through the rude barriers of the lake  
 Away its hurrying waters break,  
 Faster and whiter dash and curl,  
 ’Till down yon dark abyss they hurl :  
 Rises the fog-smoke white as snow,  
 Thunders the viewless stream below.”—

## NAVAL HISTORY OF THE PRESENT YEAR, 1808-9.

(December—January.)

## RETROSPECTIVE AND MISCELLANEOUS.

**F**ROM the great interest and importance of the subject to the country at large, we have been induced to give the military as well as the naval details of the Gazette, relating to the disastrous, though glorious, battle of Corunna, on the 16th of January.

It will be seen, that Sir John Moore, the gallant commander-in-chief of the British army, with several other distinguished officers, fell in the sanguinary conflict; and, according to report, we had previously lost not fewer than 7,000 men, in the course of our retreat to Lugo, and thence to Corunna.

Much as we deplore the loss, the great and heavy loss, which we have sustained, we have the satisfaction of knowing, that not the slightest blame attaches to any of the officers or men concerned. The retreat of Sir John Moore is justly considered as one of the most masterly upon record.

The peninsular form of Spain presents an excellent opportunity for carrying on the war, agreeably to a plan which the late Lord Nelson so often and anxiously pressed on the attention of government: which was, to embark the army when hard pressed by a superior enemy, and land them on some other part of the coast, where it could act with a greater prospect of success; and to continue repeating this plan of attack, as a sure means of harassing and separating the great armies which the French can bring into the field.

A plan of this nature it was, in all probability, Sir John Moore's intention to pursue; but, in consequence of the great loss and fatigues of the army, it has been found expedient for it to return to England. Whether, when recruited, it will be again sent out, is doubtful.

In the royal speech, at the opening of Parliament, it was intimated, that the most vigorous assistance would continue to be afforded to Spain, as long as that country should continue true to itself; and, as recently as the 26th of January, since the distressing news of the battle of Corunna arrived, Lord Mulgrave has, in the most decisive manner, repeated that declaration.

If it be true, however, that the British officers have brought back the army upon their own responsibility, and contrary to the expectation of ministers, it seems to intimate that the affairs of Spain are in a very hopeless state; and we trust that, before another man shall be sent from our shores, the most satisfactory information will be received of the *will*, as well as of the *power*, of the Spaniards to co-operate, with the utmost cordiality, in resisting, and endeavouring to exterminate, the usurper.

The last accounts from the Spanish coast were brought by a ship



which was off Corunna on the 18th of January; at which time, it is said, the whole town was in flames. It is conjectured, that the Spaniards had resisted the entrance of the French; and that, from motives of revenge, the sanguinary invaders had set fire to the place.

A French officer of high rank, supposed to be either Soult or Junot, is said to have fallen in the battle of Corunna.

We lament to state, that we have sustained considerable injury from the elements as well as from the sword; some of our transports, returning from Spain with troops, having been entirely lost, and others greatly damaged.

His majesty's brig *Primrose*, of 18 guns, commanded by Captain Mein, was wrecked on the Manacle Rocks, in a heavy gale, on the night of Jan. 22, and the whole of the officers and crew, with the exception of a lad, perished. The *Primrose* was esteemed one of the handsomest vessels of her class in his majesty's service: she was fitted out at Plymouth at the same time with the *Carnation*, which was lately captured in the West Indies.

*Plymouth, Jan. 23.*

Arrived this morning the *Barfleur*, of 100 guns, Rear-admiral Hood; *Tonnant*, of 80 guns, Rear-admiral de Conrey; *Victory*, of 100 guns; *Implacable*, *Resolution*, *Norge*, *Elizabeth*, and *Zealous*, of 74 guns each; *Amazon*, *Unicorn*, and *Eudymion* frigates; *Mediator* store-ship; and *Parthian* sloop of war, from Corunna; whence they sailed on Wednesday last, with about 400 sail of transports under convoy: nearly 100 of the latter have arrived here in the course of the day, with troops; the remainder are in channel, under convoy of four sail of the line, and the greater part will probably put in here. The troops are greatly in want of necessaries. When the fleet left Corunna, on Wednesday last, a heavy cannonade was heard, which was supposed to be the bombardment of Corunna by the French, who, it is stated, had succeeded in setting the town on fire; but it is stated, that the Spaniards still held out, though it was understood that 30,000 men had reinforced Soult and Junot's army, after the British had re-embarked. The killed, wounded, and missing of the British troops since they left England, are estimated at between seven and eight thousand.—Arrived the *Scorpion* and *Raleigh* sloops of war, on a cruise.—Sailed the *Medusa*, of 50 guns, for Spain; and *Plover* sloop of war, to the westward.—Arrived the French lugger privateer *la Clarisse*, pierced for 16 guns with 60 men, from St. Maloes, captured by the *Indefatigable* frigate; also the French schooner *General Junot*, laden with flour and other provisions, captured by the *Raleigh* sloop of war. Arrived the *Sally*, Captain Cooke, from Newfoundland, laden with fish, last from Corunna, whence she sailed, on Wednesday last, with the transports which are arrived here; the master of this vessel states, that the French troops were bearing down upon Corunna in all directions, and that the inhabitants had nearly all fled from the town. Sir David Baird is stated to be in a very dangerous state.

The following particulars respecting the capture of his majesty's schooner *Rook*, were communicated in a letter from the master, who succeeded Lieutenant Lawrence in the command of the ship, and from the mouth of the only survivor of the unfortunate crew who has hitherto reached England, and who himself was shot through the wrist and shoulder, besides some wounds with a cutlass ;

“ The *Rook*, Lieutenant James Lawrence, sailed from Plymouth, under the orders of Admiral Young, on the 24th of June, 1808, with despatches for the West Indies. After a fine passage, she arrived at Jamaica, from whence, after having waited a few days to refit, and take in specie, she sailed for England, August 13th. For two days they were followed by a French schooner (which is pretty generally the case when a ship has any money on board, and of which intelligence is soon gained at some of the French islands), but whom they beat off. On the 18th of August, at day-light, they fell in with two French schooners, and immediately cleared for action : on the largest vessel coming alongside with English colours, and not answering when hailed, but immediately hoisting French colours, Lieutenant Lawrence shot the French captain, when a most desperate action commenced ; after an hour's hard fighting, Lieutenant Lawrence received his last wound by a musket-ball, and the *Rook* was immediately carried by boarding, the French officers repeatedly calling to the men to give no quarter.

“ Mr. Stewart, the master, received seven most desperate wounds with a cutlass, of which he afterwards recovered, but I am sorry to add is since dead of the yellow fever. Mr. Donnelly, the clerk, was also dangerously wounded in the groin, but is now recovered. Mr. George Reed, an Officer in the royal artillery, who has served his country on the island of Jamaica for twenty years, and who was related by marriage to Lieutenant Lawrence, was induced to embark on board the *Rook*, with a very considerable property, in hopes to re-visit his native country, but was inhumanly killed by the enemy when boarding ; and so eager were they to get possession of a valuable ring which he happened to have on his finger, that they nearly cut his hand off to attain it. The survivors were stripped naked, put in their boat, and turned adrift ; but by the exertions of four who were not wounded, they reached land, and were most hospitably received by the natives. The *Rook* was so much damaged, that the enemy could not get her into port, and therefore set fire to her.

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“ *Helston, Jan. 22, 1809.*

“ It is with extreme regret I inform you of the sorrowful tidings of the loss of the *Despatch* transport and the *Primrose* sloop of war, the former from Corunna, and the latter outward-bound. The *Despatch* had on board a detachment of the 7th Light Dragoons, amounting in all

with the crew, to 100 people. Out of this number, only seven have been saved from a watery grave. These brave fellows, I am told, are the same who distinguished themselves so eminently under Lord Paget. The officers lost on this unhappy occasion are, Major Cavendish, Capt. Duncanfield, and Lieutenant Waldegrave.

“The loss of the *Primrose*, of 18 guns, is not less to be regretted than that of the *Despatch*. She was driven by the tempestuous weather upon the Manacle Rocks, about a mile from the spot where the transport foundered. On this occasion every soul on board perished, except a little boy. Both these melancholy events happened this morning at about six o'clock. The *Despatch* transport belonged to Shields.”

The *Primrose*, Captain James Mein, sailed from Portsmouth a few days ago, with a fleet of transports, consisting of about 30 sail, the destination of which we have not yet heard of. They had troops and stores on board.

The *Active* armed cutter lately captured a small French lugger, mounting one gun, and manned with 18 men, having on board several packets of French papers, to be distributed about the coast. The capture of this vessel explains a circumstance which certainly appeared singular—by what means casks with newspapers were made to float so directly from Boulogne to the Kentish coast. It now appears, that the French send over vessels in the evening, to throw the casks containing the papers within reach of the current that sets into the coast at certain periods of the tide.

“His majesty’s brigs *Reindeer* and *Pert*, arrived in Port Royal, brings us the tidings of the capture of Samana, that famous rendezvous for a horde of privateers, by his majesty’s frigates *Franchise*, *Aurora*, and *Dædalus*, and *Reindeer* and *Pert* brigs. On the 10th inst. these vessels anchored off the town, when the alarm was soon spread; and at the sight of such a superior force, the principal part of the inhabitants, consisting of upwards of 900 men, women, and children, sought refuge on board the *l’Exchange* privateer of 14 guns and 100 men, and another privateer lying in the harbour, expecting they would be able to effect their escape to St. Domingo, with the assistance of their sweeps. The men of war, perceiving their intention, immediately despatched four boats, well manned, in pursuit of them, which soon came up with, and captured them. In the mean time several other boats proceeded to storm the fort, which was accomplished after a slight resistance. We regret, however, to add, that Captain Dyer, of the *Aurora*, was dangerously wounded in the head by a musket-ball, while landing the party. Four vessels, lying in the harbour, laden with coffee, &c. also fell into the hands of the captors. A vessel was shortly after despatched to Porto Rico with the intelligence, and requesting a sufficient number of troops to be sent from thence to garrison the place.

The following is an extract of a letter received at Portsmouth from

Mr. Thomas Mason, late clerk of his majesty's ship *Crescent*, relative to the melancholy loss of that ship. We give it publicity for the satisfaction of the friends of the survivors, and to terminate the dreadful state of suspense in which many must be on the occasion.

“ On the 5th inst. (Dec.) we struck on the coast of Jutland, near Robsnout, and were completely wrecked, with the loss of 220 people. The survivors, 60 in number, were saved; the major part on a raft, the remainder in the jolly-boat. Our situation was truly dreadful, even worse than at the old ship's (*Anson*) loss. We have been removed from Robsnout to this place (*Aalborg*), in waggons, about 32 miles. We have as yet been treated very well—expect soon to be released.

*List of Survivors.*

Neilson Williamson, master.

John Weaver, first lieutenant of marines.

Francis Houghton, midshipman, } late of his majesty's ship *Anson*.  
Thomas Mason, clerk, }

J. R. Lavender, midshipman.

John Munro, ditto.

Mathew Walker, boatswain.

|            |             |      |                 |
|------------|-------------|------|-----------------|
| Complement | 272 men     | Lost | 212 men         |
|            | 1 passenger |      | 1 passenger     |
|            | 6 women     |      | 6 women         |
|            | 1 child     |      | 1 child         |
|            | <hr/>       |      | <hr/>           |
|            | 280 Total.  |      | 220 Souls lost. |

The letters from America are full of complaints against the piracy and cruelty committed upon American subjects and property by the “French villains,” as they are termed, who infest the ocean. A catalogue of captures is inserted in the American papers, which sufficiently justifies the clamours of the people against the government for not avenging the indignities hourly committed upon their trade. The instances alluded to are, where American vessels, having received permission from the president to sail from their respective ports, have been captured by French privateers, their cargoes confiscated, and their crews put in prison in France.

The following letters brought from France by the Union American ship, and written by two American captains, will serve to shew the treatment now experienced by the trade and subjects of the United States from the enemy :

*Extract of a Letter from Captain Nicholas Owings, of the American Brig President, from the Canary Islands, dated*

*“ St. Vallery, Nov. 28, 1808.*

“ It is with the greatest regret I inform you of my being captured, on the 17th instant, close under the Isle of Wight, and sent in to this place. I have ever since been under a guard in an inn, and am not

allowed to go out of my room without some person to guard me, a thing which has never before been known to have been done in France. I impute it to there not being any neutral vessels brought in here."

*Copy of a Letter from the Captain of the Mary.*

"Boulogne Castle, 1st Dec. 1808.

I have the misfortune to acquaint you, that the brig *Mary*, of Philadelphia, under my command, was captured on the 19th ult. by the French lugger privateer *Grand Napoleon*, of this port, and carried in here. The *Mary* was captured between the port and the English shore. The cargo, consisting of 192 tons of sweet oil, has already been discharged; and I am, as well as my crew, kept as yet in prison, though I have reason to suppose we shall soon be released. I have not been able to ascertain the motives of this government for capturing American property, and detaining the subjects of the United States as prisoners; but time and patience will unfold them, and afford us redress."

The influence of the French minister at the court of St. Petersburg was lately strongly manifested in the case of an English gentleman, of the name of Elphinstone, a captain in the Russian navy. Mr. Elphinstone, who is related to several persons of consideration in this country, commanded the Russian frigate *Venus*, and on the breaking out of the war with England, returned with Admiral Greig, Captain Bailey, and others, who relinquished their commands in the Tagus, to St. Petersburg. It was some time since reported to the French minister, Caulincourt, that Captain Elphinstone had spoken in terms of reproof of Buonaparte's conduct and politics; some fictitious charges were immediately preferred against him, and he was sentenced, by a court-martial composed of Caulincourt's creatures, to be shot. The Emperor Alexander, however, alarmed at so gross a violation of justice; yet at the same time dreading to offend the imperial representative, commuted the punishment to banishment into Siberia.

Formerly 2,000 ships used annually to arrive at and leave Dantzic port; but during last year there were but *two* arrivals.

The effects of the gales of Tuesday night the 24th of January, have been severely felt among our shipping on the coast. Two very valuable outward bound East Indiamen have been totally lost on the Goodwin Sands, besides other vessels; of which we believe the following particulars will be found to be accurate. On the evening mentioned, great apprehensions were entertained for the fate of the Indiamen proceeding through the Downs; but nothing was known of their situation till the following morning, when a most distressing scene presented itself to the spectators from Deal. Three large ships were seen on the Goodwin Sands, with only their foremast standing, hoisting signals of distress, and the sea was dashing over them mountains high. The crews were all collected on the poops, waiting for that relief which the Deal boatmen

seemed anxious to afford them. These men, by their indefatigable exertions, and at the imminent hazard of their lives, reached the wrecks of the Indiamen, and took out of the Admiral Gardner the whole of her crew.

The boatmen from Ramsgate and Broad-stairs joined those from Deal, and removed into their boats the people from the Britannia, previous to which this last ship had lost of her crew three lascars and twenty-four seamen, and one died in one of the Deal boats from fatigue.

Of the crew of the Admiral Gardner, it is feared that four have been lost; for in the night one of the seamen having been washed overboard, the third mate and three seamen volunteered their services to endeavour to pick him up in the ship's-boat, which was never after heard of.

Other accounts estimate the loss of the Britannia at only seven men.

We regret to state, that the boatmen were not in time to save a single man belonging to the third ship (a large brig), and all the hands on board perished. There were proper pilots on board the Indiamen, but the violence of the weather baffled all their skill.

The Admiral Gardner was the first vessel driven upon the sands; and as soon as the pilot of the Britannia found that that ship shoaled her water, he let go one anchor, and after that two more, but such was the violence of the gale, that she was driven on the sand with three anchors a-head.

Vice-admiral Campbell, at day-light, sent two gun-brigs, a lugger, and a cutter, to anchor as near as possible, in order to render the sufferers every assistance in their power. If the weather abated soon, it was expected that part of the cargoes might be saved.—The loss has been estimated at 200,000*l*.

After the gale the Cuffinells, we understand, returned to her station dismasted.

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## Imperial Parliament.

### HOUSE OF LORDS.

THURSDAY, JANUARY 19.

**T**HE session of Parliament was opened this day by commission; the Commissioners were, the Archbishop of Canterbury, the Lord Chancellor, the Earl of Camden (president of the council), and the Duke of Montrose (master of the horse).

The usual forms having been gone through, the Lord Chancellor read the following speech:

*“ My Lord: and Gentlemen,*

*“ We have it in command from his majesty to state to you, that his majesty has called you together, in perfect confidence that you are prepared cordially to support his majesty in the prosecution of a war which there is no hope of terminating safely and honourably, except through vigorous and persevering exertion.*

“ We are to acquaint you, that his majesty has directed to be laid before you copies of the proposals for opening a negotiation, which were transmitted to his majesty from Erfurth, and of the correspondence which thereupon took place with the governments of Russia and of France; together with the declaration issued by his majesty's command on the termination of that correspondence.

“ His majesty is persuaded, that you will participate in the feelings which were expressed by his majesty, when it was required that his majesty should consent to commence the negotiation by abandoning the cause of Spain, which he had so recently and solemnly espoused.

“ We are commanded to inform you, that his majesty continues to receive from the Spanish government the strongest assurances of their determined perseverance in the cause of the legitimate monarchy, and of the national independence of Spain; and to assure you, that so long as the people of Spain shall remain true to themselves, his majesty will continue to them his most strenuous assistance and support.

“ His majesty has renewed to the Spanish nation, in the moment of its difficulties and reverses, the engagements which he voluntarily contracted at the outset of its struggle against the usurpation and tyranny of France; and we are commanded to acquaint you, that these engagements have been reduced into the form of a treaty of alliance; which treaty, so soon as the ratification shall have been exchanged, his majesty will cause to be laid before you.

“ His majesty commands us to state to you, that while his majesty contemplated with the liveliest satisfaction, the achievements of his forces in the commencement of the campaign in Portugal, and the deliverance of the kingdom of his ally from the presence and oppressions of the French army, his majesty most deeply regretted the termination of that campaign by an armistice and convention, of some of the articles of which his majesty has felt himself obliged formally to declare his disapprobation.

“ We are to express to you his majesty's reliance on your disposition to enable his majesty to continue the aid afforded by his majesty to the King of Sweden. That monarch derives a peculiar claim to his majesty's support, in the present exigency of his affairs, from having concurred with his majesty in the propriety of rejecting any proposal for negotiation to which the government of Spain was not to be admitted as a party.

*“ Gentlemen of the House of Commons,*

“ We are commanded by his majesty to inform you, that he has directed the estimates of the current year to be laid before you. His majesty relies upon your zeal and affection to make such further provision of supply as the vigorous prosecution of the war may render necessary; and he trusts that you may be enabled to find the means of providing such supply without any great or immediate increase of the existing burthens upon his people.

“ His majesty feels assured, that it will be highly satisfactory for you to learn, that notwithstanding the measures resorted to by the enemy for the purpose of destroying the commerce and resources of this kingdom, the public revenue has continued in a course of progressive improvement.

“ *My Lords and Gentlemen,*

“ We are directed to inform you, that the measure adopted by Parliament in the last session for establishing a local militia, has been already attended with the happiest success, and promises to be extensively and permanently beneficial to the country.

“ We have received his majesty’s commands most especially to recommend to you, that, duly weighing the immense interests which are at stake in the war now carrying on, you should proceed with as little delay as possible, to consider of the most effectual measures for the augmentation of the regular army, in order that his majesty may be the better enabled, without impairing the means of defence at home, to avail himself of the military power of his dominions in the great contest in which he is engaged; and to conduct that contest, under the blessing of divine Providence, to a conclusion compatible with the honour of his majesty’s crown, and with the interests of his allies, of Europe, and of the world.”

The Earl of *Bridgewater* moved an address of thanks to his majesty; which was seconded by Lord *Sheffield*; after which Earl *St. Vincent* observed, that he could not suffer the question to be put on the address, without claiming their lordships’ attention for a few moments. Though he could not concur in every part of it, yet it was not his intention to propose any amendment. His principal motive for rising was, to express his unqualified disapprobation of the whole of the conduct of ministers; of every thing they had done with respect to Spain, of every thing they had done with respect to Portugal, of almost every thing they had done since they came into power, and particularly for the last six months. The noble lord who seconded the address had talked of the vigour and efficacy of their measures. Vigour and efficacy indeed! when their whole conduct was marked by vacillation and incompetence. If such men, so notoriously incapable, were not immediately removed, the country was undone. There was one part, however, of the address and of the speech in which he cordially agreed—that which condemned the armistice and convention. It was the greatest disgrace that had befallen the British arms, the greatest stain that had been affixed to the honour of the country since the Revolution. He was not at present disposed to enter into an examination of the manner in which the naval part of that expedition had been conducted: opportunity would arise for discussing the extraordinary arrangement that had been made respecting the fleet in the Tagus. He would not withhold from ministers whatever praise might be due to them. He would give them credit for providing plenty of transports; but what was the merit of these exertions? Any one who offered



a little more than the common market price might hire as many as he pleased; but ministers not only offered that market price, but a great deal more than they should have done. And how were these employed? Why, in conveying Junot and his runaway ruffians, with their plunder and exactions, all the plate and precious stones, and rare exhibitions of art, the fruits of their robberies of churches, palaces, and private houses, to France. It was with shame and sorrow that he saw men of the highest rank in the British army and navy superintending the embarkation of this enormous fund of rapine and confiscation, and conducting it, and the *devils* who had thus acquired a property in it, to those parts of France nearest to Spain, who were thus enabled to enter that country sooner than the brave fellows to whom they surrendered, and were now actually engaged in chasing Sir John Moore from the peninsula! If they meant really to assist the Spaniards, why did not ministers send troops in the first instance to the north of Spain? Why did they send one part of them to Lisbon, and another to Corunna, from which points no junction could be effected, without being exposed to toilsome marches, and such privations as could hardly be conceived by persons not acquainted with those countries? It seemed to him as if they were totally ignorant of the geography of the country they appeared so eager and zealous to defend. He had, indeed, heard of a "heaven-born" minister, who, at the first cabinet council he attended, asked, whether Port Mahon was an island, or on the continent. This, to be sure, was bad enough; but it did not betray half the ignorance that the conduct of ministers did in every measure relating to Spain and Portugal. He would say to his majesty, that if these men were not removed, the kingdom was lost. There was no part of the conduct of ministers liable to greater censure than that which related to the command of the army. He would be the last man in the kingdom who would wish to detract from the professional character of the officers employed; but on so momentous an occasion, he wished to see some of the princes of the blood, who had been trained to arms from their youth, and many of whom had seen a great deal of arduous and dangerous service: he alluded particularly to one (the Duke of Kent) who would have fallen the victim of his zeal in the West Indies, had he not been forcibly sent home from that pernicious climate by himself and Sir Charles Grey. These were the proper men to command the British army on this occasion. If it was not thought proper to employ these illustrious persons, there were others to whom the country and the army looked up. There was one (the Earl of Moira, we believe) who, from his early career of glory, from his princely munificence, and from the unbounded confidence which the army would place in him, whether they were ordered to advance or retreat, who was peculiarly qualified for a command of this description—a man who possibly might prove a second Earl of Peterborough—a man, in short, who would have acted from himself, and who would have acted vigorously and successfully. The noble earl next adverted to the court of inquiry, which he considered as an expedient rather to cover

some blot in their own conduct, than to do justice to the officers who were the ostensible objects of its proceedings, or to satisfy the country. The case of the senior officer on that occasion was particularly hard: he was to be responsible for every thing, and yet he was to do nothing without consulting the third in command. He was fettered by his instructions; he was, in fact, to have no will, no discretion of his own. This odious restraint did not, to be sure, appear on the face of his instructions; but it was conveyed in a manner equally binding upon him, in the suspicious form of a private letter, a letter of counsel and recommendation—a detestable mode of proceeding, to which he never had, or would have recourse. An attempt had been made to justify the convention of Cintra, by stating, that the French could have crossed the Tagus, and got into Spain in defiance of any exertions of the army by which they were beaten. The French cross the Tagus! If they did, he would be bold to say, that every man of them must have passed under the yoke. They would have to fight their way through as brave a population as any in Europe. The Portuguese were not inferior in bravery to the Spaniards, and there were no men more gallant than the latter. He spoke of the Portuguese peasantry, for he would admit that there were no people in the world upon whom less reliance for a vigorous resistance could be placed than on the inhabitants of Lisbon. He begged pardon for having taken up so much of their lordships' time; but he could not refrain from expressing his decided disapprobation of the conduct of ministers. If the House would do their duty, they would go in that dignified manner that became them to the foot of the throne, and implore his majesty to remove from his councils those men whose measures would bring inevitable ruin on the country. In earnestly recommending this, he was not swayed by personal considerations. In a few hours he would enter into his seventy-fifth year, sixty-one of which he had been in his majesty's service. At this time of life, and under the existing and increasing embarrassments of the country, he could not be suspected of being very anxious to return to office. He should trespass no longer upon their lordships' patience. He thanked God for having given him strength to communicate his sentiments on the very critical situation of the country; and thanked the House for the indulgence it had shewn him. He would offer no amendment, but content himself with expressing his dissent from the address.

Lord Grenville joined in censuring the conduct of ministers with respect to Spain. He never conceived that there was such a prospect as justified the sending an army into that country. We might have furnished the Spaniards with arms, ammunition, &c. and if they had evinced a capability of resisting Buonaparte with effect, we might have followed up their efforts. His lordship deprecated the unprecedented manner in which the Russian fleet had been obtained, at Lisbon. It should, in conformity to our old system, have been either captured, burnt, sunk, or destroyed. His lordship also censured the orders in Council, as having been the cause of the American embargo.

Several other members delivered their sentiments; and the Earl of *Liverpool* having entered into a general defence of ministers, the address was agreed to *nem. dis.*

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HOUSE OF COMMONS.

THURSDAY, JAN. 19.

The usual forms at the commencement of a session having been gone through, Mr. *Robinson* moved an address of thanks for the royal speech; which was seconded by Mr. *S. Lushington*; and, after a debate of considerable length, it was agreed to, without a division or an amendment,

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Letters on Service,

*Copied verbatim from the LONDON GAZETTE:*

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ADMIRALTY-OFFICE, DECEMBER 13, 1808.

*Copy of a Letter from Vice-admiral Rowley, Commander-in-chief of his Majesty's Ships and Vessels at Jamaica, to the Hon. W. W. Pole, dated at Port Royal, the 14<sup>th</sup> October, 1808.*

I enclose a copy of a letter from Captain *Lillicrap*, giving an account of the capture of a small French privateer belonging to Guadaloupe, by his majesty's sloop the *Despatch*.

*His Majesty's Sloop Despatch, Port Royal,  
October 13, 1808.*

SIR,

I have the satisfaction to inform you, I captured, on the night of the 2d instant, off *Nevis*, the small French schooner privateer *Dorade*, belonging to Guadaloupe, mounting one brass gun, with small arms, and twenty men.

I have the honour to be, &c.

J. LILLICRAP.

*Vice-admiral Rowley, &c.*

DECEMBER 31.

*Copy of a Letter from Captain Hole, of his Majesty's Sloop the Egeria, to Vice-admiral Douglas, Commander-in-chief at Yarmouth, and transmitted by the latter to the Hon. W. W. Pole.*

*His Majesty's Sloop Egeria, Yarmouth  
Roads, Dec. 27, 1808.*

SIR

I have the honour to inform you, that, on the 21st instant, the *Scaw* bearing S. by E. twelve leagues, I fell in with and, after a chase of two hours, captured the Danish schooner privateer *Næsois*, of ten guns, *Giermund Holm*, master, with a complement of thirty-six men, but had on board only twenty-six; out from *Fridricksvern* one day, without taking any thing.

I have the honour to be, &c.

LEWIS HOLE.

*Extract of a Letter from Captain Dundas, of his Majesty's Ship Naiad, to Captain Beresford, of the Theseus, dated off the Entrance of the Loire, the 17th Instant, and transmitted by the latter to the Hon. W. W. Pole.*

I beg leave to acquaint you, for the information of the commander-in-chief that last evening at eight, the Naiad and Narcissus being close in with Noirmoutier, we discovered and soon captured the French privateer brig Fanny, of sixteen guns and eighty men, commanded by Charles Hamon, and only a few hours from Nantz, and consequently had made no capture. She was intended to cruise off the coast of Ireland; and at midnight we captured the French sloop Superb, letter of marque, of four guns and twenty men, with a cargo of sundries for Martinique. Mr. Hamon lately commanded the Venus privateer, that did great injury to our trade.

JANUARY 3, 1809.

Vice-admiral Lord Collingwood has, with his letter of the 25th of October last, transmitted to the Hon. W. W. Pole a letter from Captain Pearse, of his majesty's sloop the Halcyon, giving an account of the capture of the whole of a convoy belonging to the enemy under the town of Djanante, on the 8th of September, by the above sloop, the Weazle, (Captain Prescott), and a Neapolitan galley, with a detachment of the British army under the command of Lieutenant-colonel Bryce.

Lord Collingwood commends the zeal and dexterity of Captains Pearse and Prescott, as also the ability with which the co-operation of the army was conducted on the above enterprise, which was achieved without any loss on our part.

N.B. The particulars of the above affair are contained in the letter and enclosure from Lieutenant-general Sir John Stuart, inserted in the gazette of the 13th ultimo.

*Copy of a Letter from Captain Thomas Harvey, of his Majesty's Ship the Standard, dated off Corfu, 26th June, 1808, to Vice-admiral Lord Collingwood, Commander-in-chief in the Mediterranean, and transmitted by the latter to the Hon. W. W. Pole.*

MY LORD,

At day-light this morning I fell in with la Volpe, Italian gun-boat, commanded by Ensign de Vaisseau Micheli Mangin, carrying an iron four-pounder, with twenty men well armed. The la Legera, French despatch boat, with a well armed crew of fourteen men, was with la Volpe. At nine, the wind failing, I sent the pinnace with Lieutenant Richard Cull, and the eight-oared cutter with Captain Nicholls of the royal marines (both volunteers) in chase. After two hours' rowing, the weather very hot, they approached la Volpe, who commenced a fire of musketry on them, which was returned with the swivels, and, when near, with muskets. On the boats approaching each quarter to board, the gun-boat pulled short round, and fired at the cutter both round and grape; the boats dashed at him, when he struck, and was taken possession of by Captain Nicholls; Lieutenant Cull immediately pushed on in chase of la Legera. Some time previous to this I had despatched the yawl, with Lieutenant John Alexander, to be ready to cut her off; which affording him the opportunity of obliging her to run on shore about four miles northward of Cape St. Mary, the crew forined on the rocks above her, and endeavoured to prevent the yawl's approach; but she was taken possession of by Lieutenant Alexander, who was immediately after joined by Lieutenant Cull and Captain Nicholls; they towed her out under a fire of musketry from the shore, which was returned by our marines in the boats with great spirit; one of the French-

men was seen killed. A French *ensign de vaisseau* was passenger in *la Légère*. I was much gratified on the return of the boats in learning we had not suffered.

In this little affair, the gallantry and good conduct of the officers and men concerned gave me very great satisfaction: both Captain Nicholls and Lieutenant Cull speak in high terms of the assistance they received from Messrs. Hames and Parker, master's mates of the *Standard*:

Monsieur Monier, *ensign de vaisseau*, on the staff of General Dougelet of Corfu, was taken in *la Volpi*. I burnt both vessels.

I remain, &c.

THOMAS HARVEY.

*The Right Hon. Lord Collingwood, &c.*

JANUARY 7.

*Copy of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated on board the Ocean, off Toulon, the 19th of October, 1808.*

SIR,

I enclose a letter which I have just received from the Right Hon. Lord Cochrane, captain of the *Imperieuse*, stating the services which he has been employed in on the coast of Languedoc.

Nothing can exceed the activity and zeal with which his lordship pursues the enemy. The success which attends his enterprises clearly indicates with what skill and ability they are conducted; besides keeping the coast in constant alarm, causing a total suspension of the trade, and harassing a body of troops employed in opposing him, he has, probably, prevented those troops, which were intended for Figueras, from advancing into Spain, by giving them employment in the defence of their own coasts.

On the coast towards Genoa the enemy has been equally annoyed by the *Kent* and *Wizard*. Those ships have had that station some time to prevent the French ship sailing from Genoa, and have almost entirely stopped the only trade the enemy had, which is in very small vessels; during their cruise there they have taken and destroyed twenty-three of those coasters. I enclose the letter of Captain Rogers, giving an account of the attack made at Noli, and the capture of the vessels in the road.

I have the honour to be, &c.

COLLINGWOOD.

*Imperieuse, Gulf of Lyons,  
23th Sept. 1808.*

MY LORD,

With varying opposition, but with unvaried success, the newly constructed Semaphore telegraphs, which are of the utmost consequence to the safety of the numerous convoys that pass along the coast of France, at Bourdique, la Pinede, St. Maguire, Frontignan, Canet and Foy, have been blown up and completely demolished, together with their telegraph-houses, fourteen barracks of the *gens-d'arms*, or Donanes, one battery, and the strong tower upon the lake of Frontignan.

Mr. Mapleton, first lieutenant, had command of those expeditions; lieutenant Johnson had charge of the field-pieces, and Lieutenant Hore of the royal marines. To them and to Mr. Gilbert, assistant-surgeon; Mr. Burney, gunner, Messrs. Stewart and Stovin, midshipmen, is due whatever credit may arise from such mischief, and for having with so small a force drawn about two thousand troops from the important fortress of Figueras in Spain, to the defence of their own coast.

The conduct of Lieutenants Mapleton, Johnson, and Hore deserves my best praise, as well as that of the other officers, royal marines, and seamen.  
I have the honour to be, &c.

COCHRANE.

*The Right Hon. Lord Collingwood, &c.*

*Impericus*—None killed; none wounded; one singed blowing up a battery.

*French*—One commanding officer of troops killed; how many others unknown.

*His Majesty's Ship Kent, off Genoa:  
2d August, 1808.*

SIR,

I beg leave to acquaint you, that yesterday, running along the coast from Genoa towards Cape del Melle, we discovered a convoy of ten sail of coasters deeply laden, under the protection of a gun-boat, at an anchor close to the beach abreast of the town of Noli; and as there appeared a fair prospect of bringing them out by a prompt attack, before the enemy had time to collect his force, I instantly determined to send in the boats of the Kent and Wizard; and as there was but little wind, I directed Captain Ferris, of the Wizard, to tow in and cover the boats, which immediately put off, and, by great exertion, soon towed her close to the vessels, when it was found impossible to bring them out without landing, most of them being fastened to the shore by ropes from their keels and mast-heads, the boats therefore pulled to the beach with great resolution, exposed to the fire of two guns in the bow of the gun-boat, two field-pieces placed in a grove which flanked the beach, a heavy gun in front of the town, and a continued fire of musketry from the houses; but these were no check to the ardour and intrepidity of British seamen and marines, who leaped from the boats, and rushed upon the enemy with a fearless zeal that was not to be resisted. The gun in front of the town was soon taken and spiked by Lieutenant Chasman, second of the Kent, who commanded the seamen, and Lieutenant Haulon the royal marines; and the enemy, who had drawn up a considerable force of regular troops in the grove to defend the two field-pieces, was dislodged by Captain Rea, who commanded the royal marines, and Lieutenant Grant of that corps, who took possession of the field-pieces, and brought them off. In the mean time, Lieutenants Lindsay and Moresby of the Kent, and Lieutenant Bissett of the Wizard, who had equally distinguished themselves in driving the enemy from the beach, were actively employed in taking possession of the gun-boat, and freeing the vessels from their fasts to the shore; and I had soon the satisfaction to see our people embark, and the whole of the vessels coming out under the protecting fire of the Wizard, which, by the judicious conduct of Captain Ferris, contributed very essentially to keep the enemy in check, both in the advance and retreat of the boats.

I should have pleasure in noticing the midshipmen and others who were conspicuous in this little enterprise, but I fear that I have already given a longer detail than it may be thought worthy of, and shall therefore only beg leave to add, that one seaman killed, and one badly wounded, (since dead) both of the Kent, is all the loss we sustained. The enemy left many dead on the ground.

The gun-boat was a national vessel, called *la Vigilante*, commanded by an *enseigne de vaisseau*, with a complement of forty-five men.

I have the honour to be, &c

THOMAS ROGERS.

*Edward Thornborough, Esq. Vice-admiral of the White, &c.*

*Killed.*

James Skinner, captain of foretop.

*Wounded.*

William Palmer, able seaman, since dead.

P.S. Since writing the above, the boats of the Kent and Wizard have brought out without mischief, from under the guns of a fort near Leghorn, where they had taken shelter, three laden vessels, and burnt a fourth, which was aground and could not be got off.

*Copy of a Letter from Rear-admiral the Honourable Sir Alexander Cochrane, K. B. Commander-in-chief of his Majesty's Ships and Vessels at the Leeward Islands, to the Hon. W. W. Pole, dated on board the Neptune, off Point Salines, Martinique, November 10, 1808.*

SIR,

I have great satisfaction in enclosing, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Captain Pigot, of his majesty's ship Circe, acquainting me with the capture of the French corvette Palineur; the last of the two which were so gallantly beaten by his majesty's sloop Goree, commanded by Captain Spear, the other having been brought in by the Pompee some time since.

I am, &c.

ALEX. COCHRANE.

*His Majesty's Ship Circe, off Fort Royal, Martinique, October 31, 1808.*

SIR,

I have the pleasure of acquainting you, that at day-light I observed a brig under jury-masts coming before the wind, and on my making sail, hauled close round the Diamond rock. It being nearly calm, she was enabled, with her sweeps and a boat, to get under the protection of a battery on Point Solomon before we came up with her: when, after an action of ten or fifteen minutes, she struck her colours.

She proves to be the Palineur, commanded by Monsieur Fourniers, a French national brig, of fourteen twenty-four pounder carronades, and two six-pounder guns, had but seventy-nine men on board, most of whom were troops of the 82d regiment. I have to regret the loss of one man killed and one wounded; the enemy, seven killed and eight wounded. The battery was so much above us, that few, if any, shots were fired at it.

I am, &c.

H. PIGOT, Captain.

*To Rear-admiral the Hon. Sir Alexander Cochrane, K.B. &c.*

*Copy of another Letter from Rear-admiral the Hon. Sir Alexander Cochrane, K.B. to the Hon. W. W. Pole, dated Belleisle, to Windward of Point Salines, Martinique, November 2, 1808.*

SIR,

The enclosed copy of a letter from Captain Cockburn, of his majesty's ship Pompee, will acquaint you, for the information of the Lords Commissioners of the Admiralty, with the capture of the Pylades, a French brig corvette of sixteen guns.

I am, &c.

ALEX. COCHRANE.

*His Majesty's Ship Pompee, Barbadoes,  
October 22, 1808.*

SIR,

I have great pleasure in informing you, that his majesty's ship under my command, on her passage here, on the 20th October, fell in with, and after a long chase of eighteen hours came up with and captured le Pylade, a French brig corvette, mounting fourteen twenty-four-pounder carronades and two long nine-pounders, commanded by Monsieur Cocherel, lieutenant de vaisseau, and having on board one hundred and nine men.

She was eight days from Martinique, but had not made any capture. She is only three years old, in perfect good state, and in every respect fit for his majesty's service. I am also assured by her officers, she is the fastest sailing vessel the French had in these seas.

I have the honour to be, &c.

E. COCKBURN, Captain.

*To Sir A. Cochrane, K.B. Rear-admiral of the Red, &c.*

*Copy of another Letter from Rear-admiral the Hon. Sir Alexander Cochrane, K. B. &c. to the Hon. W. W. Pole, dated on board the Northumberland, to Windward of Point Salines, Martinique, the 2d of November, 1808.*

SIR,

I enclose the copy of a letter from the master of his majesty's late brig Maria, giving an account of her capture, by a large French corvette ship, of twenty-two heavy guns.

The Maria was a small brig, of twelve twelve-pounder carronades, and two long fours, and sixty-five men. The officers and crew, however, fought her well, and did not strike until she was near sinking. When the enemy took possession they were obliged to run her on shore and destroy her.

I regret the loss of her commander, Lieutenant Bennett, who was an officer of long standing, and of great merit. Mr. O'Donnell, midshipman, was also killed. and four seamen, and nine others are wounded.

I am, &c.

ALEX. COCHRANE.

SIR,

*Roseau, Dominica, Oct. 18, 1808.*

I have taken the earliest opportunity of acquainting you of the loss of his majesty's brig Maria, Lieutenant Bennett late commander.

Wishing to join you as soon as possible, I made application for a cartel, which was granted for four officers and myself, by General Erneuf, for Dominica, where we arrived this morning, on the 29th September, Point Antigua Grand Tierre bearing S.W. At 6 A.M. saw a sail bearing S.E. by S. Made all sail to cut her off the land. When we came within a mile of the chase, she seemed to haul more for the land. Lieutenant Bennett supposed her to be a French letter of marque. When we came within gunshot, shewed our ensign and pendant, still keeping within her and the land. A flaw from the land took us aback; and fell dead calm, which exposed us to her broadside. She then hoisted her French ensign and pendant, up ports and raked us fore and aft. Lieutenant Bennett used every exertion in ordering sweeps to be got out, which was instantly done; but we received her second broadside in the like manner. We kept up a constant fire when our broadside would bear; it still continued calm; finding it impossible to save his majesty's brig by attempting to run, and from the state of our masts, and yards, and rigging, then making much water from shot received in our hull, still kept up the action. Our ensign haulyards being shot away, the French captain asked, "Had we struck?" was answered in the negative by Lieutenant Bennett, who was shortly after killed by three grape shot he received in his body. I still ordered the fire to be kept up, until I found his majesty's brig in a sinking condition; struck.



Whether from the confusion of the enemy, or from the situation she was then in, they, shortly after taking possession of his majesty's brig, ran her on shore, and left her an entire wreck.

She is the French national vessel *le Sardis*, mounting twenty-two guns, and one swivel.

On her main-deck, sixteen thirty-two pound carronades, and four long twelve pounder guns. On her quarter deck, two nine-pounders.

I am sorry to add the loss on board his majesty's brig, *Maria*, was James Bennett, lieutenant, commander; Robert O'Donnell, midshipman; and four seamen, killed; and nine wounded, now in Point a Petre hospital, in a fair way of recovery. It would have given pleasure both to officers and seamen to have captured her. From her superiority in force was compelled to strike.

I have, &c.

JOSEPH DYASON, master:

To the Hon. Sir Alexander Cochrane, K.B. &c.

JANUARY 14.

*Copy of a Letter from Rear-admiral the Hon. Sir Alexander Cochrane, K.B. Commander-in-chief of his Majesty's Ships and Vessels at the Leeward Islands, to the Hon. W. W. Pole, dated on board the Belleisle, at Barbadoes, October 21, 1808.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Saunders, of his majesty's sloop *Bellette*, giving an account of his capturing a large schooner privateer of seven guns and seventy men.

I am, &c.

ALEX. COCHRANE.

*His Majesty's Sloop Bellette, at Sea.  
23d August, 1808.*

SIR,

I have the honour to inform you, that his majesty's sloop *Bellette*, under my command, has captured, after a chase of four hours, the French schooner privateer *Confiance*, mounting seven guns, (pierced for sixteen) with a complement of seventy men; three days from Cayenne.

I have the honour to be, &c.

GEO. SANDERS.

Hon. Sir Alexander Cochrane, K.B. Commander-in-chief.

*Extract of a Letter from Rear-admiral Sir R. G. Keats, K.B. addressed to Vice-admiral Sir James Saumarez, Bart. and K.B. and transmitted to the Hon. W. W. Pole, dated on board his Majesty's Ship the Superb, off Gottenburg.*

I have the honour herewith to transmit a letter which has been addressed to Captain Sir Archibald Dickson, of the *Orion*, by Captain Morris, of the *Magnet*, reporting to him the capture, off the island of Bornholm, of the Danish cutter privateer *Paulina*, mounting ten guns, and with a corps of forty-two men.

*His Majesty's Sloop Magnet, off Bornholm,  
December 5, 1808.*

SIR,

I have to inform you that, cruising in obedience to your orders, I discovered at noon a cutter under Bornholm, and, by disguising his majesty's brig

under my command, succeeded in drawing her off the land, when I chased and came up with her at dusk, the north end of Bornholm bearing S. S. E. two miles.

She is called the *Paulina*, a Danish privateer, mounting ten guns (four and eight pounders), and manned with forty-two men; from Copenhagen twelve days, and had not made any capture; her guns, except three, were thrown overboard during the chase.

I have the honour to be, &c.

GEORGE MORRIS.

*To Sir A. C. Dickson, Bart. Captain of  
his Majesty's Ship Orion.*

*Copy of a Letter from Charles Gill, Esq. Commander of his Majesty's Sloop Onyx, to the Hon. W. W. Pole, dated Hull Roads, January 10, 1809.*

SIR,

I beg leave to inform you, for the information of my Lords Commissioners of the Admiralty, that on the morning of the first instant, at day-light, when in lat. 53 deg. 30 min, long. 3 deg. we discovered a strange brig on the lee bow, standing to the southward, on which we made the private signal. She immediately shewed Dutch colours, and loved to, as if prepared for battle. We kept our wind until eight o'clock, when, being perfectly ready, we bore down and brought her to close action. The enemy attempted several times to rake us, but, from our superior sailing, we were enabled to foil every attempt. At half past ten she struck her colours, being much cut up in her sails and rigging, and having most of her guns disabled by the superior fire kept up by the *Oynx*, which, considering the very heavy sea, displayed a cool and steady conduct, by far beyond any thing I could expect from so young a ship's company, and merits my warmest commendations. She proved to be the Dutch national brig *Manly*, formerly British, and captured by the Dutch in the river Ems. She mounts twelve eighteen-pounder carronades, and four long brass six-pounders, with a complement of ninety-four men; commanded by Captain-lieutenant J. W. Heneyman of the Dutch navy.

I am happy to say our loss is much more trifling than might be expected from so long and close a conflict, which can only be accounted for by the very heavy sea running the whole of the time, having only three wounded, and the enemy five killed and six wounded.

I feel more pleasure in announcing her capture, as she sailed from the Texel, in company with another brig, for the sole purpose of annoying and intercepting our trade with Heligoland. She has made one small capture from Embden, laden with oats, supposed to be for England.

I beg leave to recommend to their lordships' notice my first lieutenant, Mr. E. W. Garrett, who is an old and very deserving officer, and to whose advice and assistance I feel much indebted; also Mr. W. Trewren, the second lieutenant, who is a deserving good officer, and to whose zeal and activity the service is much indebted. I cannot pass over in silence the assistance I received from Mr. G. D. Louis, acting master, whose exertions in manœuvring the brig, so as to completely foil the enemy's schemes to rake, evinced a great display of professional skill, and whose conduct the whole of the time was highly meritorious, as well as that of Mr. Z. Webb, the Purser, who volunteered his services in the direction of the small arm men and marines.

I have the honour to be, &c.

CHARLES GILL.

*A List of Killed and Wounded on board his Majesty's Sloop Onyx, and the Dutch national Brig Manly, during the Action of the 1st January, 1809.*

*Onyx, 10 guns and 76 men.*

None killed; Thomas Smith, seaman, badly wounded; James Harlow, (1) slightly wounded; James Langworth, boy, badly wounded, since dead.

*Manly, 16 guns and 94 men.*

Five killed and six wounded.

CHARLES GILL, Captain.

JANUARY 21.

Rear-admiral d'Auvergne, Prince of Bouillon, has transmitted to the Hon. W. W. Pole a letter from Captain Pringle, of his majesty's sloop Sparrowhawk, dated off Cherbourg the 12th instant, giving an account of his having, that day, captured the French privateer cutter l'Esperance, of fourteen guns and fifty four men.

Captain O'Connor, commander of his majesty's sloop the Ned Elwin, has transmitted to the Hon. W. W. Pole a copy of a letter addressed by him to Vice-admiral Sir James Saumarez, giving an account of his having, on the 17th of December, captured the General Rapp, French privateer brig, of eight guns and forty-one men, which had left Dantzic the evening before.

## LONDON GAZETTE EXTRAORDINARY.

DOWNING-STREET, JAN. 24, 1809.

The Hon. Captain Hope arrived late last night with a despatch from Lieutenant-general Sir David Baird to Lord Viscount Castlereagh, one of his majesty's principal secretaries of state, of which the following is a copy :

*His Majesty's Ship Ville de Paris,  
at Sea, Jan. 18.*

MY LORD,

By the much lamented death of Lieutenant-general Sir John Moore, who fell in action with the enemy on the 16th instant, it has become my duty to acquaint your lordship, that the French army attacked the British troops in the position they occupied in front of Corunna, at about two o'clock in the afternoon of that day. A severe wound which compelled me to quit the field a short time previous to the fall of Sir John Moore, obliges me to refer your lordship for the particulars of the action, which was long and obstinately contested, to the enclosed report of Lieutenant-general Hope, who succeeded to the command of the army, and to whose ability and exertions, in direction of the ardent zeal and unconquerable valour of his majesty's troops, is to be attributed, under Providence, the success of the day, which terminated in the complete and entire repulse and defeat of the enemy at every point of attack. The Honourable Captain Gordon, my aide-de-camp, will have the honour of delivering this despatch, and will be able to give your lordship any further information which may be required.

I have the honour to be, &c.

D. BAIRD, Lieut. Gen.

*Right Hon. Lord Viscount Castlereagh.*

*His Majesty's Ship Audacious, off  
Corunna, Jan. 18.*

SIR

In compliance with the desire contained in your communication of yesterday, I avail myself of the first moment I have been able to command, to detail to you the occurrences of the action which took place in front of Corunna on the 16th instant. It will be in your recollection, that about one in the afternoon of that day, the enemy, who had in the morning received reinforcements, and who had placed some guns in front of the right and left of his line, was observed to be moving troops towards his left flank, and forming various columns of attack at that extremity of the strong and commanding position which on the morning of the 13th he had taken in our immediate front. This indication of his intention was immediately succeeded by the rapid and determined attack which he made upon your division which occupied the right of our position. The events which occurred during that period of the action you are fully acquainted with. The first effort of the enemy was met by the commander of the forces, and by yourself, at the head of the 42d regiment, and the brigade under Major-general Lord William Bentinck. The village on your right became an object of obstinate contest. I lament to say, that soon after the severe wound which deprived the army of your services, Lieutenant-general Sir John Moore, who had just directed the most able disposition, fell by a cannon-shot. The troops, though not unacquainted with the irreparable loss they had sustained, were not dismayed, but by the most determined bravery not only repelled every attempt of the enemy to gain ground, but actually forced him to retire, although he had brought up fresh troops in support of those originally engaged.

The enemy finding himself foiled in every attempt to force the right of the position, endeavoured by numbers to turn it. A judicious and well-timed movement which was made by Major-general Paget with the reserve, which corps had moved out of its cantonments to support the right of the army, by a vigorous attack, defeated this intention. The major-general having pushed forward the 95th (rifle corps) and 1st battalion 52d regiments, drove the enemy before him, and in his rapid and judicious advance, threatened the left of the enemy's position. This circumstance, with the position of Lieutenant-general Fraser's division (calculated to give still further security to the right of the line) induced the enemy to relax his efforts in that quarter. They were however more forcibly directed towards the centre, where they were again successfully resisted by the brigade under Major-general Manningham, forming the left of your division, and a part of that under Major-general Leigh, forming the right of the division under my orders. Upon the left, the enemy at first contented himself with an attack upon our piquets, which, however, in general maintained their ground. Finding, however, his efforts unavailing on the right and centre, he seemed determined to render the attack upon the left more serious, and had succeeded in obtaining possession of the village through which the great road to Madrid passes, and which was situated in front of that part of the line. From this post, however, he was soon expelled, with considerable loss, by a gallant attack of some companies of the 2d battalion 14th regiment, under Lieutenant-colonel Nicholls; before five in the evening, we had not only successfully repelled every attack made upon the position, but had gained ground in almost all points, and occupied a more forward line than at the commencement of the action, whilst the enemy

confined his operations to a cannonade, and the fire of his light troops, with a view to draw off his other corps. At six the firing entirely ceased. The different brigades were re-assembled on the ground they occupied in the morning, and the piquets and advanced posts resumed their original stations. Notwithstanding the decided and marked superiority which at this moment the gallantry of the troops had given them over an enemy, who, from his numbers, and the commanding advantages of his position, no doubt expected an easy victory, I did not, on reviewing all circumstances, conceive that I should be warranted in departing from what I knew was the fixed and previous determination of the late commander of the forces to withdraw the army on the evening of the 16th, for the purpose of embarkation, the previous arrangements for which had already been made by his order, and were in fact far advanced at the commencement of the action. The troops quitted their position about ten at night, with a degree of order that did them credit. The whole of the artillery that remained unembarked having been withdrawn, the troops followed in the order prescribed, and marched to their respective points of embarkation in the town and neighborhood of Corunna. The piquets remained at their posts until five on the morning of the 17th, when they were also withdrawn with similar orders, and without the enemy having discovered the movement.

By the unremitting exertions of Captains the Honourable H. Curzon, Gosselin, Boys, Rainier, Serret, Hawkins, Digby, Carden, and Mackenzie, of the royal navy, who in pursuance of the orders of Rear-admiral de Courcey, were entrusted with the service of embarking the army; and in consequence of the arrangements made by Commissioner Bowen, Captains Bowen and Shepherd, and the other agents for transports, the whole of the army was embarked with an expedition that has seldom been equalled. With the exception of the brigades under Major-generals Hill and Beresford, which were destined to remain on shore, until the movements of the enemy should become manifest, the whole was afloat before day-light. The brigade of Major-general Beresford, which was alternately to form our rear-guard, occupied the land front of the town of Corunna; and that under Major-general Hill was stationed in reserve on the promontory in rear of the town. The enemy pushed his light troops toward the town soon after eight o'clock in the morning of the 17th, and shortly after occupied the heights of St. Lucia, which command the harbour. But notwithstanding this circumstance, and the manifold defects of the place, there being no apprehension that the rear-guard could be forced; and the disposition of the Spaniards appearing to be good, the embarkation of Major-general Hill's brigade was commenced and completed by three in the afternoon. Major-general Beresford, with that zeal and ability which is so well known to yourself and the whole army, having fully explained, to the satisfaction of the Spanish governor, the nature of our movement, and having made every previous arrangement, withdrew his corps from the land front of the town, soon after dark, and was, with all the wounded that had not been previously moved, embarked before one this morning. Circumstances forbid us to indulge the hope, that the victory with which it has pleased Providence to crown the efforts of the army, can be attended with any very brilliant consequences to Great Britain. It is clouded by the loss of one of her best soldiers. It has been achieved at the termination of a long and harassing service. The superior numbers and advantageous position of the enemy, not less than the actual situation of this army, did not admit of any advantage being reaped from success. It must be, however, to you, to the army, and to our country, the sweetest reflection that the lustre of

the British arms has been maintained, amidst many disadvantageous circumstances. The army which had entered Spain, amidst the fairest prospects, had no sooner completed its junction, than, owing to the multiplied disasters that dispersed the native armies round us, it was left to its own resources. The advance of the British corps from the Duero afforded the best hope that the south of Spain might be relieved, but this generous effort to save the unfortunate people, also afforded the enemy the opportunity of directing every effort of his numerous troops, and concentrating all his principal resources for the destruction of the only regular force in the north of Spain. You are well aware with what diligence this system has been pursued. These circumstances produced the necessity of rapid and harassing marches, which had diminished the numbers, exhausted the strength, and impaired the equipment of the army. Notwithstanding all these disadvantages, and those more immediately attached to a definitive position, which the imperious necessity of covering the harbour of Corunna, for a time, had rendered indispensable to assume, the native and undaunted valour of British troops was never more conspicuous, and must have exceeded even what your own experience of that invaluable quality, so inherent in them, may have taught you to expect. When every one that had an opportunity, seemed to vie in improving it, it is difficult for me, in making this report, to select particular instances for your approbation. The corps chiefly engaged were the brigades under Major-generals Lord William Bentinck, and Manningham and Leigh; and the brigade of guards under Major-general Warde.

To these officers, and the troops under their immediate orders, the greatest praise is due. Major-general Hill and Colonel Catlin Craufurd, with their brigades on the left of the position, ably supported their advanced posts. The brunt of the action fell upon the 4th, 42d, 50th, and 81st regiments, with parts of the brigade of guards, and the 26th regiment. From Lieutenant-colonel Murray, quarter-master-general, and the officers of the general-staff, I received the most marked assistance. I had reason to regret, that the illness of Brigadier-general Clinton, adjutant-general, deprived me of his aid. I was indebted to Brigadier-general Slade during the action, for a zealous offer of his personal services, although the cavalry were embarked. The greatest part of the fleet having gone to sea yesterday evening, the whole being under weigh, and the corps in the embarkation necessarily much mixed on board, it is impossible at present to lay before you a return of our casualties. I hope the loss in numbers is not so considerable as might have been expected. If I was obliged to form an estimate, I should say, that I believe it did not exceed in killed and wounded from seven to eight hundred; that of the enemy must remain unknown, but many circumstances induce me to rate it at nearly double the above number. We have some prisoners, but I have not been able to obtain an account of the number; it is not, however, considerable. Several officers of rank have fallen or been wounded, among whom I am only at present enabled to state the names of Lieutenant colonel Napier, 92d regiment, Majors Napier and Stanhope, 59th regiment, killed; Lieutenant-colonel Winch, 4th regiment, Lieutenant-colonel Maxwell, 26th regiment, Lieutenant-colonel Fane, 59th regiment, Lieutenant-colonel Griffith, guards, Majors Miller and Williams, 81st regiment, wounded. To you, who are well acquainted with the excellent qualities of Lieutenant-general Sir John Moore, I need not expatiate on the loss the army and his country have sustained by his death. His fall has deprived me of a valuable friend, to whom long experience of his worth had sincerely attached me. But it is chiefly on public grounds that I lament the blow. It will be the conver-

sation of every one who loved or respected his manly character, that, after conducting the army through an arduous retreat with consummate firmness, he has terminated a career of distinguished honour by a death that has given the enemy additional reason to respect the name of a British soldier. Like the immortal Wolfe, he is snatched from his country at an early period of a life spent in her service; like Wolfe, his last moments were gilded by the prospect of success, and cheered by the acclamation of victory; like Wolfe also, his memory will for ever remain sacred in that country which he sincerely loved, and which he had so faithfully served. It remains for me only to express my hope, that you will speedily be restored to the service of your country, and to lament the unfortunate circumstance that removed you from your station in the field, and threw the momentary command into far less able hands.

I have the honour to be. &c.

To *Lieut. Gen. Sir D. Baird.*

JOHN HOPE, Lieut Gen.

SUPPLEMENT TO THE LONDON GAZETTE EXTRAORDINARY.

ADMIRALTY-OFFICE, JAN: 24, 1609.

*Copy of a Letter from the Hon. Michael de Courcy, Rear-admiral of the White, to the Hon. W. W. Pole, dated on board his Majesty's Ship the Tonnant, at Corunna, the 17th and 18th instant.*

SIR,

January 17, 1809.

Having it in design to detach the Cossack to England as soon as her boats shall cease to be essential to the embarkation of the troops, I seize a moment to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the ships of war, as per margin,\* and transports, under the orders of Rear-admiral Sir Samuel Hood and Commissioner Bowen, arrived at this anchorage from Vigo on the 14th and 15th instant, the Alfred and Hindostan, with some transports, were left at Vigo to receive a brigade of 3,500 men, that had taken that route under the Generals Alten and Crawford.

In the vicinity of Corunna the enemy have pressed upon the British in great force. The embarkation of the sick, the cavalry, and the stores went on. The night of the 16th was appointed for the general embarkation of the infantry; and, mean time, the enemy prepared for attack. At three, P.M. an action commenced; the enemy, which had been posted on a lofty hill, endeavouring to force the British on another hill of inferior height, and nearer the town. The enemy were driven back with great slaughter; but very sorry am I to add, that the British, though triumphant, have suffered severe losses. I am unable to communicate further particulars, than that Sir John Moore received a mortal wound of which he died at night; that Sir David Baird lost an arm; that several officers and many men have been killed and wounded; and that the ships of war have received all such of the latter as they could accommodate, the remainder being sent to transports.

The weather is now tempestuous, and the difficulties of embarkation are great. All except the rear guard are embarked, consisting perhaps at the present moment of 2,600 men. The enemy having brought cannon to a hill

\* Ville de Paris, Victory, Barfleur, Zealous, Implacable, Elizabeth, Norge, Plantagenet, Resolution, Audacious, Endymion, Mediator.

overhanging the beach, have forced a majority of the transports to cut or slip. Embarkation being no longer practicable at the town, the boats have been ordered to a sandy beach near the light-house, and it is hoped that the greater part, if not all, will still be embarked, the ships of war having dropped out to facilitate embarkation.

Jan. 18. The embarkation of the troops having occupied the greater part of last night, it has not been in my power to detach the Cossack before this day; and it is with satisfaction I am able to add, that, in consequence of the good order maintained by the troops, and the unwearied exertions of Commissioner Bowen, the captains, and other officers of the navy, the agents, as well as the boats' crews, many of whom were for two days without food, and without repose, the army have been embarked to the last man, and the ships are now in the offing, preparatory to steering for England. The great body of the transports having lost their anchors, ran to sea without the troops they were ordered to receive, in consequence of which there are some thousands on board the ships of war. Several transports, through mismanagement, ran on shore. The seamen appeared to have abandoned them, two being brought out by the boats' crews of the men of war, two were burnt, and five were bilged. I cannot conclude this hasty statement without expressing my great obligations to Rear-admiral Sir Samuel Hood, whose eye was every where, and whose exertions were unremitting.

I have the honour to be, &c.

M. DE COURCY.

Hazy weather rendering the Cossack obscure, I detach the *Gleaner* with this despatch.

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### Naval Courts Martial.

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A COURT MARTIAL was held on Wednesday, the 10th inst. on board the *Salvador del Mundo*, Admiral Young, in Hamoaze, to try Captain Baker, his officers and ship's company, for the loss of the *Jupiter*, of 50 guns, under his command, in Vigo Bay. Captain Baker read a narrative of the circumstances of the case, and after a full investigation as to the cause of the loss of the *Jupiter*, the court adjudged him to be admonished to act with more precaution for the future, Captain Baker not having endeavoured to get a pilot, or bring the ship to an anchor. Captain Baker was admonished accordingly.

A court martial was also held on John Brown, a scaman of the *Raven*, Captain Grant, who was tried on a charge of murder, by kicking R. Nelson so violently in the belly, when "skylarking," that he died in consequence of the blow. After hearing the evidence for the prosecution, and the prisoner in his defence, the court acquitted him of the murder; but sentenced him to 200 lashes round the fleet, as an admonition against "skylarking."

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### Promotions and Appointments.

The king has been pleased to appoint the Right Hon. Cuthbert Lord Colingwood, vice-admiral of the red, to be major-general of his majesty's royal marine forces, in the room of Admiral Lord Gardner, deceased.



The king has been pleased, by warrant, under his royal signet and sign manuel, to give and grant unto Henry Clement Thompson, Esq. a commander in the royal navy, his royal license and permission, that he may, in compliance with the desire of his majesty, Gustavus Adolphus IV. King of Sweden, accept and wear the insignia of a knight of the royal Swedish military order of the Sword, conferred upon him by that sovereign, as a testimony of his royal approbation of the services of the said H. C. Thompson, in the engagement with the Russian flotilla in the Gulf of Finland, on the 26th of August last.

His royal highness the Prince of the Brazils has conferred on Captain James Walker, of his majesty's ship Bedford, and on Captain Thomas Western, of his majesty's ship London, the dignity of knights of the order of Fidelity, of which order he has also appointed the gallant Rear-admiral Sir Sydney Smith to be commander.

Rear-admiral Hon. Allan Gardner has succeeded to the title of Lord Gardner, by the death of his father, late an admiral of the blue squadron of his majesty's fleet.

Captain Browell, of the royal hospital at Greenwich, is appointed to succeed the late Captain Bouchier, as lieutenant-governor of that institution.

Captain Jahleel Brenton, son of the late Admiral Brenton, is appointed to command his majesty's ship Fame; Captain Richard Thomas to the Spartan, *vice* Brenton; Captain William Roberts to the Castor; Captain John Bastard to the St. Fiorenzo; Captain Graham Eden Hamond, son of Sir Andrew Hamond, late comptroller of his majesty's navy, to the Victorious; Captain Frederick Watkins to the Majestic; Captain George Trollope, brother of Captain Sir Henry Trollope, Bart. from the Electra to the Zebra bomb; Captain Donald M'Lead to the Isis, *vice* Laughorne; and Captain Buckland Sterling Bluett to the Magnet.

Captain Keith Maxwell has been appointed to the Nymphs, of 36 guns, at Chatham. This frigate was captured from the Danes, and is one of the finest of her class in the service. We feel much satisfaction in announcing the appointment of this gallant officer. Our readers will recollect, that Captain Keith Maxwell, when a lieutenant in the Beaulieu frigate, led the party (*nominally* commanded by Lieutenant Losack) that cut the French national ship la Chevrette out of Camaret Bay, in July 1801; for which Earl St. Vincent sent him a commission, as master and commander, accompanied by a very handsome complimentary letter.\*

#### Lieutenants appointed.

Lieutenant John Russel to the Leviathan; Timothy Scriven to the Vestal; Edward Brazier to the Plover; George Troke to the Dolphin; James Bashford to the Princess Carolina; Richard Charles Phillips to the Combatant; James Neville to the Eclipse; John Thomas Jeans to the Nightingale; Edward Reading to the Drake; Aaron Fozer to the Victorious; James Nayce to the Dannebark; David Patterson to the Cornelia; Robert Brues to the Tigress cutter; James Brown (2) to the Monmouth; Michael Matthews to the Cornelia; Joseph Ramsay to the Brilliant; Charles Jefferys to the Opossum; Thomas Wm. Carne to the Princess

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\* *Vide* NAVAL CHRONICLE, Vol. VI. pages 61, 73, and 74; Vol. VII. page 216 and 319; and Vol. XX. pages 92 and 93.

Carolina; W. S. Fuller to the Blake; Samuel John Hall to the Agincourt; Thomas Jaff to the Minstrel; Philip Stimpson to the Rattler; Robert Wanehope to the Blake; William Norman to the Sirius; William Smith (5) to the Castor; Richard Burton to the Tickler cutter; and Marmaduke Smith to the Royalist sloop.

List of midshipmen passed for lieutenants on the first Wednesday in the month:—Joseph Eastwood, J. G. Harrington, Richard Piercy, Thomas Dnell, William Poore, John Hatton, and Daniel Daley.

#### Surgeons and assistants appointed.

Mr. Gladstone, one of the assistant-surgeons of the Royal Hospital at Greenwich, is appointed by the Lords of the Admiralty to be surgeon of the royal division of marines at Woolwich, *vice* Anderson, deceased.

Mr. Thomas Hooper is appointed to be surgeon of his majesty's sloop Saracen; John Neill to the Blonde; John Julius Inger from the Phipps to the Cygnet; Thomas Cochrane to the Forrester; Charles Linton to the Glomen; Gregory Odell to the Casar; Joseph White to the Drake; Richard Thompson to the Ville de Paris; George Proctor to the Orestes sloop; Edward Hopley to the Nymphen; Henry Ewing to the Resistance; Robert Marks to be surgeon of the Lark; and A. B. Grenville to proceed to the East Indies, to be at the disposal of the commander-in-chief.

The following are promoted to the rank of surgeons, to proceed to the Jamaica and Leeward Island stations:—John Marpole, John Heawood, T. P. Davis, John Wm. Latham, Wm. M'Kinley, James Dobie, John Pawson, George Lyon Guild, and James Young.

Mr. Gladstone, surgeon of the division of marines at Woolwich, is appointed to be surgeon of the Royal Naval Asylum in Greenwich Park.

#### Assistants appointed.

Thomas Stewart, to be assistant-surgeon of the Amethyst; John Duntorn to be hospital mate of the Royal Hospital at Plymouth; J. R. Armstrong to be hospital mate of the naval hospital at Jamaica; J. E. Gray to be assistant-surgeon of the Acute gun-brig; John Johns to the Ferrent gun-brig; J. Godard to the Blazer gun-brig; P. Ramsay to the Dannemark; Wm. Portcous (2) to the Alpheia; Wm. Hector to the Castor; M. Camth to the Victorious; John Baiston to the Iphegenia; Charles Miller to the Eagle; Wm. Duncan to the St. Albans; Robert Bateman to the Standard; Wm. M'Masters to the Argonaut, hospital ship; Robert Brown to the Defence; C. W. Vandenberg to the Majestic; and Thomas Loden to the Safeguard.

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#### BIRTHS.

On the 10th of January, in Bentinck-street, the Hon. Mrs. Courtenay Boyle, lady of the Hon. Captain Boyle, commander of his majesty's ship Royal William.

On the 8th of January, the lady of Captain Walter Bathurst, of the royal navy, of a son.

On the 4th of January, the lady of Captain Butt, of the royal navy, of a still-born child.

In Great Mary-la-bonne street, on the 19th of January, the lady of Major M'Cleverty, of the royal marines, of a son.

On the 17th of January, in Bentinck-street, the lady of Captain M. H. Scott, of the royal navy, of a daughter.

On the 10th of January, at Liverpool, Mrs. Sydney Horton, wife of Captain S. Horton, of the royal navy, of a daughter.

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### MARRIAGES.

Captain Hollingworth, of the royal navy, son of Wm. Hollingworth, Esq. late of the Admiralty, to Miss Jackson, daughter of John Jackson, Esq. master attendant at his majesty's dock-yard at Plymouth.

William Larke, Esq. governor of the naval hospital at Yarmouth, to the widow of the late John Worship, Esq. of Runham, Norfolk.

On the 13th January, at Mary-la-bonne Church, Capt. P. Malcolm, of the royal navy, to Miss Elphinstone, eldest daughter of the Honourable William Fullarton Elphinstone.

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### DEATHS.

Lately, at Ipswich, Rear-admiral Uvedale.

At Portsmouth, Lieutenant-colonel Archbold, of the royal marines.

On Monday, the 12th of December, at Osborne's hotel, Lieutenant Wm. Skelton, of the royal navy, aged 27; he was third son of the late Arnoldus Jones Skelton, Esq. of Papcastle, in the county of Cumberland, and first cousin to the present Marquis Cornwallis.

In the month of May last, as Mr. Drury, first lieutenant of his majesty's ship *Modeste*, was proceeding from Diamond harbour to the Presidency (Madras), the boat which he was in, from a sudden gust of wind, suddenly upset, when he perished with several others.

Lately, Mrs. Cranstoun, widow of the late Captain Cranstoun, of the royal navy.

Lately, was drowned, on the coast of Jutland, together with the greatest part of his crew, Captain Temple, of his majesty's ship *Crescent*.

On the 30th December, at his apartments in the royal hospital at Greenwich, Captain Bouchier, lieutenant-governor of that institution. It has been stated in several of the papers, that Captain Bouchier died in consequence of a wound which he received 35 years ago, and which had never been perfectly cured. This statement is incorrect. After the glorious action in the West Indies in 1782, Captain Bouchier was appointed to the *Hector*, of 64 guns, one of the French prizes, and ordered to bring her home. The *Hector* had suffered much in the action, and still more in the dreadful storm which happened soon after, in which the *Ville de Paris*, the *Centaur*, and several other vessels were lost, when she was attacked during the night, on her passage home, by two large French frigates. Although his ship was nearly a wreck, Captain Bouchier defended her with the greatest bravery, and succeeded in beating off the frigates; but the *Hector* suffered so much, that she sunk the next day, and the whole crew must have perished, if a Danish merchantman had not fortunately hove in sight, on board of which they were saved. It was in this gallant action that Captain Bouchier received the wound which disqualified him for active service.

On the 1st of January, at Bath, Admiral Lord Gardner, in the 66th year of his age. He was universally allowed to be a most able and judicious

commander: he was born at Uttoxeter, in Staffordshire; his father was a lieutenant-colonel in the 11th regiment of Dragoon Guards, and a native of Coleraine, in the north of Ireland. He was afterwards in ten glorious actions, in all of which he displayed such courage, skill, and magnanimity as were rewarded ultimately by his sovereign, with the appointment of admiral of the blue, major-general of marines, created a baron of the united kingdom, and had the honour of receiving from the hand of his majesty a gold chain, in approbation of his conduct on the 29th of May and 1st of June, 1794. He married in the year 1769, Miss Hyde, of Jamaica, and has left by her ladyship, who survives him, a very numerous family, including two sons in the navy.\*

On the 18th of December, at Cottesfield, near Fareham, Hants, Rear-admiral Edward O'Brien.

On the 19th of January, at his house in Marlborough Buildings, Bath, after a life of honour, ardent zeal in his country's good, christian virtue and private benevolence, General Edward Smith, colonel of the 43d regiment of foot, and governor of Fort Charles, Jamaica. The general was uncle to the gallant Admiral Sir Sydney Smith, and among the few surviving officers who were present when the immortal Wolfe fell.

Lately, at St. Bartholomew's Hospital, Lieutenant Crawford, of the royal navy. He was a long time last war governor of the naval hospital at Gibraltar.

On the 20th of January, the infant daughter of Captain H. M. Scott, of the royal navy.

At Titchfield, county of Hants, Rear-admiral Jonathan Faulknor.

On the 17th instant, in Frith-street, Soho, Dr. John Anderson, surgeon of the royal division of marines at Woolwich.

The following distressing statement is copied from *The Plymouth Telegraph* of January 21:—

“On Sunday last arrived the Frankfort transport, Captain John Threadgold, from Quebec, with invalids from the different regiments at that place, after a most tedious passage of ten weeks. She brought home the widow and children of the late Captain Thomas Windsor, of the 10th, or Royal Veteran Battalion, who died at Quebec in May last, and left Mrs. Windsor and four fine children, to lament the loss of the best of husbands, and most tender and indulgent father. But, oh, the dreadful story is to come!—After their encountering storms and tempestuous weather, for so many weeks, on Wednesday, the 11th instant, being about six leagues from the land, and a fine day, the eldest daughter, a most beautiful and amiable young lady, about 16 years of age, sat herself down on the starboard quarter, and leaning against a rail to read, the rail not being well fastened, suddenly gave way, and she fell overboard; there being at the same time a great swell, and the boats full of soldiers' beds, baggage, &c. could not be got out in time to save the unfortunate young lady, though she floated on the merciless waves for 15 minutes, waving her hands with the most dreadful shrieks, and she went down just as the boat got near her.—The most distracted mother was prevented from throwing herself overboard, by the great exertions of Lieutenant Jones, and the other officers and gentlemen on board.

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\* For a portrait and biographical memoir of Admiral Lord Gardner, *vide* NAVAL CHRONICLE, Vol. VIII.

MEMOIR OF THE PUBLIC SERVICES  
OF  
*CAPTAIN MICHAEL SEYMOUR,*  
OF THE ROYAL NAVY.

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*"Vile latens virtus: quid enim submersa tenebris  
Proderit obscuro?"*      CLAUD. IV. CONS. HON.

Virtue conceal'd is but of little worth:  
For what of good, in dark obscurity,  
Can it produce?

**A**T a time when the undaunted firmness and bravery of a nation become essential securities against the insults, barbarities, and tyranny of a power that seeks for universal dominion, to record the particular acts of prowess performed by our gallant countrymen, is a duty so fit, just, and necessary, that no question can arise as to its propriety, whether it be considered as a grateful acknowledgment to bravery, or as holding out an example of emulation. To this mark of distinction Captain Michael Seymour, the gallant captor of the Thetis, is highly entitled; and it is with particular pleasure that we seize on the opportunity afforded us of presenting the public with a short, but we believe, accurate sketch of that officer's services.

For his birth, Captain Seymour is indebted to the sister island, now happily forming a component part of the British empire. He was born on the 8th of November, 1768, at the Glebe House, at Palace, in the county of Limerick; and if the descent from virtuous and honourable parents be gratifying, he is in that respect indeed eminently fortunate. At the time of his birth, the Rev. John Seymour was rector of Palace—a man of exemplary piety, of a most amiable and benevolent disposition, and endowed with considerable learning. He was beloved, esteemed, and venerated by his neighbours—by that society, of which he might justly be regarded the centre.

For his talents, and many amiable qualities, he was voluntarily selected by Dr. Cox, the then Archbishop of Cashel, as one of his domestic chaplains. Dr. Cox, who was as zealous to reward, as he was capable of appreciating superior merit, soon afterwards offered him a valuable living; but, as a tribute to departed virtue, it deserves to be told, that he refused to accept the offer until the senior chaplains should be provided for. Preferment, however, was at length bestowed; and Mr. Seymour died, in the month of July, 1795, rector of Abington, which he held with the chancellorship of Emyl.—It would be well that all would aspire to the propriety of his life.

Captain Seymour's mother, who is still living, was the youngest of two daughters of William Hobart, Esq. of High Mount, in the county of Cork. She had five children; the first of whom was William Hobart Seymour, an officer of the 60th regiment, who died in the West Indies, in the year 1797; having, two years before, made an extraordinary escape from the French prison-ship at Point à Petre, in Guadaloupe, by swimming from her in the evening, in company with the master of a Bermudan vessel. Having reached the beach, and finding a canoe, they pushed off, and on the following day, at noon, were taken up by the Bellona man of war, off the Saints Isles.—The second child of Mr. and Mrs. Seymour was Michael, the subject of this memoir; the third, the Rev. John Seymour, a most exemplary man, now rector of Ulloa, in the county of Tipperary, in the diocese of Cashel; the fourth was Frances, who died in 1805; and the fifth, Richard, who was killed in March, 1806, at the close of the action between the Amazon frigate, Captain Parker (of which he was the first lieutenant) and the Belle Poule, French frigate. He was a brave and an excellent officer. The testimonies of those who knew him best are loud in his praise.

We have no earlier account of the subject of our memoir than the commencement of his professional career, which took place in November, 1780. He had just then completed his twelfth year, and entered the service under the auspices of his gallant and kind friend the Hon. Captain James Luttrell, who then was in the command of the Merlin sloop of war. On his quitting this sloop, he successively served with the same officer in the Portland,

Mediator, and Ganges, being all the ships Captain Luttrell ever commanded.\*

In the winter of 1782, whilst serving in the Mediator, of 44 guns, he participated in a very warm action between that ship and five French armed ships, mounting, in the whole, 136 guns.

As this was the first engagement of consequence which Mr. Seymour witnessed, and as its conduct and result reflected great credit on the commander, officers, and crew of the Mediator, the following short account of it will not, it is presumed, be regarded as uninteresting.

It was on the 12th of December, at seven o'clock in the morning, while cruising in the Bay of Biscay; that the Mediator, discovering five sail of large vessels to leeward, bore up and gave chase. On her approach, they shortened sail; and, standing under top-sails, formed into the following line-of-battle ahead:—

| <i>Ships.</i>                      | <i>Guns.</i> | <i>Men.</i> | <i>Commanders.</i> |
|------------------------------------|--------------|-------------|--------------------|
| Eugene .....                       | 36           | 133         | M. Le Baudin.      |
| American (brig) .....              | 14           | 70          |                    |
| Menagere ( <i>armée en flute</i> ) | 34           | 212         | M. de Toligne.     |
| Alexandre .....                    | 24           | 102         | M. Gregory.        |
| Dauphin Royal .....                | 28           | 120         |                    |
| Total.....                         | 136          | 637         |                    |

Captain Luttrell, not intimidated by the formidable appearance of the enemy, stood resolutely on till ten o'clock, when, as he passed along their line, they opened their fire, which was returned from the Mediator with so much steadiness and effect, that, in half an hour, their line was broken. The three largest of the ships wore, under an easy sail, and continued to engage the Mediator with much briskness, till eleven, when, by a skilful manœuvre, and superior fire, Captain Luttrell cut off l'Alexandre, and compelled her to strike. Witnessing her fate, and fearing that it might be their own, her companions instantly went off before the wind, under a crowd of sail. At half-past twelve, having secured his prize, Captain Luttrell renewed the chase, and the enemy separated. At five in the evening, he got within gun-

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\* The Hon. Captain Luttrell attained post rank on the 23d of February, 1781; and, in the year 1789, the country was unfortunately deprived of his services, by a consumption, which carried him off, in the prime of life.

shot of *le Menagere*, and commenced a smart running fight, which continued till nine; when, on his ranging up close alongside of her, she hauled down her colours. Thus two sail out of the five were captured. On the following morning, at day-break, the brig and *le Dauphin Royal* were seen in the offing; but, being close in with the Spanish coast, and having 340 prisoners on board, with only 190 of his own men to guard them, Captain Luttrell thought it most prudent to steer for England with his prizes.

In this action, *l'Alexandre* had six men killed and nine wounded; and *le Menagere* had four killed and eight wounded; but, in consequence of the enemy having directed their fire chiefly at the masts and rigging of the *Mediator*, not a man on board that ship was hurt.

On the second night after the engagement, Captain Luttrell was alarmed by a violent explosion, and cry of fire; which, on inquiry, he found to have been occasioned by one of the lower-deck guns having been fired off by Captain Gregory, the commander of *l'Alexandre*, who had laid a plot with the prisoners to rise and take the *Mediator*. The firing of the gun was the signal which had been agreed upon by the conspirators to execute their design; but, by the most prompt and indefatigable exertions of the officers, who instantly placed additional sentinels over the hatchways, and secured them by capstan bars, the accomplishment of this desperate scheme was prevented without bloodshed. The intentions of Captain Gregory having been fully proved, Captain Luttrell considered him to be no longer entitled to his parole; and, with some of his accomplices, he was confined in irons during the remainder of the passage to England.

Under such an officer as Captain Luttrell, professional principles the most satisfactory were likely to be imbibed; and that the early impression of an action so bravely determined on, and so skilfully conducted, was not to be lost on the mind of our young midshipman, subsequent events have proved.

From the time that he left the Ganges, in 1783, till the conclusion of the late war, he was almost constantly employed in the *Europa*, *Antelope*, *Janus*, *Ariel*, *Pegase*, *Magnificent*, and *Marlborough*. In the month of November, 1790, he received his promotion, as lieutenant, in the *Magnificent*; and in Lord Howe's memorable action of the first of June, 1794, we find Mr. Seymour



junior lieutenant on board the Marlborough, commanded by the Hon. Captain (now Admiral) Berkeley.\* In this action he was so severely wounded, that he suffered the loss of his left arm. We believe his sufferings were marked with particular severity.

The next step our reader may expect us to trace will, no doubt, be his immediate promotion; but here a blank intervenes, and Mr. Seymour's applications were disregarded, with "official tranquillity," until Earl Spencer's administration, when that distinguished nobleman promoted him to the rank of master and commander, and in a few months added his further testimony of approbation, by appointing him to the Spitfire sloop of war. In this sloop Captain Seymour continued four years; but during this period of active service we have no extraordinary tales of wonder to relate, nor no violent praise to bestow. We wish, however, to observe, that though no particular opportunity occurred for daring enterprise or gallant heroism, yet every cruise afforded ample testimony, both summer and winter, amidst calms and storms, that the Spitfire was in active duty.

It may be remarked, as the best proof of constant exertion, that whatever Captain Seymour may have happily added to his fortune, has not been by the casual accident of one rich prize, but by the accumulation of numerous small ones; for whatever would tend to harass the enemy, even from the smallest capture to that of a proud frigate, each in its turn has been seized on with the ardour of a zealous and brave officer.

At the end of four years, and not till then, Captain Seymour solicited further promotion. Lord Spencer still presided at the Admiralty, and with the same propriety and promptness of attention which (happily for the navy) uniformly marked his lordship's conduct during his administration, Captain Seymour's application was directly attended to, by his promotion to the rank of post captain. It is delightful to record facts of this description, and we hope every year will multiply them; for what can support our gallant countrymen, who patiently submit to every privation, in the execution of their anxious and laborious duties, but the expectation of reward for their faithful services?

Soon after this time the contest of war ceased, and Captain Seymour remained unemployed; but immediately on the renewal of

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\* *Vide* NAVAL CHRONICLE, Vol. XII. page 106.

hostilities, he again offered his services. Some time, indeed, elapsed before he received employment of any kind, and when it did come, it was that of acting captain; in which capacity he patiently served in six successive ships—judging, we suppose, that the discipline of obedience should subdue all other feelings of the mind, and that the best reproof to commands, if (by accident) improperly directed, was the patient observance of them. At length, however, in 1806, on Lord Barham's taking charge of the naval administration, Captain Seymour was appointed by his lordship to that frigate of which he has proved himself so worthy.

This brings us to the period of the action of the *Amethyst* with the French frigate *la Thetis*.

The *Amethyst* had been cruising off *L'Orient* fourteen weeks: during this time violent gales of wind had prevailed, and consequently added to the perils of a coast at all times, we believe, sufficiently dangerous.

On the night of the 10th of November, 1808, we find the *Amethyst*, however, in the watchful perseverance of her duty, standing so close in to the north-west point of Groa, that it became impossible for an enemy to escape; the proof of which has been fully exemplified, by the ineffectual endeavours of the French frigate. The night was unusually dark, not a star to be seen, and every thing indeed favoured the attempt. About seven the flash and report of cannon were distinctly seen and heard from a battery on the French coast, in a direction contiguous to the alarm and signal post. The conjecture of the moment supposed it in consequence of the near approach of the *Amethyst*; but it was in reality directed against their own frigate, of the sailing of which they were ignorant. About half-past seven a sail was descried just ahead: it was supposed a small armed vessel, or something still more contemptible, and the deception of night favoured the supposition. A musket was ordered to be fired: no notice was taken: she grew larger. The *Amethyst* still continued under an easy press of sail. A gun was now fired, and the crackling noise of this shot was heard as it passed through the cabin windows. This by the enemy was instantly returned, and the veil of darkness which had hitherto obscured her was now removed, by the lights flying in every part of her; every inch of canvass was set; her boat cut from her stern, and a ship of war appeared anxious for escape,

though capable of resistance. The Amethyst immediately spread more canvass, but allowed her to gain a little, lest her apprehensions might induce her to run on that shore which was then so near them. About nine, however, those apprehensions were at an end, and the Amethyst closed fast. Her adversary, now finding all hopes of escape at an end, made her best dispositions to receive the Amethyst, and before ten o'clock the action commenced, which continued, with very little intermission, until about twenty minutes after twelve. The French ship fell on board the Amethyst a little after ten. She extricated herself from that situation; but, at a quarter past eleven, she intentionally laid the Amethyst on board; and from that time, until the moment of her surrender, which was about an hour, the contending ships were locked together, the fluke of the Amethyst's best bower anchor having entered the foremost main-deck port of la Thetis. After great slaughter, la Thetis was boarded and taken possession of, and some prisoners were received from her, before the ships were disengaged. The Triumph, commanded by Sir Thomas Hardy, shortly afterwards came up; and, subsequently, the Shannon, which took la Thetis in tow.

In this long and sharply contested action, the rigging of the Amethyst was much cut; and 19 of her crew were killed, and 51 wounded. The loss of the Thetis, however, was still more shocking to humanity; as, exclusively of her captain, she had 172 men killed, and 102 wounded; amongst whom were all her officers, excepting three.\*

When the great disparity of force between the Amethyst and Thetis is considered, the conquest achieved is marked by particular brilliancy. The Amethyst mounted only 36 guns, the Thetis 44; consequently, from her larger size, her metal was of superior weight; her crew, consisting of 360 men, besides 106 soldiers, had served for years together; added to this, Mons. Pinsun, entrusted with the command of la Thetis, was a man of approved courage, much beloved by his men, and deserving in every respect the commendation of an excellent officer. Indeed, there are but few instances on record, in which a French ship is known to have sup-

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\* The number of wounded on board la Thetis, according to Captain Seymour's official letter, at page 418 of the preceding volume, was 132; but it has since been ascertained, that the number was 172, as here stated.

ported so long, so spirited, and so determined a conflict. But the contest was never for a moment doubtful—all were animated with the glorious spirit that leads to victory, and the guns were served with the same zeal and alacrity the last hour of the fight as in the first. Such is the simple detail of this distinguished action, which for gallantry, skill, and bravery has never been exceeded; which whilst it holds up anew the character of our country, must elicit praise from every tongue, and gratitude from every heart.

High and distinguished as Captain Seymour's public character appears, in private it is also marked with every virtue that makes it estimable.

His majesty has been graciously pleased to signify his approbation, by presenting him with the gold medal.

The mayor, aldermen, sheriffs, and common council of the city of Limerick voted him the freedom of that city, in a heart of oak box, lined and ornamented with gold;\* and he has also received the freedom of the city of Cork, in a silver box, "for his very great gallantry and ability in the capture of the *Thetis*."

The committee of the Patriotic Fund, at Lloyd's, voted him the sum of one hundred guineas, for the purchase of a piece of plate, commemorative of the event.

#### HERALDIC PARTICULARS.

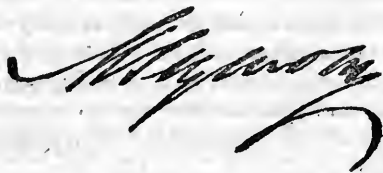
During the time that Captain Seymour commanded the *Spitfire*, he married Jane, the third daughter of the late brave and much respected Captain James Hawker, of the royal navy; by which lady he has a family of seven children; five sons, and two daughters.

ARMS.—Argent two wings conjoined in lure, tips downwards, gules.

CREST.—On a wreath of the colours two torches in saltire, thereon an eagle, with wings elevated, looking towards the sun, all proper.

MOTTO.—Foy pour Devoir.

The following is a fac-simile of Captain Seymour's handwriting.




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\* Vide the *Retrospect*, in a subsequent page.

NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITÆ VASTO.

ADMIRAL BLAKE.

(Extracts from Gilpin's Observations on the Western Parts of England.)

**T**HERE was very little in Bridgewater, which was our next stage, worth a traveller's attention. Its great boast is the celebrated Blake, one of Cromwell's admirals, who was born in this town, and represented it in several parliaments.

The name of Blake can hardly occur to an Englishman without suggesting respect. If ever any man was a *lover of his country*, without being actuated by *party*, or by *any other sinister motive*, it was Blake. Whether, in a divided commonwealth, one side or the other should be *cordially chosen* by every citizen, is a nice question. Some of the ancient moralists have held the affirmative. But a man may see such errors on both sides, as may render a choice difficult. This seems to have been Blake's case. The *glory of his country*, therefore, was the only part he espoused. He fought indeed under Cromwell; but it was merely, he would say, to aggrandize old England: he often disliked the Protector's politics. With the death of Charles he was particularly displeased, and was heard to mutter, that to have saved the king's life, he would freely have ventured his own. But still he fought on; took an immense treasure from the Portuguese, beat the Dutch in two or three desperate engagements, burnt the Dey of Tunis's fleet, awed the piratical states; and above all, destroyed the Spanish plate-fleet in the harbour of Santa Cruz, which was thought a piece of the most gallant seamaanship that *ever* was performed. Something in the mean time happened at home which he did not like, particularly Cromwell's treatment of the Parliament; but he still fought on; and would say to his captains, *It is not for us to mind state matters, but to keep foreigners from fooling us.* What is singular in this commander is, that all his knowledge in maritime affairs was acquired after he was fifty years of age. He had the theory of his profession, as it were, by intuition; and crowded as many gallant actions into nine or ten years, as might have immortalized as many commanders. One personal singularity

is recorded, which gives us a sort of portrait of him. When his choler was raised, and he was bent on some desperate undertaking, it was his custom to twirl his whiskers with his fore-finger. Whenever that sign appeared, those about him well knew something dreadful was in agitation.

REMARKABLE ENGAGEMENT BETWEEN HIS MAJESTY'S SLOOP  
KITE, AND A DANISH FLOTILLA.

THE following particulars have been furnished by an officer belonging to the Kite :—

“ On the 3d of September, 1808, being at anchor off the island of Spro, near Nyborg, at ten o'clock in the evening, the moon shining bright, observed we were enclosed in a half circle of Danish gun-boats, to the number of 22 or 24. The Minx gun-brig being in company, cut her cable and made sail, as the only means of saving herself; we being nearer to Nyborg, from whence they came, sustained nearly their whole attack; almost at the instant in which we first perceived them, they opened a tremendous fire of round and grape shot from their whole line of three divisions. Of our crew, nearly one half were absent (some in prizes, the rest lately taken prisoners in the boats), those on board the least to be depended upon; we, however, manned the guns, and kept up a fire for some time, but finding it impossible to withstand a force at least seven times that of our own (for three of them are equal to a sloop of war in a calm, which it then was), we cut our cable; the ship lay now unmanageable for want of wind, whilst the enemy, who were by this time within musket range, struck us every time they fired. At this moment our friend, Mr. Thomas, the purser, and my servant, were killed, the ship became leaky, the rigging much cut, and several of the sails falling down upon deck. Our situation became now the most critical that ever was experienced, when a light breeze most providentially sprung up, but a gun-boat belonging to ourselves, out of which we had succeeded in getting our people, and cut away, got unfortunately under our bows, and prevented the ship from getting before the wind; the round shot, the splinters, and the langrage, were flying in every direction; the leaks increased, the enemy within hail in several places; the masts and square sails, however, were still standing. The first lieutenant, the only one on board, as a last resource, jumped with a few brave fellows into this gun-boat, and happily succeeded in pushing her clear, which immediately enabled us to get before the wind; the

enemy's fire now became more excessive, in consequence of our having to take the people from the guns to trim sails; the breeze, however, freshened, our lads again manned their guns, and the smoke being tolerably cleared away, enabled them to take better aim: one of the enemy's boats, with about 70 men, was soon after this sunk by our quarter-deck guns, and the enemy, thinking we had sent men in our gun-boat, which now dropped astern, directed part of their fire to her so effectually, that she sunk; this desertion was of much use to us, and with the fine little breeze we now enjoyed we drew considerably away from them; they followed for some distance, still firing, but now our crew having only to attend to the guns, our fire became much more brisk, and considerably galled the enemy. At half-past 11, making just an hour and a half, they burnt a blue light, the signal of retreat, and we were unable to follow. We steered for an English 64-gun ship, which was within about 12 miles of us, and anchored near to her. At daylight we found the ship a perfect wreck, two killed, as before mentioned, and 13 wounded, being one out of every three of all on board. Six large shots through the tottering main-mast, five through the fore-top-sail alone, and in the hull too many to be conveniently numbered; the main boom shot through, and lying across the deck, and much water in the hold. During the whole of this affair we had 18 Danish prisoners on board since the Nyborg action, which required some of our hands, together with the sick people, to prevent them from rising, and assisting their countrymen."

RUSSIAN OFFICIAL ACCOUNT OF THE LATE NAVAL ACTION IN  
THE BALTIC.

On the 9th of August, Admiral Nauckhoff set sail from Hangudd with his squadron, composed of nine sail of the line and nine frigates, for Jungfrusund, for the purpose of reconnoitring the enemy's position, and to form his plan of operations. He found the enemy's fleet at anchor in Jungfrusund, among the cliffs, consisting of 18 sail, partly line-of-battle ships, and partly frigates. Admiral Nauckhoff was cruising off Jungfrusund until the 13th, when his headmost ship made the signal that the enemy's fleet was weighing anchor. Admiral Nauckhoff immediately detached a corvette to observe the enemy's movements, formed his fleet in order of battle, and beat about to the eastward, in order not to be cut off from his port, being determined to give battle.

The same day the enemy's fleet was observed from the masthead working up towards our squadron, in company with two English

sail of the line. Admiral Nauckhoff resolved to attack the enemy the following day, and beat about the whole night, in order not to lose the wind. At break of day, being off Baltic Port, he discovered to leeward the enemy's fleet, composed of 13 sail of the line and five large frigates; among the former were two English ships, one of which was a three-decker, and bore the admiral's pendant, and the other was a two-decker of the largest size; and among the Swedish ships was also a three-decker. The enemy's van, headed by the two English sail of the line, neared our rear, and at five o'clock in the morning the two English ships attacked successively the sternmost ship of our line, the Sewolad, which had somewhat fallen to leeward. When Admiral Nauckhoff saw the manœuvres of the enemy, he bore down on him with the whole of his squadron. The English, fearful to be cut off from their line, tacked, and were followed by the Swedes. Captain Rudnew, commander of the Sewolad, with the utmost gallantry, beat off twice the enemy's attack, but suffered considerably in his tackle and rigging. The main-top-mast and yard were shattered by the enemy's fire, the fore-top-gallant-mast was split, and the Sewolad was no longer able to maintain her place in the line, of which Captain Rudnew informed the commander-in-chief by signal. Admiral Nauckhoff, who witnessed the above facts, permitted him to run into Baltic Port, and a frigate convoyed him thither. By this means our line, before a general engagement could be commenced, had lost one ship, and another, the Severnja Swesda (North Star), received on a sudden so much damage in her fore-top-mast, that she would not carry her fore-top-sail, and was consequently also disabled duly to maintain her place in the line.

By this circumstance the enemy gained a great superiority of strength, and Admiral Nauckhoff found it accordingly expedient to stand with his squadron for Baltic Port. The enemy stood, in consequence thereof, on the same course, keeping their wind; and the English ships displayed all their skill to cut off our damaged ship Sewolad, which was no longer able to keep up with our line. In order to frustrate this plan of the enemy, Admiral Nauckhoff made signal for the rear to cover the said ship, and afford her all possible assistance; but owing to her having fallen considerably to leeward, she was not able, in spite of the utmost exertions made by her own commander, as well as by the captains of the other ships, to round the north point of Baltic Port, and enter that harbour in company with the rest of our ships, but necessitated to drop anchor on the north side of this island, close in with the shore.



In the mean time the commander-in-chief entered the above port, brought up in line-of-battle, and made all necessary arrangements to repulse the enemy, who, however, made no attack, but stood out to sea with his whole fleet.

Admiral Nauckhoff immediately ordered those experienced officers Captain-Lieutenants Miniskoy and Fuludjew, to put off with all the row-boats of the squadron, to the assistance of the Sewolad, and to endeavour to bring her back to the fleet. These two gallant officers used their best efforts for that purpose, but the two English ships of the line coming up, successively attacked the Sewolad, and dispersed the row-boats, which Captain-Lieutenant Miniskoy, however, succeeded to rally, and rejoined with them the squadron.

Captain Rudnew, undismayed by their retreat, continued to make the most vigorous resistance, constantly and closely engaged with one of the two English ships, which suffered severely, and the slaughter was great on both sides; nor would the conflict have been ended, but with the total destruction of the combatants, had not the other English ship also come up with the Sewolad and given her broadside, by which she was completely disabled from continuing the contest any longer. It was but then that the English were able to render themselves master of the Sewolad, or rather her wreck, covered with dead bodies; 56 of her crew saved themselves by swimming, and the rest were taken prisoners by the English. Rear-admiral Hood has sent back 37 of them, who were wounded, and state, that the loss on board the two English ships has also been very great.

#### GALLANTRY AND DEATH OF CAPTAIN COOMBE, AT GUADALOUPE, IN NOVEMBER, 1808.

CAPTAIN COOMBE, of the *Heureux*, had received information, on which he could depend, that there lay in the harbour of Bay Mahaut (Gaudaloupe) seven vessels of different descriptions, some loaded and ready for sea, and others loading; he also received an account of the strength and situation of the batteries; he had a pilot to carry the boats in, and a guide to conduct the storming parties. The attack took place on the morning of the 29th of November, as follows:—Captain Coombe in his barge, and 19 men, to board the shipping; Lieutenant Lawrence in the men, to storm a battery of two 24-pounders; and Mr. Daly, the purser, in the pinnace, and 22 men, to storm a battery of one 24-

pounder, within the town ; the signal of either party having succeeded was three cheers ; the boats, after rowing six miles, lay on their oars until the moon went down. At four o'clock A.M. they dashed on, and after a few minutes of desperate fighting, the welcome signal of success was given by all three parties cheering at the same moment. Captain Coombe carried a schooner of two guns mounted, and 39 seamen and soldiers on board. Lieutenant Laurence having spiked the guns on the batteries, with Mr. Daly, proceeded to board the remaining vessels, in which they succeeded ; the enemy lined the shore with musketry, got three field-pieces to bear, and kept up a very sharp fire on a brig and a schooner, which was returned by the marines and the guns on board them ; while carrying them out, they both unfortunately grounded, and thus became fixed objects for the enemy's fire, which was further increased by a 24-pounder. Finding it impossible to get the vessels off, the running rigging cut to pieces, the standing rigging much wounded, and it being daylight, orders were given to abandon, and soon after Captain Coombe was struck with a 24-pound round shot in his left side, and fell dead. The boats got out of the reach of the fire of the enemy about six o'clock A.M. The action continued about an hour and three quarters. The loss of the British was trifling, except that of Captain Coombe killed, and Lieutenant Lawrence wounded by a musket ball in the arm ; the enemy's loss was great in the attack of the batteries and on boarding—there were about forty killed ; the number drowned must have been very great, as must have been their loss on shore ; there was a serjeant's party on board the vessels, besides the crews.

DEATH OF LIEUTENANT G. A. SPEARING, IN AN UNSUCCESSFUL  
ATTACK ON THE ISLAND OF ST. MARTIN.

St. Martin's Island having long been considered as a shelter for the numerous French privateers which infest the West Indies, and obstruct the trade of the country, it became a desirable object to extirpate them. Accordingly, at the commencement of July, his majesty's schooners, *Subtle*, *Balahou*, and *Elizabeth*, with the *Wanderer* sloop of war, made an attempt to carry the island by a *coup de main*. Owing, however, to some false information respecting the enemy's strength, the effort failed. About 130 seamen and marines, headed by Lieutenant Spearing, of the *Subtle*, landed, and soon obtained possession of the lower fort, of six guns, which were instantly spiked. Their loss so far was trifling ; but

on ascending the rocky heights, covered with the prickly pear, the superiority of the enemy was severely felt: as a number of brave fellows fell, among whom was Lieutenant Spearing, who was shot through the chest within ten yards of the upper fort, and almost instantly expired. His fall occasioned much consternation among his companions, who reluctantly retreated to their boats, but were obliged to surrender. Captain Crofton, of the *Wanderer*, finding the fire from the fort so tremendous and incessant, sent a flag of truce on shore, which was accepted, and the whole of the prisoners who could be removed with safety were given up.

Thus fell, in the prime of life, in a most daring and gallant attempt, a promising active officer, whose long services in his profession entitled him to the notice of his country; in whose cause he had received 11 wounds, particularly at the battle of Copenhagen, and in the West Indies. He closed a career of glory, animating his men by his example, on the batteries of St. Martin's.

Nothing can better evince the admiration which even his enemies entertained of his conduct on this occasion, than the tribute which they conferred on his remains: he was interred with all the honours of war; the French commandant himself attending, and also permitting part of the gallant crew of the *Subtle* to pay their last sad duty to their beloved commander.

It afterwards appeared, that the enemy had received information of the intended attack, and were prepared accordingly; upwards of 900 troops being in the fort, while the storming party consisted only of 135 men. Out of 43 sent from the *Subtle*, seven were killed and seventeen wounded.

The following is a copy of the order which was issued on this melancholy occasion, by Captain Crofton, of his majesty's ship *Wanderer*:—

*" To the Commanding Officers of his Majesty's Schooners Subtle and Ballahou.*

*" You all well know the melancholy though glorious death of Lieutenant G. A. Spearing, late commander of his majesty's schooner Subtle, who fell fighting for his king and country; his corpse this evening is to receive the honours of war, conferred by his enemies, admirers of his gallantry and courage: you will join, on a signal from me (when the fort shall have fired a shotted gun), to fire minute guns."*

*" Dated 4th July, off St. Martin's."*

## JEWISH FORTITUDE.

ABOUT the year 1796, two or three Jews came over from Poland, for the purpose of trade, of which second-hand clothing formed a considerable part. After having made their purchase, they shipped it on board a Prussian vessel, bound from London to Dantzic, and accompanied it for their better security. At the distance of thirty or forty leagues from the English coast, in a dark night, the vessel was ran on board by a large ship, the shock of which was so violent, that the terrified captain and crew sought their safety by leaping on board the larger vessel, expecting their own to go down, leaving the Jews the only persons on board. The latter, recovering in some degree from the consternation into which they were thrown on discovering themselves abandoned by the crew, totally ignorant of navigation, and exposed to the mercy of the winds and waves, still had the satisfaction of finding that the ship was tight. A consultation was thereupon held, in which the most experienced of them suggested, that he had observed the point of the compass, and their course, on leaving the coast of Yarmouth, that if they could by any means put the ship about, and endeavour to retrace their course, that they should inevitably fall in again with the English coast. In this they succeeded; and, by the help of pilots, were brought in safety into the port of Yarmouth. There they were, to their great surprise, met by the original captain and crew, who gladly came on board, and resumed the direction of the vessel. These circumstances produced a considerable charge on the cargo, in which many persons were interested, and of which the Jews must have borne a considerable share. They, however, thought it hard to suffer in this way, after having been the means of preserving both ship and cargo, to the advantage of all concerned. But the captain was deaf to all accommodation, and refused them any remuneration for their trouble and risk. The well-known characters of Messrs. Benjamin and Abraham Goldsmid, induced the Jews to lay this peculiar case before them: and as it appeared to these gentlemen that there were sufficient grounds to claim a salvage of the ship and cargo, they resolved to defend and support the cause of their stranger brethren. A long and expensive process in the Admiralty Court was, however, prevented; and, by the mediation of some mercantile friends with Messrs. Goldsmid, it was agreed, that the sum of 300*l.* should be allowed to these poor men, which they received with thankfulness, and their generous friends experienced that pleasure, which must ever be felt by those whose benevolent exertions are attended by equal success.

## NEW VOLCANO AT THE AZORES.

THE subjoined interesting letter upon this subject, dated Fayal, June 25, 1808, was addressed by John B. Dabney, Esq. Consul of the United States of America, to one of his friends at St. Michael's:—

“ DEAR SIR,

“ A phenomenon has occurred here not unusual in former ages, but of which there has been no example of late years; it was well calculated to inspire terror, and has been attended with the destruction of lives and property. On Sunday, the 1st of May, at one P.M. walking in the balcony of my house, at St. Anthonio, I heard noises like the report of heavy cannon at a distance, and concluded there was some sea engagement in the vicinity of the island. But soon after, casting my eyes towards the island of St. George, ten leagues distant, I perceived a dense column of smoke rising to an immense height; it was soon judged that a volcano had burst out about the centre of that island, and this was rendered certain when night came on, the fire exhibiting an awful appearance.

“ Being desirous of viewing this wonderful exertion of nature, I embarked on the 3d of May, accompanied by the British consul, and ten other gentlemen, for St. George's; we ran over in five hours, and arrived at Vellas, the principal town, at eleven A.M. We found the poor inhabitants perfectly panic-struck, and wholly given up to religious ceremonies and devotion. We learned that the fire of the 1st of May had broken out in a ditch, in the midst of fertile pastures, three leagues S.E. of Vellas, and had immediately formed a crater, in size about 24 acres. In two days it had thrown out cinders or small pumice stones, that a strong N.E. wind had propelled southerly; and which, independent of the mass accumulated round the crater, had covered the earth from one foot to four in depth, half a league in width, and three leagues in length; then passing the channel five leagues, had done some injury to the east point of Pico. The fire of this large crater had nearly subsided, but in the evening preceding our arrival, another small crater had opened, one league north of the large one, and only two leagues from Vellas.

“ After taking some refreshment, we visited the second crater; the sulphureous smoke of which, driven southerly, rendered it impracticable to attempt approaching the large one. When we came within a mile of the crater, we found the earth rent in every

direction, and, as we approached nearer, some of the chasms were six feet wide; by leaping over some of these chasms, and making windings to avoid the larger ones, we at length arrived within two hundred yards of the spot; and saw it, in the middle of a pasture, distinctly, at intervals, when the thick smoke which swept the earth lighted up a little. The mouth of it was only about fifty yards in circumference; the fire seemed struggling for vent; the force with which a pale blue flame issued forth, resembled a powerful steam engine, multiplied a hundred fold; the noise was deafening; the earth where we stood had a tremulous motion; the whole island seemed convulsed, horrid bellowings were occasionally heard from the bowels of the earth, and earthquakes were frequent.

“ After remaining here about ten minutes we returned to town; the inhabitants had mostly quitted their houses, and remained in the open air or under tents. We passed the night at Vellas, and the next morning went by water to Ursulina, a small sea-port town, two leagues south of Vellas, and viewed that part of the country covered with the cinders before mentioned, and which has turned the most valuable vineyards in the island into a frightful desert. On the same day (the 4th of May), we returned to Fayal, and on the 5th and succeeding days, from 12 to 15, small volcanoes broke out in the fields we had traversed on the 3d, from the chasms before described, and threw out a quantity of lava, which travelled on slowly towards Vellas.

“ The fire of those small craters subsided, and the lava ceased running about the 11th of May; on which day the large volcano, that had lain dormant for nine days, burst forth again like a roaring lion, with horrid belchings, distinctly heard at twelve leagues distance, throwing up prodigious large stones, and an immense quantity of lava, illuminating at night the whole island. This continued with tremendous force, until the 5th of June, exhibiting the awful yet magnificent spectacle of a perfect river on fire (distinctly seen from Fayal) running into the sea. On that day (the 5th) we experienced that its force began to fail, and, in a few days after, it ceased entirely. The distance of the crater from the sea is about four miles, and its elevation about 3,500 feet.

“ The lava inundated and swept away the town of Ursulina, and country-houses and cottages adjacent, as well as the farm-houses, throughout its course. It, as usual, gave timely notice of its approach, and most of the inhabitants fled; some few, however, remained in the vicinity of it too long, endeavouring to save their

furniture and effects, and were scalded by flashes of steam, which, without injuring their clothes, took off not only their skin but their flesh. About sixty persons were thus miserably scalded, some of whom died on the spot, or in a few days after. Numbers of cattle shared the same fate. The judge and principal inhabitants left the island very early. The consternation and anxiety were for some days so great among the people, that even their domestic concerns were abandoned, and, amidst plenty, they were in danger of starving. Supplies of ready-baked bread were sent from hence to their relief, and large boats were sent to bring away the inhabitants who had lost their dwellings. In short, the island, heretofore rich in cattle, corn, and wine, is nearly ruined, and a scene of greater desolation and distress has seldom been witnessed in any country."

#### CANNIBALS OF NEW ZEALAND.

A SHORT time since, the *Venus*, a vessel which had been seized and carried off by some convicts at Port Dalrymple to New Zealand, was there taken by the natives, who killed and ate all the people. The vessel itself they drew on shore, and burnt it for the sake of the iron. This information was communicated to the *Mercury* (a vessel that touched at New Zealand, and was in danger of being taken) by one Druse, a man who deserted from the *Lady Nelson* about two years ago, and who is now become a chief, tattooed from head to foot, and has a number of natives under his command.

#### LORD NELSON AND THE HAMBURGH WINE-MERCHANT.

"A CIRCUMSTANCE of great singularity," says one of Lord Nelson's biographers, "occurred when his lordship was at Hamburgh, relative to a wine-merchant. This gentleman, who was more than 70 years of age, and of a very respectable appearance, had requested to speak with Lady Hamilton. Her ladyship accordingly admitted him to a private audience, when he informed her, through the medium of a Mr. Oliver, who interpreted for both parties, that he had some excellent old Rhenish wine of the vintage of 1625, and which had been in his own possession more than fifty years. This, he said, had been preserved for some very extraordinary occasions; and one had now arrived, far beyond any he could ever have expected. In short, he flattered himself, that by the kind recommendation of her ladyship, the great and glorious Lord Nelson might be prevailed on to accept six dozen bottles of

this incomparable wine, part of which, he observed, would then have the honour to flow with the heart's blood of that immortal hero; a reflection which could not fail to render himself the most fortunate man in existence, during the remainder of his days. His lordship, being informed of these curious particulars, immediately came into the apartment, and took the old gentleman kindly by the hand, but politely declined his present. He was, however, finally persuaded to accept of six bottles, on condition that the worthy wine-merchant should dine with him next day. This being readily agreed to, a dozen bottles were sent; and his lordship, jocosely remarking, that he yet hoped to have half a dozen more great victories, protested he would keep six bottles of his Hamburg friend's wine, purposely to drink a bottle after each. This his lordship did not fail to remember, on coming home after the battle of Copenhagen, when he '*devoutly drank the donor.*' It is said, that this wine-merchant, soon after Lord Nelson had first taken him by the hand, happening to meet with an old friend, who was about to salute him in a similar way, immediately declined the intended kindness, and said he could not suffer any person to touch the hand which had been so highly honoured by receiving that of Lord Nelson. Certain it is, that this man felt so overcome by excessive sensibility, that he literally shed tears of joy during the time he was in our hero's presence."

#### ANNIVERSARY OF THE AMERICAN EMBARGO ACT.

NOTWITHSTANDING all the demonstrations of hostility and of inveterate hatred which appear in America against Great Britain, the popular discontent at the embargo, and the other measures so hastily adopted, cannot be concealed. At Gloucester, a singular instance of dissatisfaction at the conduct of government and Congress was evinced in the latter end of December, in the following way, as described in the American papers:—"Monday, the 26th of December, being the anniversary of the embargo laid on the shipping of this port, was ushered in by the tolling of the bell at sun-rise, which continued for half an hour. At eleven o'clock A.M. a procession of marines, about 250 in number, formed on one of the principal wharfs; a ship, rigged in all the emblems of distress, occupied the centre, with the motto, "*Commerce destroyed,*" on her bows, and on her stern, "*Effects of the Embargo.*" She was navigated by a master, boatswain, &c. her colours were displayed at half-mast, as were those of the shipping



in the harbour. The procession moved through the principal streets in the town, during which time the bell tolled, minute guns of distress were discharged, *the sky was enveloped in clouds*, a drum muffled in black crape was beat to a solemn dirge; the movement of the procession was slow and silent, melancholy was depicted on all countenances, and nothing broke the awful silence but the sound of cannon, the tolling of bells, the mournful drum, or boatswain's whistle: indeed every emblem significant of distress, such as heaving the lead, tolling the ship's bell, the boatswain's call, and master's orders, were executed in a manner so appropriate, that it seemed to be rather the reality than the picture. At sun-set the bell tolled for half an hour, a cannon was discharged, and the colours hauled down. No disorder, discord, or murmur was heard during the day."

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## CORRESPONDENCE.

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### PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

#### LETTER XI.

SIR,

**T**HERE has existed a great difference of opinion in the minds of officers respecting *popularity*; and upon this subject I have sometimes differed from very valuable and respectable men; but although their holding a different opinion makes me naturally diffident of my own, yet both my feelings and reason unite in preventing my being convinced that they are right in theirs.

It may not be amiss in this place to remark, that by different characters the same objects may apparently be attained by very different means, and I am not about to recommend attempts at exact imitations of systems or manners even of the highest characters. Whatever is done in the natural character of a man, will be the best done, provided the judgment is clear, and the intentions are upright. Great examples are to be kept in view for the attainment of great ends, and by the same *general means*, but no attempt should be made to copy the little details of characters and discipline; otherwise, the unfortunate copiers will too often find themselves like "the bear in the boat," or "the ass that thought proper to imitate the lap-dog." Let every officer who reads the account of the victories of Nelson, and hears that while all the

avenues which led toward strict discipline were guarded against relaxation, he had so won the confidence and affection of those under him, that, like his immortal predecessor

——— “ Wolf, where'er he fought,  
Put so much of his heart into his act,  
That his example had a magnet's force,  
And all were swift to follow, whom all lov'd.  
These suns are set—Oh rise some other such !”——COWPER.

Let him, I say, sedulously emulate the same great results by the same noble means ; but this he must do in his own natural manner : he may attain to the glory, and rival the virtues of Nelson, without any imitation of minute particulars. It is, however, to be lamented, that those who require example most to lead them right, are in general only capable of copying the trifling detail of service, but cannot take in the finished whole. Weak minds are also timid, and dread to be candid and open, for fear of exposure ; therefore, if they have before them an example of the tyranny of such a man as was *nicknamed* Frederick the *Great*, or of an Amurath immured in his seraglio, they can assume the martinet severity of the former, as a cloak for their ignorance, and conceive, that by imitating the gloomy seclusion of the latter, they may as well as the vanity, attain the value of a jewel.—Precious jewels !

But I fear it is too true, Mr. Editor, that the characters whose excellence makes them most worthy of imitation, are either set too far out of the reach of the powers of such as are not self-dependent ; or that genuine worth can only be truly estimated by those who already possess an adequate portion ; whilst the harshness of tyranny, or the gloom of a despot, may be easily assumed by any person possessed of power, let his abilities be ever so mean and pitiful. I therefore advise all those who find themselves placed (where most of us are) in that class of men who are certain to see around them persons of dazzling and superior abilities, to adopt any attempts at imitation with caution ; striving only as before recommended at the great general result of gallant and honourable conduct ; but in the detail, to abide by their own inherent character and disposition ; by following the honest bent of which, and guarding against the weakest parts, they will in the most natural, and therefore in the very best manner, pursue a steady course of conduct, and arrive at a happy termination of their service. Whilst it is most difficult to attain excellence by imitation, it is,

however, unfortunately, but too easy to copy the faults of those around us. The failings of men in high situations are very easily copied by those possessed of a similar degree of power, though it should ever be remembered, that the error adopted by the imitator, is not only more unpardonable than in the original, where it has its rise in natural weakness or depravity, but usually causes more abundant mischief, from the deep contempt, as well as detestation, in which such a wretch is held by those unfortunately under him. But power, that dangerous possession even in the hands of the moderate and wise, is so apt to dazzle the eyes and mislead the judgment, that whenever we see it carried to a great height with impunity, it is then that the servile herd of imitators begin to bestir themselves. That the malicious or half-witted should act thus we are not to be surprised, but I have seen men, whose natural characters were mild, and their general understandings above par, adopt all the tyrannical measures of a man in every respect their inferior but in rank; and, from the absurd fear of lessening the imaginary dignity of high birth or temporary power, sink their real and truly estimable dignity of character to a low ebb indeed! Let us, therefore, Mr. Editor, each man "carry on the war" in his own way, while we adhere to the great end of the public welfare, and seek to attain true glory by the pure means of genuine honour.

I will now return to the subject proposed in the beginning of my letter, from which I have deviated farther than I had intended. I am so far fond of popularity, that I could not for a moment feel easy if I thought any man under my command could with justice accusè me of having acted injuriously or unkindly towards him; nor would I be content with mere negative satisfaction. I would have my mind convinced, that every man under my command depended upon me, not only for the strictest justice, but the most active benevolence of kindness on all occasions within my power; all this appears to me to be the duty of every commander, and the natural bias of every good mind. In this conviction on the part of the officers and crew depends the *true popularity* of the commander; and who would not wish to possess it? Yet I have heard some valuable officers assert, that they had no wish to be beloved by their ship's companies; and I am not sure whether I have not heard more than one proceed still further, and assert that a *good officer* cannot be popular or beloved by those about him; and that discipline wholly consists of that rigid mechanical system, which Frederick of Prussia and his school would approve. That cha-

racter which can be attained by a lax discipline, or an indulgence of vice and indolence, does not merit the name of popularity, but is a sort of affection whence respect and esteem must be wholly wanting; and I conclude that it must be only this spurious sort of popularity which is deprecated by the officers I have alluded to, and that they will all join with me in the admiration of the genuine. The opinion I have heard, however, has not been confined to the lower classes, but embraced the whole, maintaining that the affections of neither men nor officers were of any avail; "I *will* do my own duty, they *shall* do theirs." This is right; but there is so much difference within the narrow precincts of a ship, whether it be the determination of every officer and man that he *will* do his duty, or it is only the determination of the commander that they *shall*, or that they *will* because they *will*, and not merely because they *must*, that I wonder there should exist a difference of opinion.

A ship's company should look up for paternal care and strict justice to their commander. In order to do all the good which his situation admits of he should not appear too frequently in the common transaction of duty, but as much as possible reserve himself for particular occasions, when, as I have known a very judicious officer observe, "his voice should be heard like thunder," not indeed from the degree of noise, but with the same attentive awe which should cause his orders to be obeyed as quick as lightning.

Upon this subject my pen is not easily restrained from stating many eminent examples, where the most strict discipline, united with the most watchful and benevolent care of all under their command, have raised them most justly to the utmost height of genuine popularity; where every requisite exertion on trying occasions was made with tenfold more vigour and success than in the best regulated of those ships where the most minute precision of order took place, without the prevailing sentiment of acting from principle; that noble sentiment, which serves as a general mind to the whole crew, and renders a ship under such circumstances, as much superior to the other, as *man, the noblest work of God, is to an automaton, the most ingenious work of man.*

I remain, sir, yours, &c.

A. F. Y.

MR. EDITOR,

*Whitchaven, February 9, 1809.*

I HAVE long been of opinion, that those who have had the good fortune to invent or discover any thing that they may imagine will, by the disclosure, prove beneficial to mankind, are very blameable if they conceal it within their own breasts, instead of making it public.

Actuated by this idea, I took the liberty, in November last, to transmit to you my thoughts upon light-houses, which you have been so obliging as to insert in the *NAVAL CHRONICLE*.\*

I now beg leave to inform you of a discovery I made, many years ago, of a species of timber, which, I trust, from the experiments I tried, will bid defiance to the pernicious effects of the salt water worm, and prove an object of great importance in the art of ship building.

Having formerly spent a few years, very pleasantly, in the hospitable region of the British West Indies, amongst other pursuits, I made some inquiries into the various kinds of wood with which that country abounds, and procured samples of many that might be converted into very beautiful furniture, &c.

When I had nearly finished my collection, a friend, who was informed of my design, told me, he apprehended he had procured a sort of timber more extraordinary than any I had met with. I replied, that might perhaps be the case, and requested he would be so good as to acquaint me with the properties it possessed. Upon which he informed me, that he had used it in making boxes and drawers, and he found that neither ants, cockroaches, nor scorpions, &c. would approach, or when thrown in, would remain within them; nay, he supposed that there was something in its nature so obnoxious to these insects, that even by putting some of its shavings or saw-dust into boxes, &c. constructed of any other sort of timber, they would carefully avoid them.

It immediately occurred to me, that if none of these vermin, living in air, would approach it, there was some probability that the salt water worm also would not touch it. I therefore resolved on making the experiment, requesting he would favour me with some of it, and he very obligingly sent me a small piece of a plank, eight inches long, four wide, and half an inch thick.

This piece was fastened, on the first day of December, 1778, to the mooring chain of the Custom-house boat, within the Mole

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\* See Vol. XX. page 381.

Head, at Bridge Town, in Barbadoes, in salt water, where the sea worms are very numerous and destructive; and having continued under water for near 6 months, I had it taken up again, on May the 29th, 1779. Upon examination, I found it had not been in the smallest degree injured by the worms; neither was there any grass, barnacles, or other shells, adhering to it; notwithstanding there were several barnacles sticking to the iron chain which held the Custom-house boat.

Although I might reasonably suppose the above trial might be considered sufficiently satisfactory, nevertheless, having in my possession another piece of the same kind of wood, of a larger size, I got it nailed to the bottom of the Philip and Mary, John Bell, master, in the harbour of Mary-port. This brig went to Barbadoes, and returned back to the above mentioned harbour, by the way of London, where she discharged a cargo of sugar, &c. being afloat all that time.

When the tide of ebb had left this vessel dry, the piece was taken off and brought to me, and, upon inspection, I perceived it had not, as in the former trial, received the least injury from the sea worms; though the brig's bottom was much eaten by them; nor were there any shells or grass adhering to it. The only alteration I found in both of my experiments, appeared on the outside of them, which was turned of a greenish colour.

This wood is called serrawabolla, and grows at Demerara, in South America; but as I never was in that colony (now in the possession of Great Britain), I am unable either to compose or obtain the natural history of that tree; but from what I have been informed concerning it, I understand it grows to a large size, is easily worked, and I presume will answer excellently well for sheathing of ships.

The specimens I procured are of a yellowish colour, and have an agreeable smell, somewhat resembling the fragrance of Marechal powder. If I am not misinformed, there are two sorts of this timber in that plantation, which are known by the same name.

I am, sir,

Your obedient humble servant,

*J. S. S. S.*

P.S. I forgot to mention to you, in my letter concerning light-houses, or pharoses, that in case the apertures of the lights are not

sufficiently distinguishable in the day-time, I would recommend some boards to be fixed occasionally on the outside of them, and painted either white or black, so as to make the greatest contrast with the colour of the building, by which means an observer will the more readily take the angle, when he is desirous of knowing what distance he is from it.



MR. EDITOR,

*Chatham, January 26, 1809.*

**S**EVERAL false reports being in circulation respecting a late visit of the crew of the *Standard* to London, and their application to the Lords of the Admiralty, I send you the following account, the correctness of which you may depend on:—

The *Standard* and *Thunderer* arrived here together from the Mediterranean; the *Thunderer's* crew were paid off, and had liberty for fourteen days; the *Standard's* crew, conceiving they had a right to the same indulgence, both ships having been on the same station, petitioned the Lords of the Admiralty to that effect, and their application was granted. Thinking their commander was tardy in complying with the order of the Lords of the Admiralty, when called upon, on Wednesday se'nnight, to wash decks and scrub the ship, they refused, and went aft in a body to the quarter-deck; they requested to know why their leave was kept back, and entreated it should be immediately granted. The first lieutenant told them it was the captain's wish (who was absent on leave) that only a watch should have liberty at once, and on their return, the other watch should have the same indulgence. They replied in one voice, "No, all or none." On Thursday, the whole of the crew were granted fourteen days' liberty, but were not paid off. On their getting on shore they formed into a body, and marched for London, with a drum and fife, and union jack flying—many of the poor fellows without a farthing in their pockets. On their arrival at the Admiralty, they sent their petty officers forward, with a petition, stating the hardship of being allowed liberty without receiving a part of their pay. They were told it was unusual to grant liberty, except when the ship was paid off, but from the good character their captain had given them, it was granted to them, and they must return immediately to Chatham; that orders should be sent that night for payment to be made to them next morning, and entreated they would conduct themselves peaceably and quietly; that they would be accommodated for that day on

board the receiving ship off the Tower, and be supplied with provisions; and that also the Gravesend boats should be engaged to take them down by that night's tide. They complied in the most orderly manner, and arrived at Chatham on Saturday morning; but the ship's books not being made up, they were informed they could not be paid until Monday last. They appeared satisfied, and said they wished for no more indulgence than the Thunderer's crew had received. Their conduct has been perfectly peaceable throughout.

### PAINÉ'S SYSTEM OF NATIONAL DEFENCE.

MR. EDITOR,

**I**F the name of Paine should not operate as a repellent, some useful ideas may be derived from a perusal of the following recent production of that writer. He does not appear fully to comprehend the subject in all its points; but several of his remarks are deserving of notice; and the information which he gives, relative to the expenses of ship-building in America, will, I doubt not, prove acceptable to many of your readers.

I am, &c.

H. L.

“ Natural defence, by men, is common to all nations; but artificial defence, as an auxiliary to human strength, must be adapted to the local conditions and circumstances of a country.”

“ What may be suitable to one country, or in one state of circumstances, may not be so in another.

“ The United States have a long line of coast, of more than two thousand miles, every part of which requires defence, because every part is approachable by water.

“ The right principle for the United States to go upon, as a defence for the coast, is that of combining the greatest practical power with the least possible bulk, that the whole quantity of power may be better distributed through the several parts of such an extensive coast.

“ The power of a ship of war is altogether in the number and size of the guns she carries, for the ship of itself has no power.

“ Ships cannot struggle with each other like animals; and besides this, as half her guns are on one side of the ship, and half on the other; and as she can use only the guns on one side at a time, her real power is only equal to half her number of guns. **A**



seventy-four can use only thirty-seven guns. She must tack about to bring the other half into action, and while she is doing this she is defenceless and exposed.

“As this is the case with ships of war, a question naturally arises therefrom, which is, whether seventy-four guns, or any other number, cannot be more effectually employed, and that with much less expense, than by putting them all into one ship of such an enormous bulk, that it cannot approach a shore either to defend it or attack it; and though the ship can change its place, the whole number of guns can be only at one place at a time, and only half that number can be used at a time.

“This is a true statement of the case between ships of war and gun-boats, for the defence of a coast, and of towns situated near a coast.

“But the case often is, that men are led away by the *greatness* of an idea, and not by the *justness* of it! This is always the case with those who are advocates for natives and large ships.

“A gun-boat, carrying as heavy metal as a ship of 100 guns can carry, is a one gun ship of the line; and seventy-four of them, which would cost much less than a 74 gun-ship would cost, would be able to blow a 74 gun-ship out of the water. They have in the use of their guns double the power of the ship, that is, they have the use of their whole number of seventy-four to thirty-seven.

“Having thus stated the general outlines of the subject, I come to particulars.

“That I might have correct *data* to go upon with respect to ships and gun-boats, I wrote to the head of one of the departments at Washington for information on the subject.

“The following is the answer I received:—

“Calculating the cost of a 74 or 100 gun-ship, from the actual cost of the ship *United States*, of 44 guns, built at Philadelphia, between the years 1795 and 1798, which amounted to 300,000 dollars, it may be presumed, that a 74 gun-ship would cost 500,000 dollars, and a 100 gun-ship 700,000 dollars.

“Gun-boats, calculated merely for the defence of harbours and rivers, will, on an average, cost about 4,000 dollars each, when fit to receive the crew and provisions.”

“On the *data* here given I proceed to state comparative calculations respecting ships and gun-boats.

“The ship *United States* cost 300,000 dollars, gun-boats cost 4,000 dollars each, consequently the 300,000 dollars expended on the ship, for the purpose of getting the use of 44 guns, and those

most heavy metal, would have built *seventy-five* gun-boats, each carrying a cannon of the same weight of metal that a ship of 100 guns can carry.

“ The difference therefore is, that the gun-boats give the use of thirty-one guns, heavy metal, more than can be obtained by the ship, and the expense in both cases equal.

“ A 74 gun-ship costs 500,000 dollars. The same money would build 125 gun-boats. The gain by gun-boats is the use of forty-one more guns than can be obtained by expending the money on a ship of 74 guns.

“ The cost of an 100 gun-ship is 700,000 dollars. This money would build 175 gun-boats; the gain therefore by the boats is the use of seventy-five guns more than by the ship.

“ Though I had a general impression, ever since I had the knowledge of gun-boats, that any given sum would go farther in building gun-boats than in building ships of war, and that gun-boats were preferable to ships for home defence; I did not suppose the difference was so great as the calculations above given prove them to be, for it is almost double in favour of gun-boats. It is as 175 to 100. The cause of this difference is easily explained. The fact is, that all that part of the expense in building a ship from the deck upward, including masts, yards, sails, and rigging, is saved by building gun-boats, which are moved by oars, or a light sail occasionally.

“ The difference also in point of repairs, between ships of war and gun-boats, is not only great, but it is greater in proportion than in their first cost. The repair of ships of war is annually from one-fourteenth to one-tenth of their first cost. The annual expense of repairs of a ship that cost 300,000 dollars, will be above 21,000 dollars; the greatest part of this expense is in her sails and rigging, which gun-boats are free from.

“ The difference also in point of duration is great.

“ Gun-boats, when not in use, can be put under shelter, and preserved from the weather, but ships cannot; or boats can be sunk in the water or mud. This is the way the nuts of cider mills for grinding apples are preserved. Were they to be exposed to the dry and hot air, after coming wet from the mill, they would crack and split, and be good for nothing. But timber under water will continue sound several hundred years, provided there be no worms.

“ Another advantage in favour of gun-boats, is the expedition with which a great number of them can be built at once. A hun-

ward may be built as soon as one, if there be hands enough to set about them separately. They do not require preparations for building them that ships require, nor deep water to launch them in. They can be built on the shore of shallow waters; or they might be framed in the woods or forests, and the parts brought separately down and put together on the shore. But ships take up a long time in building.

“The ship *United States* took up two whole years, 1796 and 1797, and part of the years 1795 and 1798, and all this for the purpose of getting the use of 44 guns, and those not heavy metal.

“This foolish affair was not in the days of the present administration.

“Ships and gun-boats are for different services. Ships are for distant expeditions; gun-boats for home defence. The one for the ocean, the other for the shore.

“Gun-boats, being moved by oars, cannot be deprived of motion by calms, for the calmer the weather the better for the boat. But a hostile ship becalmed in any of our waters can be taken by gun-boats moved by oars, let the rate of the ship be what it may. A *100-gun man-of-war becalmed is like a giant in a dead palsy; every little fellow can kick him.*

“The *United States* ought to have 500 gun-boats stationed in different parts of the coast, each carrying a thirty-two or thirty-six pounder. Hostile ships would not then venture to lie within our waters, were it only for the certainty of being sometimes becalmed. They would then become prize, and the insulting bullies on the ocean become prisoners in our own waters.

“Having thus stated the comparative powers and expense of ships of war and gun-boats, I come to speak of fortifications.

“Fortifications may be comprehended under two general heads.

“First. Fortified towns; that is, towns enclosed within a fortified polygon, of which there are many on the continent of Europe, but not any in England.

“Secondly. Simple forts and batteries. These are not formed on the regular principles of fortification; that is, they are not formed for the purpose of standing a siege as a fortified polygon is. They are for the purpose of obstructing or annoying the progress of an enemy by land or water.

“Batteries are formidable in defending narrow passes by land, such as the passage of a bridge, or of a road cut through a rough and craggy mountain, that cannot be passed any where else. But they are not formidable in defending water-passes, because a ship,

with a brisk wind and tide, running at the rate of ten miles an hour, will be out of the reach of the fire of the battery in fifteen or twenty minutes; and being a swift moving object all the time, it would be a mere chance that any shot struck her.

“When the object of a ship is that of passing a battery, for the purpose of attaining or attacking some other object, it is not customary for the ship to fire at the battery, lest it should disturb her course. Three or four men are kept on deck to attend the helm, and the rest, having nothing to do, go below.

“Duckworth, in passing the Dardanelles up to Constantinople, did not fire at the batteries.

“When batteries, for the defence of water-passes, can be erected without any great expense, and the men not exposed to capture, it may be very proper to have them. They may keep off small piratical vessels, but they are not to be trusted to for defence.

“Fortifications give, in general, a *delusive* idea of protection: all our principal losses in the revolutionary war were occasioned by trusting to fortifications.

“Fort Washington, with a garrison of 2,500 men, was taken in less than four hours, and the men prisoners of war. The same fate had befallen Fort Lee, on the opposite shore, if General Lee had not moved hastily off, and gained Hackinsack bridge. General Lincoln fortified Charleston, in South Carolina, and himself and his army were made prisoners of war.

“General Washington began fortifying New York, in 1776. General Howe passed up the east river, landed his army at Frog’s Point, about twenty miles above the city, and marched down upon it; and had not General Washington stole silently and suddenly off on the north river side of York island, himself and his army had also been prisoners.

“Trust not to fortifications, otherwise than as batteries, that can be abandoned at discretion.

“The case, however, is, that batteries, as a water defence against the passage of ships, cannot do much. Were any given number of guns to be put in a battery for that purpose, and an equal number of the same weight of metal put in gun-boats for the same purpose, those in the boats would be more effectual than those in the battery.

“The reason of this is obvious. A battery is stationary. Its fire is limited to about two miles, and there its power ceases. But every gun-boat moved by oars is a moveable fortification, that can

follow up its fire, and change its place and its position as circumstances may require; and besides this, gun-boats in calms are the *sovereigns of ships*.

“As the matter interests the public, and most probably will come before Congress at its next meeting, if the printers in any of the States, after publishing it in their newspapers, have a mind to publish it in a pamphlet form, together with my former piece on gun-boats, they have my consent freely.

“I neither take *copy-right* nor *profit* from any thing I publish.

“THOMAS PAINE.”

MR. EDITOR,

THE following relation of a surprising circumstance was handed to me by one of the officers of his majesty's ship *Dædalus*, on board of which ship it happened, whilst laying at Samana, St. Domingo:—

“Several sharks were seen swimming about the ship early on the forenoon of the 20th of November, 1808, waiting their prey. A hook and bait were put overboard, which one of them immediately seized with voraciousness. Its attempts to escape were frustrated by a rope being passed over its fins, with which it was hoisted on board, by no less a number of men than twenty: in its maw was found a calf that had been hove overboard a few hours previously to its being caught: its length from the snout to the extremity of the tail was ten feet, and the circumference of the body proportionate; the jaws, when extended, passed over the body of the stoutest man in the ship. Three others were successively caught, of equal size with the first; in the last of which was found sixty-two young ones, a turkey, and a live hawk's-bill turtle, measuring two feet six inches in length, and one foot nine inches in breadth: it swam about immediately after its release, in a tub of water, apparently not the least injured by its singular confinement.”

An instance of so extraordinary a nature deserves to be recorded; and it may be said without deviating from the truth, that with one hook, sixty-three sharks were caught at one time, and all alive.

A CORRESPONDENT.

Jamaica, 1st January, 1809.

## LETTER X.

SIR,

February 4, 1809.

I HAD no intention of again troubling you with any remarks which might allude to measures proper to be pursued in Parliament, but some passing occurrences appear so strikingly deserving of parliamentary discussion, that after my former observations, I could not consistently let them pass unnoticed. I trust the first matter I mean to submit to your consideration, may prove to be a false report; but when such a report is in circulation, it is of sufficient magnitude to merit inquiry, and of sufficient consequence to require either refutation or examination.

I am informed that the captains of the navy at the sea-ports have lately thought proper to petition, *in a proper and respectful manner*, for an increase of pay, on the plea of the high prices of all the necessaries of life, and the recent diminution of their proportion of prize-money. Now, Sir, it matters not whether the petition be well timed, or whether the prayer of it should be granted or denied; as surely there exists an undoubted right in the subjects of these kingdoms to petition, whenever they judge it expedient, and it is only a disrespectful or unconstitutional manner of wording or presenting it, which could merit either rebuke or punishment; nor will any one man in his sound senses affirm, that the petitioners are a body of men whom either justice or policy would treat with harshness or contempt. As the good citizens of London met with a severe rebuke on a late occasion, so on the present it is said that a more arbitrary mark of displeasure has taken place; no less than the dismissal of the late admirable and worthy commander-in-chief at Portsmouth from his command, for merely having forwarded this petition to the Admiralty, or perhaps to the *General* who commands at that Board. Are such things so, and this the land of constitutional freedom?

I now beg leave to refer you to the letter in your 17th volume, without signature—See page 46, line 12, *et seq.* and let us observe the encouragement the navy receives from the government. In Cobbet's Weekly Register of January 21, amongst other matter well worth the consideration of the naval legislator (for it is time for us to speak for ourselves), is the following sentence:—“The island of St. Croix it is well known was taken about a year ago, by Sir Alexander Cochrane and General Bowyer, who jointly, according to the usual custom in such cases, made appointments of harbour masters and naval officers. They bestowed the four offices upon three persons, in the following manner:—Cap-

tain T. Cochrane, of the navy, son to the admiral, was appointed harbour-master of the two ports; Captain Pickmere, of the navy, was made naval officer of the port of Fredericksted; and Brigadier-general Ramsay naval officer of the port of Christiansted: all these appointments were set aside by Lord Castlereagh, *and the four offices united in the person of his uncle, Lord G. Seymour,*" &c. &c. There is much more in the same number, of great naval interest; and perhaps you may think it right to add another extract or two of what is merely to that effect.

If a branch of the noble family of Seymour is to have public support, I should think it would at least spurn with indignation the act of taking it from the brave soldiers and seamen who had borne the dangers of the battle and the climate; and I trust, that when this affair comes into discussion before Parliament, no selfish motives will prevent every member connected with it from supporting the cause of justice and right, against oppression, partiality, and wrong.

I perceive also that the government of New South Wales is transferred to the army from the navy, although a volume of sound reasons might be produced to shew the appointment should take place from the latter.

I trust that some able advocate will appear to defend the cause of the naval service, which I must consider as ill used and oppressed in various instances; and that the tried loyalty and patriotic exertions of the great bulwark of Britain, will receive from a grateful country a due attention to its proper interests.

I remain, Sir, yours, &c.

E. G. F.

N.B. I fear you will be tired of my correspondence, but in the light the subjects mentioned above struck me, I thought they could not too soon be offered to public notice in your work, in the course of which I have ever had reason to believe you the *seaman's friend*.

MR. EDITOR,

**T**HE discipline of our navy is now in so perfect a state, that it rarely indeed happens that examples of severity are necessary to maintain it. Before this desirable end was accomplished, the case must have been otherwise, as it was indispensable to let the coward feel more than disgrace and contempt, when it seemed probable or possible his conduct might prove infectious among a brave crew; but when a commander or his officers exhibited symptoms of fear,

every consideration demanded instant punishment—it has been promptly and rigidly inflicted, and we are now enjoying the happy consequences of the stern patriotic virtue of our ancestors—for instance: a court martial was held on board his majesty's yacht, September 16, 1670, “ called the *Bezan*, in the river of *Thames*, near *Tower Wharf*, for the trial of *Captain John Pierce*, commander of his majesty's ship the *Saphire*, unfortunately lost the 31st of *March* last, upon the coast of *Sicily*, and of his lieutenant, *Andrew Logan*; when, upon diligent examination and inquisition, it was fully and clearly evidenced, by the testimony of twelve credible witnesses upon oath, that the said ship was basely and shamefully lost through the default and cowardice of the said captain and lieutenant, who upon the approach of four sail, supposed to be *Turks* men of war, being possessed of a panic fear, ordered the ship to run from them, refusing to let go the anchor, till the ship was struck, contrary to the sense, not only of the master and purser, who persuaded them to fight, the ship being in a fit posture, but of the whole company, who declared their readiness and desire of it by their cheerful acclamations. Upon these and other evidences, the said captain and lieutenant were, by a general and unanimous consent, adjudged and sentenced to be shot to death, on *Monday* the 26th instant, on board any of his majesty's ships or vessels of war, according as the president of that court, *Sir Jeremiah Smith*, should direct.”

Such was the disgraceful termination of the naval career of *Messrs. Pierce* and *Logan*, whose conduct affords a disgusting contrast with that of the brave *Clark* and his hardy crew, fit associates for those of the *Saphire*, an account of which follows. The author of this narrative dates his information from *Cadiz*, and adds:—“ Here is now riding in this bay the *Holmes* frigate, *Captain Henry Clark*, commander, lately come in from the coast of *Barbary*, before *Sallee*, where having been cruising, on the 5th instant; about twelve of the clock, he discovered two sail coming along by the shore from the southward, with the wind at north-west; one of them, a man of war, kept the offing, and weathered the *Holmes* about musket-shot, whereupon the captain tacked upon the broadside of her, and kept there for the space of an hour; firing many broadsides upon her; it afterwards proving little wind, and that shifting to the southward of the west, the *Sallee* man got large from him, and afterwards forced it to *Sallee* over the bar very much shattered; the captain then bore up for the other vessel, which was under the shore, supposed to be a prize, which imme-



diately run on shore, and there struck, and that night overset, and staved to pieces.

“The 14th instant, about six in the morning, he discovered three sail coming in from sea, having but little wind from south, standing in, in hopes to weather him; between seven and eight they met together, within musket-shot, or less, at which time it proved a dead calm, two of these proved to be the admiral and vice-admiral of Sallee, having each of them about eight guns, and as many pederos, and very full of men: before eight of the clock in the forenoon, they begun to engage, and continued in fight until six in the afternoon, in all which time the captain could not (with all the arts he could use) get aboard either of them; between five and six in the afternoon, the vice-admiral being very much shattered and torn, ran on shore with the third ship, supposed to be a prize, when they both immediately struck, the vice-admiral oversetting; the admiral came to an anchor just without the creek of the shore, whom the captain presently beat from his anchor, after which he ran to the southward, just without the creek, whither, it being now night, the captain thought not fit to follow, being also desirous to see the other wholly destroyed. The next day the admiral was seen riding within a ledge of rocks, about six leagues to the southward of Sallee; but then the captain, finding his ammunition spent to three rounds of powder, and his ship somewhat disordered by the former service, thought it more convenient to return for this port; in this fight he had but two men killed outright, and ten hurt, of which three are supposed to be in danger.”

Yours, &c.

ROBUR.

*Letter from Captain GEORGE BYNG, of the Belliqueux, to Sir EDWARD PELLEW, Bart. relating the Result of an Attack on a Malay Prow.*

*Belliqueux, Macassar Straits,  
29th August, 1807.*

SIR,

I HAVE a most painful task in informing you, that in consequence of boarding a Malay prow in the Straits of Macassar, I have the mortification to have killed, Mr. Turner, doing duty as acting lieutenant, and six men, the particulars of which are as follows:—

On the 26th of August, in the forenoon, discovered three Malay prows to windward, gave chase, and brought them to about

five P.M. and had them all within pistol shot ; as the day was fast closing, and the night dark, to prevent any unnecessary delay, I ordered out three boats, armed, and a lieutenant in each, to examine them, and if they had reason to believe they had Dutch property, or papers, to return and acquaint me, giving the officers every caution to guard against the treachery of the Malays.

The rear one, boarded by Mr. Turner, he had dismissed, and she made sail. Mr. Turner having a servant of mine that could speak the Malay language, on his return back he called on board the one boarded by my fourth lieutenant, Passmore, to aid him in his inquiries.

My third lieutenant, Carew, who boarded the other, returned on board, saying he had found Dutch colours, which looking suspicious, I directed him to go back immediately (night closing fast) and anchor the vessel, and send the boat to direct the same to the other, and I came to an anchor myself; I had just sent him away when I discovered a confusion in the prow Lieutenant Passmore was on board, and our people jumping overboard. I had my launch and pinnace got out with an expedition that did credit to my crew, and sent my first lieutenant, Fellows, and second lieutenant, Stanton, in them, well armed and manned with marines, and with orders to attack, and if possible, carry her. Though at this time she was under my guns, yet I saw one of my boats alongside, and being totally ignorant of the situation of my people, I did not like to fire into her, and by the time the pinnace and launch had got near her, it was near dark ; but I saw my boats were close to her, and a smart fire kept up on both sides. It began to blow fresh, and she had got sail on her, though the boats got hold more than once, from the velocity of her way. The boats returned about eleven o'clock, with one man killed and three wounded, not having succeeded.

In the mean time, I sent the barge with a reinforcement to Lieutenant Carew, and to prevent a similar business or escape, brought her alongside ; I found she had below upwards of thirty men, all armed, and six brass pieces mounted. In getting the warlike implements out of her, intending to dismiss her afterwards with her crew, much sea running, she bilged, and filled before it was fully accomplished.

Lieutenant Passmore's statement is as follows :—Seeing the Malays attempt to throw a box or two overboard, which he prevented, and was in the act of opening one, when thirty or forty Malays, armed, rushed up from below, and attacked them most

furiously, killed Mr. Turner and four men, and drove the rest overboard. The jolly boat alongside, with two men in, they immediately threw heavy weights, &c. into her, knocked the men down, and swamped the boat before they had power to get clear.

From every investigation I have been enabled to make, I have reason to believe the above is a true statement, and that not the least offence on the part of my officers and men was given, and that they were absolutely three piratical vessels. The cargo of the one sunk being chiefly matts and rattan cane.

Though the vessel was not carried by the pinnace and launch, I am perfectly satisfied with the gallant conduct and endeavours of the officers and men in them.

The daring way the Malays faced our fire, and threw their spears, is spoken of with admiration as to their bravery, by the officers in the boats, and though numbers were killed, fell overboard, and passed our boats, yet their places were directly supplied. They appeared to have upwards of seventy men on board the said prow.

Mr. Turner had served five years under my command; a more steady and worthy officer could not exist, and I shall ever respect his memory and regret his loss.

The 28th I stood in for Borneo, and landed the Malay prisoners.

I have the honour to be, &c.

GEORGE BYNG.

To his Excellency Sir Edward Pellew, Bart.  
*rear-admiral of the red, &c.*

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## PHILOSOPHICAL PAPER.

### SEA SERPENT.\*

**T**HE following subject being altogether uncommon, and the existence of the creature described having been considered as problematical by most, and even derided by many, we are induced to insert such accounts of it, as may dissipate all further doubt. We are happy to find that it has been inquired into by scientific men, whose names authenticate the report:—

“ At a late meeting of the Wernerian Natural History Society,

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\* This curious and interesting paper is copied from the LITERARY PANORAMA.

Mr. P. Neill read an account of a great sea snake, lately cast ashore in Orkney. This curious animal, it appears, was stranded in Rothsolm Bay, in the island of Stronsa. Malcolm Laing, Esq. M.P. being in Orkney at the time, communicated the circumstance to his brother, Gilbert Laing, Esq. advocate, at Edinburgh, on whose property the animal had been cast. Through this authentic channel, Mr. Neill received his information. The body measured fifty-five feet in length, and the circumference of the thickest part might be equal to the girth of an Orkney poney. The head was not larger than that of a seal, and was furnished with two blow holes. From the back a number of filaments (resembling in texture the fishing tackle known by the name of silk worm gut) hung down like a mane. On each side of the body were three large fins, shaped like paws, and jointed. The body was unluckily knocked to pieces by a tempest; but the fragments have been collected by Mr. Laing, and are to be transmitted to the museum at Edinburgh. Mr. Neill concluded with remarking, that no doubt could be entertained that this was the kind of animal described by Ramus, Egede, and Pontoppidan, but which scientific and systematic naturalists had hitherto rejected as spurious and ideal."

We confidently hope, that the particulars of this event will appear at full, in the Transactions of the Wernerian Society, when published. In the mean time, we add another letter that has appeared in print, which, though written in a style and manner hardly proper to a naturalist, yet contains some additional points of information..

The following account is communicated by an intelligent naturalist resident at Edinburgh, to a gentleman at Norwich :—

“ The *Serpens Marinus Magnus*, of Pontoppidan, has hitherto been considered as a fabulous monster, and denied ‘ a local habitation and a name ’ by all scientific and systematic naturalists, who have affected to pity the credulity of the good bishop of Bergen. One of these monsters, however (indignant, may I not say, at the scepticism of the disciples of the Linnean school?) has, effectually to prove its existence, been heroic enough to wreck himself on the Orkney islands. He came ashore at Rothsolm, or Rougom Bay, in Stronsa, near to Shearers. It was 55 feet long; but the tail seemed to have been broken by dashing among the rocks: so it was calculated to have been 60 feet in the whole. Where

thickest, it might equal the girth of an Orkney horse, which, you know, is a starved English poney. The head was not larger than a seal's, and had two spiracles or blow holes. From the back hung down numerous filaments, eighteen inches long (the mane described by Pontoppidan). These filaments bear the most perfect resemblance to the silkworm gut, or India sea-grass used in trouting. The monster had three pair of fins, or rather paws; the first pair  $5\frac{1}{2}$  feet long, with a joint at the distance of four feet from the body. Alas! a tempest beat the carcass to pieces before men and ropes could be collected; and only a fragment (about five feet) of the back bone, and a whole paw, are preserved. M. Laing, Esq. M.P. has got these, and is to send them to our University Museum."

These accounts are completely in conformity to what had been already communicated by writers on natural history: and they happily vindicate the veracity of such writers, who, because they have related instances of rare occurrence, have been treated as incapable of just discernment, if not as *immoral*; for such is the nature of the accusation of attempting to impose on their readers fiction instead of truth.

What has been published on this subject, is supported by the following testimony:—

Egede (a very reputable author) says, that "on the 6th day of July, 1734, a large and frightful sea monster raised itself so high out of the water, that its head reached above the main-top-mast of the ship; that it had a long sharp snout, broad paws, and spouted water like a whale; that the body seemed to be covered with scales; the skin was uneven and wrinkled, and the lower part was formed like a snake. The body of this monster is said to be as thick as a hogshead; his skin is variegated like a tortoise-shell; and his excrement, which floats on the surface of the water, is corrosive, and blisters the hands of the seamen if they handle it."

In 1756, one of them was shot by a master of a ship; its head resembling that of the horse; the mouth was large and black, as were the eyes; a white mane hanging from its neck, it floated on the surface of the water, and held its head at least two feet out of the sea; between the head and neck were seven or eight folds, which were very thick; and the length of this snake was more than a hundred yards, some say fathoms. They have a remarkable

aversion to the smell of castor ; for which reason, ship, boat, and bark-masters provide themselves with quantities of that drug, to prevent being overset, the serpent's olfactory nerves being remarkably exquisite. The particulars related of this animal would be incredible, were they not attested upon oath.

Every particular here mentioned may be corroborated by the sea-serpent stranded in Rothsolm Bay : the blow holes, out of which it certainly could have "spouted water like a whale;" the "long sharp snout" and the "broad paws;" which prove to be jointed ; and this is as remarkable a particular as any that is mentioned. As naturalists, we are doubtful as to the propriety of classing this creature among serpents : although we know that the collecting link between the lizard and the serpent tribes, has projecting members, which some call feet. The *Séps*, and the *Chalcide*, which are found in Italy, are clear instances of this conformation : these are sometimes two or three feet in length, and have four short feet.

The Slang Hagedis, or serpent described by Vosmaer (Amsterdam, 1774) from a living specimen in the Prince of Orange's cabinet at the Hague ; with the worm Hagedis, from the Cape of Good Hope (in the same plate), may also be referred to. The first has four projecting long *scales* rather than *feet* ; the second has four feet, but apparently of feeble powers. Of *biped* reptiles, Count de la Cepede gives two specimens, of very small dimensions, found in South America. The whole of the lizard tribe have four feet, but this mighty inhabitant of the waters, has, it appears, six feet, or fins ; but rather feet, if the terms be correct, "shaped like paws, and jointed;" the joint "being four feet distant from the body." This singularity seems to imply the power of crawling along the bottom of the sea, climbing up rocks, and holding strongly by such protuberant masses as it has occasion to pass. We shall be glad to find that some delineation of it from the real subject has been preserved.

The *Lacerta Syren*, of Linnæus, found by Dr. Garden in Carolina, should not be forgotten on this occasion.

This sea-serpent does not seem to be a creature prepared for carnage and devastation ; and whether it may possess venom of any kind, probably was not examined by those who discovered it. We rather think it to be slow, languid, and quiet : like the whale,

which it resembles in its power of ejecting water through its blow-holes.

It remains that we hint at the inquiry whether this specimen, of the length of 60 feet, had attained the full size of its species. We rather incline to think it was but a small one: seeing that every other particular of those who formerly described this creature has been justified, we see no reason for impeaching their correctness, in the estimation they made of its dimensions. We observe, too, that a body the thickness of a hogshead, is but in proportion for one for a hundred yards in length, to a body the thickness of a pony for one of sixty feet.

We may also add, that in the regions of which it is native, possibly it meets with but few enemies capable of shortening its life: and we have every reason for believing Pliny, who describes whales of 120 feet and upwards in length, as being formerly extant in the North Seas, although we now find the same description of fish seldom attain the length of 60 feet. The cause is the interested necessity of man, which does not allow them to attain their full growth, but destroys them before their time. The skeleton of a whale was some time ago found on the western coast of North America, that was 105 feet in length. This contributes to vindicate Pliny: and even the correctness of his account of the prodigious serpent slain by Regulus, is strongly vouched for by such discoveries.

We say nothing on the support this yields to the accounts of other immense inhabitants of the waters: the inference cannot escape the reader. Accident may throw a Kraken on our coast. As to the spots on the body of this serpent, we know that the skin of each species of serpent is distinguished by a peculiar pattern; some of which are extremely handsome.

## MARINE SCENERY.

### GILPIN'S WESTERN COUNTIES.

**T**HE exhibition we just had of the fogs leaving the Welch coast was a *pleasing* one, but where there is a *coincidence of grand objects under such circumstances* the exhibition is often *sublime*. One of the grandest I remember to have met with, was presented at the siege of Gibraltar.\*

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\* See Drinkwater's Journal.

It was near daybreak on the 12th of April, 1781, when a message was brought from the signal-house at the summit of the rock, that the long-expected fleet, under Admiral Darby, was in sight. Innumerable masts were just discerned from that lofty situation; but could not be seen from the lower parts of the castle, being obscured by a thick fog, which had set in from the west, and totally overspread the opening of the straits. In this uncertainty the garrison remained for some time; while the fleet, invested in obscurity, moved slowly towards the castle. In the mean time, the sun becoming powerful, the fog rose like the curtain of a vast theatre, and discovered *at once* the whole fleet, full and distinct before the eye. The convoy, consisting of near three hundred vessels, were in a compact body, led on by twenty-eight sail of the line, and a number of tenders and other smaller vessels. A gentle wind just filled their sails, and brought them forward with a slow and solemn motion. Had all this grand exhibition been presented *gradually*, the sublimity of it would have been injured by the acquaintance the eye would have made with it, during its approach; but the appearance of it in all its greatness *at once*, before the eye had examined the detail, had a wonderful effect.

To this account of a grand effect from the clearing away of a fog, I shall subjoin another, which, though of the horrid kind, is grand and sublime in the highest degree. It is taken from Captain Meares's voyage from China to the northern latitudes of America. That navigator having gained the inhospitable coast he was in pursuit of, was sailing among unknown bays and gulfs, when he was suddenly immersed in so thick a fog, that the seamen could not even discern an object from one end of the ship to the other. Night too came on, which rendered every thing still more dismal. While the unhappy crew were ruminating on the variety of distresses that surrounded them, about midnight they were alarmed with the sound of waves bursting and dashing amongst rocks, within a little distance of the head of the ship. Instantly turning the helm, they tacked about. But they had sailed only a short way in this new direction, when they were terrified with the same dreadful sound a second time. They altered their course again: but the same tremendous noise again recurred. At length day came on; but the fog continuing as intense as before, they could see nothing. All they knew was, that they were surrounded by rocks on every side; but how to escape they had no idea. Once, during a momentary interruption of the fog, they got a glimpse of the summit of an immense cliff, covered with snow, towering over the



mast, but the fog instantly shut it in. A more dreadful situation cannot easily be conceived. They had steered in every direction, but always found they were land-locked, and though they were continually close to the shore, on sounding they could find no bottom. Their anchors, therefore, were of no use. Four days they continued in this dreadful suspense, tacking from side to side: on the fifth the fog cleared away, and they had a view at once of the terrors that surrounded them. They had by some strange accident, found their way into a bay, environed on all sides with precipices of immense height, covered with snow, and falling down to the water, in lofty rocks, which were every where perpendicular, except in some parts where the constant beating of the surge had hollowed them into caverns. The sound they heard was from the waters swelling and rushing into these caverns, which absorbing them, drove them out again with great fury against the rocks at their mouths, dashing them into foam with a tremendous sound. Captain Meares now perceived the passage, through which he had been driven into this scene of horrors, and made his escape.

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PLATE CCLXXVII.

**T**HE annexed view of Ilfracombe, taken from the westward, is from a drawing by Mr. Pocock, engraved by Rickards.

Ilfracombe, or Ilfordcombe, is a seaport and market town in Devonshire, 48 miles north-west by north from Exeter, and 181 west by south from London. It consists chiefly of one irregular street, from the church to the sea-side, upwards of a mile long, and is a neat, well-built, populous, and thriving place.

The harbour is very commodiously situated; so that ships can run in there, when it would be dangerous to go to Bideford or Barnstaple; consequently, several of the traders of the latter town do a great deal of their port business at Ilfracombe. The vessels belonging to this place are chiefly employed as coasters, in carrying ore, corn, &c. from Cornwall and Devonshire to Bristol, and in fishing.

For the security of the harbour, and the protection of shipping, a pier was long since built, and a light-house erected; but those accommodations were made solely at the expence of the owner of the soil; and, some disputes arising about the customary duties to be paid to the lord of the manor, it was found necessary to apply to the legislature for settling those duties. An act of Parliament

was accordingly obtained, in the year 1781, making them payable to the lord of the manor, and providing that all the money raised by them, or recovered by forfeitures under the act, shall be laid out in repairing and supporting the pier, light-house, warp, warp-house, boats, and harbour; so that an ample fund has been established for keeping them in excellent condition. The pier forms a quay upwards of 800 feet in length.—Outside the pier are several coves admirably adapted for bathing, for which purpose convenient machines are kept.

There are packets from Ilfracombe to Bristol, Swansea, Milford Haven, &c.

On a high point near the bay, Sir Bouchier Wray, the lord of the manor, some time ago built a summer house, which commands a beautiful and extensive prospect of the ocean.

Ilfracombe church, which is a large plain structure, contains a monument to the memory of Captain Thomas Bowen, who was killed in the unsuccessful attack upon Teneriffe, where he acted with Lord Nelson. This monument was erected at the expense of the nation.

On the 22d of February, 1797, three French frigates appeared off Ilfracombe, scuttled several merchantmen, and attempted to destroy the shipping in the harbour. They also landed 1,400 troops, and soon after set sail, leaving the men to be taken prisoners.

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## CORRECT RELATION OF SHIPWRECKS.

No. XXXIII.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

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SUFFERINGS OF THE CREW OF A PORTUGUESE SLOOP, WRECKED  
NEAR THE CALAMIAN ISLANDS, IN THE YEAR 1688.

**G**EMELLI CARRERI, a Neapolitan, was one of the most enlightened navigators that have sailed round the globe. Having arrived at Canton, in the month of January, 1696, he was under the necessity of passing several weeks in that city, and even returning a second time in March the same year. He also visited Macao, and after seeing every thing worthy of notice in that town, he crossed over to the Green Island, at that time belonging to the

college of Jesuits. It is situated at a small distance from Macao, and is only a mile in circumference. Though nothing more than a sterile rock, the Jesuits had erected there a delightful pleasure-house. They had likewise succeeded in rearing plantains, bananas, and several other fruit-trees, which surround the edifice. Among other Jesuits who resided there was one equally esteemed for his piety and the charms of his conversation. In the different interviews which Carreri had with him, he was highly gratified by receiving from his mouth the confirmation of an extraordinary event, of which he had before heard, but without being able to ascertain the degree of credit that was due to it.

In 1688, a Portuguese sloop, bound from the coast of Coromandel to the Philippines, anchored in safety in the port of Cavite, and sailed again soon afterwards, laden with the commodities of the country. The vessel had on board about sixty persons, Moors, Gentoos, and Portuguese, among whom was the Jesuit missionary found by Carreri on the Green Island. The captain and pilot were not sufficiently vigilant while navigating the sea of the Philippines, which is extremely dangerous, from the multitude of rocks: the sloop struck on a sand-bank near the Calamian islands, and instantly went to pieces. The Moors and Gentoos, of whom the greatest part of the crew was composed, immediately seized the long-boat, with a view to get on shore on a neighbouring island, but a violent gale arising during their passage, the boat foundered, and every person was entombed in a watery grave. The others, who had the good fortune to keep their station upon the sand, took advantage of a quantity of planks floating near them to reach successively the nearest island, distant two miles from the spot where they were wrecked. After a minute search, they found it was destitute of water. The success of their first attempt induced them to endeavour to pass over to another island, at the distance of about three leagues. They arrived there in safety by the method they had before employed. This island, however, was like the former, very small, low, and without wood or water. For four days they were obliged to drink the blood of tortoises to allay their thirst. Necessity at length supplied them with invention; they employed their planks to make trenches level with the surface of the water. That which remained in them, lost in a few days part of its saltness. The taste was at first disgusting; but finding that it was not pernicious, they soon overcame the dislike they at first took to drink it. Providence, in conducting to this island the small number of persons who had escaped from the wreck, had

supplied them on this barren spot with resources against the cravings of hunger and thirst: the latter, in the manner we have already seen, and the former in the extraordinary abundance of turtles, it being then the season of laying. They flocked every night from the sea to deposit their eggs in the sand. The mariners watched them, and as soon as they were at a little distance from the water, they threw them on their backs; from the facility of killing them, they procured such a number as to supply them with food during six months.

Provisions began to run short, and they had scarcely sufficient for a few days, when they saw a large species of sea-bird, called boobies, arrive on the island. They came regularly every year to these islands, to build their nests and lay their eggs. The eggs and the young were a twofold resource to the unfortunate Portuguese, who likewise killed many of the parent birds. They used pieces of the planks to kill them, and they laid up a store sufficient for half a year. Thus the turtles and the boobies furnished them regularly with provisions for the two parts of the year; without any other preparation than drying their flesh in the sun. They likewise ate it fresh, stewed in vessels made of a kind of earth. These they had succeeded in moulding after many attempts, but they could not use them more than once, either from the want of a furnace, or because the earth they employed was not sufficiently argillaceous.

Sickness, and the hardships of their situation, had reduced the number of these unfortunate exiles to eighteen. Their clothes were worn out in time, when they contrived to sew together the skins of the birds they killed, with needles, which one of them chanced to have about him when the vessel was cast away. A few small scattered palm-trees, at a small distance from the coast, furnished them with a kind of thread for the purpose. Upon the approach of winter, they retired to skreen themselves from the cold, into subterraneous grottos which they had scooped out with their hands. They were situated on a gentle ascent facing the south.

Several years elapsed without any change in the situation of these unhappy men. They sometimes perceived vessels in full sail very near their island. In vain they claimed relief by their cries; in vain they waved skins in the air, and made fires on the elevations. Doubtless the fear of the sands and shallows deterred the pilots: all passed without bringing to. By the quantity of planks and other fragments thrown upon the sand, during this long interval,

they even conjectured that shipwrecks were frequent in these seas, and that they alone were not condemned to misfortune.

The annual return of the turtles and birds, which furnished them with a certain subsistence, caused them to endure their melancholy fate with courage for six years. At the beginning of the seventh their hopes were still kept alive by the arrival of the turtles, which appeared in the same abundance as ever; but in the second season they were cruelly disappointed. The boobies, undoubtedly terrified by the incessant persecution on this spot for several years, returned in such small numbers, that the shipwrecked troop was soon seized with the utmost consternation. At the same time two of them, sinking beneath the weight of the evils that overwhelmed them, and the dreary prospects of the future, ended their days in the land of exile. The others, being reduced in number to sixteen, grew so meagre that they appeared like spectres rather than men. In the agitation of their minds some resigned themselves to despair, while others still retained in their bosoms a spark of hope.

By degrees, however, all recovered their tranquility, and having assembled, they, after some debate, resolved, as the last expedient, to quit the island, with the chance of landing a second time on some uninhabited coast. They instantly fell to work, and, with the planks and fragments of vessels thrown upon the shore by the sea, they in a few days constructed a kind of vessel, or rather a box. This they caulked with a mixture of feathers, sand, and turtle fat: the rigging was composed of the nerves of turtles doubled several times, and the sails of boobies' skins, sewed together. Though the construction was rude, yet the bark made no water, and yielded to the impulse either of wind or of oars. They took on board with them the small quantity of provisions that remained.

With these slender resources they set sail, on a fine day, imploring the assistance of Heaven. An uncertain navigation of eight days, under the guidance of the winds and waves alone, brought them to the island of Hayman, off the south coast of China. After landing on a shore which they perceived to be inhabited, their first care was to pour forth the grateful effusions of their hearts to Divine Providence; after which they proceeded up the country. The first natives who descried them were terrified, and fled with precipitation. However, some of the Portuguese, who understood the Chinese language, increasing their pace, those of the inhabitants who were least alarmed, observed that the

strangers were without arms, and waited for them. A brief recital of their misfortunes drew tears from their eyes, they immediately offered them provisions, and shewed them a spring of fresh water. After they had satisfied the pressing necessities of thirst, they were conducted to the mandarin of the island, who with eager solicitude provided lodgings, and supplied them with every thing their situation required. He afterwards procured them the means of returning to their families. The Portuguese, who were not far from Macao, arrived there in a few days. One of them, who was supposed by his wife to be dead, was surprised to find her married again. Their mutual friends prevailed upon him to forgive a levity which seven years absence rendered very excusable.

The missionary, who confirmed the truth of this event, had been sent to the Green Island to recover from the hardships he had endured, and though he had resided there above a year, his health and strength had scarcely begun to be re-established.

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## IMPROVEMENTS IN NAVAL ARCHITECTURE.

THE following remarks on an article which appeared in our NAVAL CHRONICLE for November last, having appeared in a contemporary work\* of great literary and scientific merit, we are induced, for the further elucidation of the subject, and the gratification of our naval readers, to insert them.

*An Examination of the Notion entertained by Seamen, that the Weakness or Looseness of a Vessel's Frame makes her sail faster.* By Captain Malcolm Cowan.——NAVAL CHRONICLE, No. 120.

Captain Cowan observes, that the generality of seamen have an idea that the strength of ships is an impediment to their sailing, which makes them give too ready an assent to any objection that may be made to the improvements in naval architecture, which have been contrived for strengthening ships, and consequently adding to their safety; not considering how many are interested in the continuation of ancient errors and absurdities, and enriched by the existing abuses in the construction and equipment of ships. This is a subject in which seamen are more particularly interested, from being liable to be the greatest sufferers by any mistake relative to it, and which therefore demands their peculiar attention.

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\* Athenæum for February, 1809.

Captain Cowan supposes the notion to be erroneous, that the part of ships immersed in the water can twist or bend in any way to effect their sailing, as they are too firmly bound by the decks and knees, to admit of any sufficient motion in this way for this effect; he however admits the possibility of this twisting and bending, in order to investigate the consequences of it on the sailing, and to shew that they would be nearly the reverse of what is commonly supposed.

If a vessel should bend upwards or downwards, she would make more resistance to the water, by opposing a greater surface to it transversely; a hollow or concave keel is well known to be one of the greatest impediments to a vessel's sailing: and if the vessel, on the contrary, is sunk lower in the middle, it is evident the transverse section of her immersed part must be proportionably increased in depth, along with her resistance to forward motion, which depends on it.

If the bend or twist should be sideways, the transverse section would be increased in breadth, and the resistance become proportionably greater; besides this, it would make a resistance diagonally to the proper course, which would operate to make the vessel steer in the direction of the bend at the head. These reasons Captain Cowan justly supposes are conclusive, but they are rendered more apparent by drawings, which he has made of ships twisted as seamen suppose they may be: a single inspection of the roughest sketch of this kind is sufficient to demonstrate the absurdity of the idea (to any but the obstinately ignorant), that such twisting can be an advantage.

Captain Cowan attributes the effect which takes place on the sailing of vessels by cutting through the gunnels (which is practised sometimes in small privateers), entirely to the loosening of the *upper works*, and thereby giving more play to the masts and sails. It often happens, that by slacking the rigging, a vessel's sailing is improved; and it is usual in cutters to slack the runners and tackles (which support the mast) when in chase, in order to give the mast as much play or motion as possible; in large, and particularly in lofty ships, the rolling motion causes the sides to bend over somewhat from their natural position, and this causes a material alteration in the position of the masts and sails, besides giving them more play, as the length of the masts multiplies the alteration of place at the sails, in proportion to their distance from the centre of motion.

By cutting through a vessel's gunnels, the upper works may be

made very loose ; but as the deck must keep every part beneath it under water from bending or twisting so as to affect the sailing, it must be entirely from the effect which the looseness of the upper works has on the masts and sails, that any alteration in sailing can arise.

Captain Cowan observes, in concluding, that ships sometimes sail faster when new and firm, than when they get old and weak ; that the best sailing trim of a vessel must depend entirely on the draught of water, the stowage of the hold, and the position and trim of the masts, sails, and rigging, as no improvement in the sailing of a ship can be produced by her bending or twisting beneath the surface of the water, however weak or loose she may be.

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It is easy to demonstrate that when any part of the frame of a ship loosens, so as to be capable of motion on the neighbouring parts, from that moment the vessel begins to decay ; and it is all a matter of chance whether her destruction should be gradual, by a progressive loosening and wearing of the whole frame, or whether the partial motion of a single timber may not start a plank, and send her and her crew, and cargo, at once to the bottom. Captain Cowan has therefore done a singular service to seamen in pointing out their errors on this subject, by shewing, that it is the part of the vessel above water which affects the sailing by its action on the masts and yards, and not the alteration of the shape of the immersed part, as was falsely imagined.

The effect which the giving play or motion to the masts has on the sailing, we are convinced, arises entirely from the greater spring or elasticity which they are then capable of exercising. It has been long since proved, that the springs added to wheel carriages enable a given force to produce a greater effect in moving them forward, and prevent impediments on the road from diminishing their velocity of motion in a very great degree, if not entirely. The waves on the sea may be considered as forming obstructions to the velocity of a ship, in a similar manner to that which obstacles on a road do to the motion of a carriage ; and it may easily be conceived, that the introduction of the principle of the spring, in making the motion of the ship more uniform, must be equally beneficial.

But surely the dangerous expedient of damaging the vessel, by the process of *loosening* it, as it is called, cannot be absolutely necessary to give this spring ; or granting that it aids somewhat in this way, yet certainly many better methods can be devised, and



certainly none worse, and it is evidently a disgrace to the ingenuity of seamen, not to be able to contrive a better expedient than the very barbarous one which they have adopted. Springs have been added to the blocks for the sheets and halyards, in several American vessels, according to the contrivance of Mr. Hopkinson, and have been found of great utility: there can be no doubt but that the slings of the yards might be also attached to springs, and that the effect would not only be beneficial to the sailing of the ship, but also in preventing the sails from being rent by sudden squalls. The wind varies likewise, from the intensity of its action on the sail for momentary intervals at other times, as well as in squalls; and the action of the ship in pitching and rolling tends also to make the operation of the wind on the sail very variable, increasing it as the mast rolls towards the wind, and diminishing it as it rolls from it. Springs at the slings and at the halyard blocks would equalize this action of the wind more effectually than cutting the gunnels, or loosening the rigging, so as to endanger the masts being brought by the board. All unprejudiced persons will at least grant that this, and every other safe expedient, should be tried for the purpose, before the very dangerous methods above-mentioned should be attempted.

It has been proved by experimental philosophers, that a pyramidal or conoidal body of wood, forced into the water, will react in the same manner as a spring; this principle may be also adopted to give the action of a spring to the masts, without injuring the ship, for its hull may be so shaped, that, both in rolling and pitching, the resistance may gradually increase, as it inclines from the vertical position, and that the reaction may be in the same proportion: the wedge shape which many ships have vertically at the head and stern, is well calculated for this purpose, and if the sides were made so as to project as they rose, instead of inclining inwards, or tumbling home, as it is called, the vessel would have the best form for this purpose, and one which would be very good in other respects also. Much depends upon ballasting the ship, in making the operation of its immersed part have the operation of a spring on the masts; for if the ballast is too low, this effect would be injured by its rendering, as it were, the spring too stiff; and if, on the contrary, the centre of gravity is placed too high, the spring will be too weak, besides risking the upsetting of the ship.

As a proof that the stiffness of the framing of a ship can in no wise affect the sailing, we have to state the example of the ship *Economy*, described in a former number, which is so stiffened by

her internal framing, that she can neither twist nor bend in any direction; and yet she has sailed in all her voyages much better than most merchant vessels on a wood sheathing, and has frequently outsailed coppered ships.

The interest which, Captain Cowan remarks, many take in the continuation of ancient errors in the construction and equipment of ships, is a melancholy consideration, when the fate of the nation depends so much on its naval superiority: especially as some, who favour those errors, unfortunately have the power, from their stations, to continue them; which power they now exert, not only in discouraging and rejecting proposed improvements, but even in persecuting those who bring them forward.

We have before stated, in the account of the ship Economy, an instance of the system that influences those at the head of the naval department, in the rejection of improvements; we are sorry that the instance of persecution on a similar account, which we have to state, should be that of Captain Cowan himself. The captain respectfully remonstrated to the navy board, for the impediments and delays (and the various other modes of rendering an improvement of no avail, which cannot be openly rejected) which have been used, in preventing the introduction in ships of war of his patent method of reefing sails,\* and other improvements respecting them, to the extent they deserved, notwithstanding their being approved of universally by all the naval captains who have tried them fairly; and for this just remonstrance, the captain has been officially censured by the Board of Admiralty. It would open too large a discussion at present, to enter on the subject of the legal powers of this board; but certainly it most materially behoves all naval officers to do so, and to have it decided, whether they can justly receive a *censure*, or other punishment, from any body subordinate to the legislature, *without a court-martial, or any legal trial* whatsoever, to investigate whether such censure would be deserved, or would merely be the result of arbitrary, and perhaps assumed power.

The fate of Captain Cartier should open the eyes of naval officers to what they have to trust. Is it possible that they are unacquainted with it? The public at large, we hope, will soon be informed of this disgraceful business, and those who were the authors of the injustice he has experienced meet that abhorrence they deserve.

We trust our readers will excuse the length of this note, on

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\* *Vide* NAVAL CHRONICLE, Vol. XV. p. 333; Vol. XVIII. p. 389; and Vol. XX. p. 373.

account of the national importance of the subject. If, in its own nature, improvement in all arts, particularly in those which contribute to the defence of the state, is not thought of sufficiently obvious use and importance to demand attention, we have to urge in its favour a proof of the most tremendous kind: let the enemies to improvement seriously consider to what the French chiefly owe their rapid conquests on the continent; every *improvement* in the art of war, and in every other art which can assist it, has been encouraged, rewarded, and put in practice by them; and those who obstinately rejected improvement, and discouraged and persecuted its advocates, and adhered pertinaciously to old systems, have uniformly fallen before their arms with a most disgraceful facility.

Fas est et ab hoste doceri.

As yet the seas are our own, but if the same system which has ruined the continent, is pursued in our naval departments, and if all improvement be obstinately rejected there, while our inveterate enemies eagerly and diligently encourage it in their service, no gift of prophecy is required to foretell what must in time be the event. No idea can be more false, than that the construction and management of ships are brought to the full perfection of which they are capable. We laugh at the Chinese, for holding this opinion with regard to their junks: but in us it is much more ridiculous, for a wise policy prevents foreign commerce to that nation, to whom it is worth nothing, or worse, though to us it is every thing. Art is so far from being exhausted on this subject, that it is no exaggeration to say, that it is yet completely within its limits to diminish the dangers of the sea to navigators, fully one half of what they are at present. And in no country in the world could men be found more capable of making improvements in those arts, than in this; but as yet they meet only with discouragement, loss, and *censure*.

“Let those that stand take heed lest they fall:” the system which has been so successful at land to our enemies may prove equally so to them at sea, when their rulers have leisure to bend their energies to nautical improvement, if this is not counteracted by equal vigilance, activity, and attention to improvement in our naval service. If this country is to escape the general wreck, as we trust it will, it must arise from our learning wisdom from the fate of other nations, and carefully avoiding their errors; and we should ever hold in remembrance, that the kingdoms of Europe have fallen by adhering blindly to old systems, and rejecting the aid of art; while the French have risen to their present pre-eminence, by encouraging and rewarding every art and science which can assist their arms.

*Abstract of a Voyage for the Discovery of a north-west Passage into the South Sea, performed in the Years 1631 and 1632, by Captain THOMAS JAMES.*

[Continued from Vol. XI. page 387.]

**T**HE 18th, wind and weather being more favourable, stood in again south. Came into eight, seven, and six fathom, and then stood off again, it growing foggy.

The 19th, being clear weather, stood in again. In the evening, the wind came up at W. and then we stood E. S. E. into ten and eight, and afterwards S. E. as our depth did guide us by our lead, and the colour of the water, into seven and six fathoms.

The 20th, at six in the morning, says Captain James, we saw the land, it being a very low flat land. We stood into five fathoms, to make it the better, and so stood along it. At noon we were in lat. 57. 00. We named it the *New Principality of South Wales*, and drank a health in the best liquor we had to Prince Charles, his highness, whom God preserve! We stood along it, and came to a point where it tends to the southward, near to which point there are two small islands. In the evening it was calm, and we came to an anchor; the tide set as aforesaid: there we rid all that night and the next day, by reason the wind was contrary. There was a chopping short sea, and the ship did labour at it exceedingly, leaping in sprit-sail-yard, fore-castle and all; for as yet we had not trimmed her well to ride. About nine at night it was very dark, and it did blow hard. We did perceive by the lead that the ship did drive; wherefore, bringing the cable to capstan, to heave in our cable (for we did think we had lost our anchor), the anchor hitched again, and upon the chopping of a sea, threw the men from the capstan. A small rope in the dark had gotten foul about the cable, and about the master's leg too, but, with the help of God, he did clear himself, though not without sore bruising. The two mates were hurt, the one in the head, the other in the arm. One of our lustiest men was stricken on the breast with a bar, that he lay sprawling for life; another had his head betwixt the cable, and hardly escaped. The rest were flung where they were sore bruised; but our gunner (an honest and a diligent man) had his leg taken between the cable and the capstan, which wrung off his foot, and tore all the flesh off his leg, and crushed the bone to pieces, and sorely withal bruised all his whole body; in which miserable manner he remained crying till we had recovered our-

selves, our memory, and strength, to clear him. Whilst we were putting him and the rest down to the chirurgeon, the ship drove into shoal water, which put us all in fear, we being so sorely weakened by this blow, which had hurt eight of our men. It pleased God that the anchor held again, and she rid it out all night. By midnight the chirurgeon had taken off the gunner's leg at the gartering place, and dressed the others that were hurt and bruised; after which we comforted each other as well as we could.

The 22d, weighed and stood off into deeper water. In the afternoon, the wind being favourable, stood in and along shore.

The 26th, sprung up a fine gale at W. but very thick weather. At noon, it cleared, and we could see that we were embayed in a little bay, the land being almost round about us.

We stood out of it, and so along it, in sight, says the journalist, till the 27th in the morning, when we came to higher land than any we had yet seen since we came from *Nottingham Island*. We stood in to it, and came to an anchor in five fathoms. I sent off the boat, well manned and armed, with orders in writing what they were to do, and a charge to return again before sunset. The evening came, and no news of our boat; we shot and made false fires, but had no answer, which did much perplex us, doubting that there had been some disaster befallen her, through carelessness; and in her we should lose all. We aboard, at present, were not able to weigh our anchor, nor sail the ship. At last we saw a fire upon the shore, which made us the more doubtful, because they did not answer our shot, nor false fires, with the like. We thought withal that it had been the savages, who did now triumph in their conquest. At length they came, all and well; and excused themselves in that, upon their coming ashore, it did ebb so suddenly, that a bank of sand was so presently dry without them, as they could not come away, till that was covered again; and with that they pacified me. They reported that there was great store of drift-wood on the shore, and a good quantity growing on the land. That they saw the tracks of deer and bears, good store of fowl (of which they had killed some), but no sign of people: that they passed over two little rivers, and came to a third, which they could not pass: that it did flow near three fathoms sometimes, as appeared by the shore: that it was low water at four o'clock: that the flood came from the N. W. and that it flowed half tide, which both they and we had perceived by the ship. At low water we had but three fathoms where we did ride. The wind began to

blow hard at E. whereupon we weighed and stood to the northward, till midnight, then in again; and, in the morning, we saw the land, and then it began to blow hard, and as we stood off, it increased to a very storm, so that at length we could not maintain a pair of courses, but tried under our main course all day and all night; some time turning her head to the landward, some time to the offing.

The 29th, in the morning, we made account we had driven back again some 16 or 18 leagues; and, in the morning (as it cleared), we saw a ship to leeward of us some three or four leagues; so we made sail, and bore up with her. She was then at anchor in 13 fathoms water. It was his majesty's ship, and Captain Fox commanded in her.

I saluted him according to the manner of the sea, and received the like of him. So I stood in to see the land, and thought to tack about, and keep weather of him, and send my boat on board of him; but the wind shifted, so that, for some time, I could not. In the evening, I came to weather of him, and sent my boat on board of him, who presently weighed, and stood off with me till midnight, and then we stood in again.

In the morning, Captain Fox and his friends came on board me, where I entertained them in the best manner I could, and with such fresh meat as I had gotten from the shore. I told him how I had named the land the *Principality of South Wales*. I shewed him how far I had been to the eastward, where I had landed; and, in brief, I made known to him all the dangers of this coast, as far as I had been. He told me how he himself had been in Port Nelson, and had made but a cursory discovery hitherto; and that he had not been a-land, nor had not many times seen the land. In the evening, after I had given his men some necessaries, with tobacco and other things which they wanted, he departed on board his ship, and, the next morning, stood away S. S. W. since which time I never saw him. The wind something favouring me, I stood in for the shore, and so proceeded along it in sight.

The month of August ended with snow and hail.

The 1st of September, the surgeon gave the information that divers of the men were tainted with sickness.

The 2d, we found the land to trend S. S. E. and S. so that we knew we were at a cape land, and named it *Cape Henrietta Maria*, by her majesty's name, who had before named our ship. At noon, we were in lat. 55. 05. and that is the height of the cape.

The 4th, in the evening, there came a great rolling sea out of

the N. N. E. and by eight o'clock it blew very hard at S. E. We shipped many seas, but one most dangerous, which raked us fore and aft. The ship laboured terribly.

The 5th, in the morning, the wind shifted to S. W. but continued as high as ever. In the afternoon, it shifted again to the N. W. At eight in the evening the storm broke up.

The 6th, the wind was at S. W. so that we could do no good to the westward; therefore employed the time in trimming the ship.

The 7th, in the morning, the wind came up at S. E. and we stood away S. W. under all the sail we could make. In this course, we saw an island, came close about it, and had twenty fathoms water. This island stands in lat. 54. 10. In the afternoon, stood away S. W. and, in the evening, had the shoaling of the western shore in ten, eight, and seven fathom; but it was so thick that we could not see the land. It is about 14 leagues between this island and the main.

The 10th, made the land, finding it an island of about eight or nine leagues long, in lat. 53. 5. about fifteen leagues from the western shore. The part of it that we coasted trends W. N. W. Named it *My Lord Weston's Island*. Stood still away to the eastward. In the afternoon descried land to the eastward of us, which made like three hills or hammocks. Sailed towards them. At length also saw land to the southward of us. Luffed up, and now made for that, by course as we had set it in the thick dark fog. Came among such low broken grounds, breaches, and rocks, that we knew not which way to turn. The night proved calm and fair, and we rid quietly.

The 11th, in the morning, the captain went ashore in the boat, but found the island "utterly barren of all goodness." There was neither scurvy-grass, sorrel, or any herb to refresh the sick people. The captain returned on board, and sent many of the sick men to another part of the island, but they were equally unsuccessful. At noon in lat. 52. 45. In the evening weighed, and stood to the westward, coming to an anchor under another island, in 20 fathoms.

The 12th, in the morning, says the journalist, it began to blow hard at S. E. which was partly off the shore, and the ship began to drive, it being soft ground. We heaved in our anchor thereupon, and came to sail under two courses. Whilst the most were busy in heaving out of topsails, some that should have had special care of the ship, saw her ashore upon the rocks, out of mere carelessness, in looking out and about, or heaving of the lead after

they had seen the land all night long, and might even then have seen it, if they had not been blinded with self conceit, and been enviously opposite in opinions. The first blow struck me out of a deep sleep; and I, running out of my cabin, thought no other at first but I had been wakened (when I saw our danger) to provide myself for another world.

After I had controuled a little passion in myself, and had checked some bad counsel that was given me, to revenge myself upon those that had committed this error, I ordered what should be done to get off these rocks and stones. First, we hauled all our sails a-back-stays; but that did no good, but made her beat the harder: whereupon we struck all our sails a-main, and furled them up close, tearing down our stern, to bring the cable through the cabin to the capstan, and so laid out an anchor to heave her astern. I made all the water in the hold to be staved, and set some to the pumps to pump it out, and did intend to do the same with our beer. Others I put to throw out all our boats, which was soon and speedily done. We coiled out our cables into the long boat; all this while the ship beating so fearfully that we saw some of the sheathing swim by us. Then stood we, as many as we could to the capstan, and heaved with such a good will, that the cable brake, and we lost our anchor. Out, with all speed, therefore, we put another. We could not now perceive whether she did leak or no; and that by reason we were employed in pumping out the water, which we had bulged in the hold; though we much doubted that she had received her death's wound; wherefore, we put into the boat the carpenter's tools, a barrel of bread, a barrel of powder, six muskets, with some match, and a tinder-box, fish-hooks and lines, pitch and oakum; and, to be brief, whatever could be thought on in such an extremity. All this we sent ashore, to prolong a miserable life for a few days. We were five hours thus beating, in which time she struck 100 blows, insomuch that we thought every stroke had been the last that it was possible she could have endured. The water we could not perceive, in all this time, to flow any thing at all; at length it pleased God she beat over all the rocks, though yet we knew not whether she were staunch. Whereupon to pumping we go, on all hands, till we made the pumps suck, and then we saw how much water she did make in a glass. We found her to be very leaky; but we went to prayer, and gave God thanks it was no worse; and so fitted all things again, and got further off, and came to an anchor. In the evening, it began to blow very hard at W. S. W. which if it had done while we were on



the rocks, we had lost our ship without any redemption. With much ado we weighed our anchor, and let her drive to the eastward amongst the broken grounds and rocks, the boat going before sounding. At length we came amongst breaches, and the boat made signs to us that there was no going farther. Amongst the rocks, therefore, we again came to an anchor, where we did ride all night, and where our men, who were tired out with extreme labour, were indifferently well refreshed. Here I first noted that when the wind was at S. it flowed very little or no water at all, so that we could not bring our ship a-ground to look to her, for we did pump almost continually.

The 13th, at noon, we weighed and stood to the westward; but in that course it was all broken grounds, shoals and sunken rocks, so that we wondered with ourselves how we came in amongst them in a thick fog. Then we shaped our course to the northward, and after some consultation with my associates, I resolved to get about this land, and so to go down into the bottom of Hudson's Bay, and see if I could discover a way in the river of Canada, and, if I failed of that, then to winter on the main land, where there is more comfort to be expected, than among rocks or islands. We stood along the shore, in sight of many breaches: when it was night we stood under our fore-sail, the lead still going. At last, the water shoaled upon us to ten fathoms, and it began to blow hard. We tacked about, and it did deepen to 12 or 14 fathoms, but by and by it shoaled again to 8 fathoms. Then we tacked about again, and suddenly it shoaled to 6 and 5 fathoms, so we struck our sail a-main, and chopt to an anchor, resolving to ride it out for life and death. We rid all night a great stress, so that our bits did rise, and we thought that they would have been torn to pieces.

At break of day, the 14th, we were joyful men; and, when we could look about, we descried an island some two leagues off, at W. by N. and this was the shoal that lay about it. Here did run a distracted, but yet a very quick tide, of which we taking the opportunity, got up our anchor, and stood N. W. to clear ourselves of this shoal. In the afternoon, the wind came up at N. E. and we stood along the eastern shore in sight of a multitude of breaches. In the afternoon, it began to blow a storm not sail-worthy, and the sea went very high, and was all in a breach. Our shallop which we did now tow at stern, being moored with two hawsers, was sunk, and did spin by her mooring with her keel up, twenty times in an hour. This made our ship to hull very broad, so that the sea did continually over-rake us, yet we endured it, and thought to recover

her. All the night the storm continued with violence, and with some rain in the morning, it then being very thick weather. The water shoaled apace, with such an overgrown sea withal, that her sail was not to be endured; and what was as ill there was no trusting to an anchor. Now, therefore, began we to prepare ourselves how to make a good end of a miserable life. About noon, as it cleared up, we saw two islands under our lee, whereupon we bare up to them, and, seeing an opening betwixt them, we endeavoured to get into it before night; therefore, come life, come death, we must run this hazard. We found it to be a good sound, where we rid all night safely, and recovered our strengths again, which were much impaired with continual labour. But before we could get into this good place, our shallop broke away (being moored with two hawsers); and we lost her to our great grief. Thus now had we but the ship's boat, and she was all torn and bruised too. This island was the same that we had formerly coasted the western side of, and named my Lord Weston's island. Here we remained till the 19th, in which time it did nothing but snow and blow extremely, insomuch that we durst not put our boat overboard.

The 19th, the wind shifted N.N.E. and we weighed and stood to the southward; but by noon the wind came up at S. and so we came to an anchor under another island, on which I went ashore, and named it the Earl of Bristol's Island. The carpenter wrought hard in repairing our boat; whilst I wandered up and down on this desert island. I could not perceive that ever there had been any savages on it; and in brief, we could neither find fish, fowl, nor herb upon it, so that I returned comfortless on board again. The tides rise high about some six feet, now that the wind is northerly. The flood comes from the north, and it doth flow half tide. The full sea this day was at one o'clock. Here seeing the wipds continue so northerly, that we could not get about to get into Hudson's Bay, we considered again what was best to do to look out for a watering place. Some advised me to go for Port Nelson, because we were certain there was a cove, where we might bring in our ship. I liked not that counsel; for that it is a most perilous place, and that it might be so long ere we could get thither, that we might be debarred by the ice: moreover, seeing it was so cold here, as that every night our rigging did freeze, and that sometimes in the morning we did shovel away the snow half a foot deep off our decks, and in that latitude too; I thought it far worse in the other place. I resolved thereupon to stand again to the southward, there to look for some little creek or cove for our ship.

The 21st the wind came up at N. and we weighed, although it was a very thick fog, and stood away S.W. to clear ourselves of the shoals that were on the point of this island, which is in lat.  $53^{\circ} 10'$ . When we cleared, we steered away S.

The 22d, in the morning, proceeds Captain James, when we could look about us, we saw an island under our lee, some leagues off, all being shoals and breaches betwixt us and it. At noon (with the help of the windward tide,) we attempted to heave up our anchor, although the sea still went very lofty. Joining all our strengths therefore with our best skill, God be thanked! we got it up; but before we could set our sails, we were driven into nine fathom. Endeavouring thereupon to double a point, to get under the lee of this island, the water shoaled, to seven, six, and five fathom, but when we were about, it did deepen again, and we came to an anchor in a very good place; and it was very good for us that we did, for the wind increased to a very great storm. Here we rid well all the night, took good rest, and recovered our spent strengths again. The last night, and this morning, it did snow and hail, and was very cold: nevertheless, I took the boat, and went ashore, to look for some creek or cove, to hove in our ship, for she was very leaky, and the company become sickly and weak, with much pumping and extreme labour. This island, when we came to the shore, was nothing but ledges of rocks and banks of sand, and there went a very great surf on them. Nevertheless, I made them row throughout it, and ashore I got with two more, and made them row off without the breaches, and there to come to an anchor, and there to stay for me; I made what speed I could to the top of a hill, to discover about, but could not see what we looked for. Thus, because it began to blow hard, I made haste towards the boat again, I found that it had ebbed so low, that the boat could not by any means come near the shore for me; so that we were fain to wade through the surf and breaches to her; in which some took such a cold, that they did complain of it to their dying day. But now it began to blow hard, so that we could not get but little to windward toward our ship, for the wind was shifted since we went ashore; and return to the shore we could not, by reason of the surf. Well, we row for life; they in the ship let out a buoy by a long warp, and by God's assistance we got to it, and so haled up to the ship, where we were well welcomed, and we all rejoiced together. This was a precaution to us, to be careful how we sent off the boat, for that it was winter weather already. I named this island Sir Thomas Roe's

Island. It is full of small wood, but in other benefits not very rich, and stands in lat. 32 deg. 10 min. At noon we weighed, seeing an island that bore S.S.E. of us, for some leagues off, which was the highest land we had yet seen in this bay; but as we came near it, it suddenly shoaled to six, five, and four fathoms, wherefore we struck our sails amain, and chopt to an anchor; but it was very foul ground, and when the ship was winded up, we had but three fathom at her stern. As it cleared, we could see the breaches all along under our lee; not holding it safe therefore to stay long here, we settled every thing in order, for the ship to fall the right way. We had up our anchor, got into deep water, and stood over again for Sir Thomas Roe's Island, which by night we brought in the wind of us, some two leagues off, which did well shelter us, the tides run very quick here amongst these shoals; and their times of running ebb or flood be very uncertain. Their currents are likewise so distracted, that in the night there is no sailing by the compass; wherefore we were fain to seek every night some new place of security to come to an anchor.

[To be continued.]

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### Naval Poetry.

The heart's remote recesses to explore,  
And touch its springs, when prose avail'd no more.

FALCONER.

MR. EDITOR,

Dover, 14th February, 1809.

I AM induced, by mention made, in the Obituary of the NAVAL CHRONICLE (page 88), of the late General Edward Smith, to communicate some information concerning another naval member of that same family (namely, the general's father, an intrepid sailor like his grandson, Sir Sidney Smith). And in the first place I beg leave to refer you to the following article in the London Magazine for 1743:—

*Extract of a Letter from Antigua, 1st April.*

“By letters from Captain John Osborne, of Lieutenant-general Dalzell's regiment, dated on board the Burford, at Curaçoa, to our Governor-general Mathews, we have the following account:—That on the 19th February, about 1 P.M. Commodore Knowles's squadron attacked the forts at la Guaira, on the Carracca coast; but that a great swell prevented their going nearer than half a mile of the forts. About five the Burford, having re-

ceived nineteen shot in her hull, one in her bowsprit, one in her main-yard, and one in her rudder, mostly 42-pounders, and her commander, Captain F. Lushington, being struck on the thigh with a cannon ball, she was forced to slip her cable; which the commodore observing, made a signal for the Norwich to slip also and assist her, which that ship accordingly did; and they both went for Curaçoa, where Captain Lushington was landed, and died in about half an hour afterwards. The Norwich is very much damaged, has several of her men killed and wounded; among the latter is Captain Gregory. The Assistance, Captain Smith Callace, and the Eltham, Captain Edward Smith, arrived at Curaçoa, both very much damaged: the latter had no less than 70 of her crew killed and wounded; and among the wounded is Captain Smith himself."

The preceding is the brief chronicle of the catastrophe to which the following lines, by the late Thomas Delamain, Esq. relate; and perhaps, as commemorating the fall of a distinguished naval officer, whose military virtues have been inherited by his *lion-hearted*\* grandson, you may deem them deserving of being rescued from the usual oblivion that awaits fugitive effusions, by granting them an asylum amongst the naval poetry of your instructive and interesting work.

Yours, &c.

A FREEMAN OF DOVER.

*To Mrs. ELIZABETH SMITH, with an Epitaph on her Husband, Captain EDWARD SMITH, of Dover, who died at Antigua, June the 21st, 1743, Commander of his Majesty's Ship the Burford, &c.*

**D**EATH! What is death? A nothing which we make  
 A something, and a shade for substance take:  
 Why at thy image feels the soul such awe,  
 For who yet death beyond its image saw?  
 In vain the straining foresight tires the mind,  
 We fail to tell the secret when we find.  
 Is it the palid visage, mourner's suit,  
 The riv'let eye, or friend in sorrow mute,  
 The winding sheet, the widow's nightly lamp,  
 The grave, the skull—are these the heart's sick damp?  
 No—for they move not, Smith.—Say, what is life?  
 Converse with men, a country, friend, a wife:  
 Then death's no more than quitting life with men,  
 To end our business or be born again.  
 The homage at the passport gate we lay:  
 As the soul journeys to eternity,

\* Sir Sidney Smith's motto, granted by the king, in augmentation of his family arms after the defence of Acre, is "*Cœur de Lion*."

That length of wastes, where joyless ghosts unblest  
 Wander, still restless for some place of rest;  
 Or fleet o'er moonlight seas, in flames, now run,  
 Now plunge for ease in frost, now freeze, now burn.  
 That scene, where spirits of the virtuous stray,  
 Through worlds of bliss, gilt with perpetual day,  
 In various joys employed. Some sacred praise,  
 Some nature's view to heavenly raptures raise;  
 Or, friends to man, the virtuous make their care,  
 And are, perhaps, our guardian-angels here.  
 Whence then the grief, but absence that's unkind,  
 Our friend goes first, and leaves his friend behind.  
 Thus to myself I thought, when you assign'd,  
 O SMITH, a task, my sorrow had declin'd;  
 But that I judg'd, when strangers drop a tear,  
 A friend should not refuse a larger share;  
 Yet to th' indebted work I see no end,  
 So many virtues prompt me to commend,  
 In the bright crowd what first what last to choose,  
 So large the subject, so unskill'd the muse.

Sometimes affected with poetic zeal,  
 All nature speaks a sorrow at the tale,  
 The weeping pleiads in dark splendour rise,  
 And sit in tears the mourners of the skies:  
 Big heavy clouds hang o'er the blacken'd deep,  
 And ravens croak above th' impending steep.  
 Shrill notes the lakes, hoarse groans the caverns send,  
 And frightened nymphs their mountain cedars rend.  
 Now in the midst of ocean move along,  
 Neptune, and all his gods in funeral song:  
 Sea-weeds with coral wave around 'em hung,  
 With ill-tun'd strains their harps to sorrow strung;  
 The shell that held the god is changed to jet,  
 His horses black, their manes the chariot wet.  
 Thetis, with all her maids, in mourning veils,  
 Follows behind: then last Britannia sails;  
 And, weeping, reads the monumental stone.  
 The Tritons' horns are wreath'd of blackest shell,  
 The tortoise scale, which scarce thro' grief they swell;  
 The sad procession thro' the deep moves slow,  
 To music's sympathy in sounds of woe;

The passing waves haste to each distant shore,  
 And catch the dying note that SMITH'S no more;  
 Whilst Dover's sea nymphs in their chalky cave,  
 Sigh plaintive to the tale of ev'ry wave.  
 Another time, when I his life pursue,  
 And braye, wise, active, loyal, him review,  
 My country's loss I mourn, and think to paint  
 In lines more bold the hero and the saint;  
 The battle's fought, the vent'rous prize is won,  
 The danger's past, and age unblemish'd run.  
 But whilst to deeds abroad I wish to roam,  
 The tend'rest subject keeps me still at home;  
 You and his mourning children to me rise,  
 Like blasted poplars in the black disguise;  
 And fain my care would that high office reach,  
 To temper virtue, and each sorrow teach  
 The pious duty to his laurell'd urn;  
 Not less to know your grief, but less to mourn;  
 Tho' in all else you best advice could lend,  
 Yet I presume one pardon of a friend,  
 For sorrow shews thy sense in fairest light,  
 As stars shine brightest through the darkest night.

- If the quick soul still lives, 'twas that you lov'd :  
 Death's then but absence, or but sight remov'd.  
 Heav'n well has taught you absence age to bear,  
 And soon life's minutes run you'll meet him there.  
 With mildness Heaven its strict commissions deals  
 Pains by degrees, and as it wounds it heals;  
 Tho' off the virtuous grave they seldom fall,  
 And tho' it largely takes, it takes not all.  
 So for a while, tho' Heav'n deprives you of him,  
 It leaves his children you, and gives you them.  
 Your worldly care, for him you must regard,  
 With Heav'n, perhaps, meant there your last reward.  
 O may his sons, true copies of his face,  
 Recall the father in each manly grace;  
 In every virtue with his honour vie,  
 And live as well, to learn as well to die.  
 And may thy daughter's mind, which like a ray,  
 Shot from the purpling east, gives signs of day;  
 Strengthen in sense, as she in form grows bright,  
 Till all the virgin shines in virtue's light:

Whilst the pleas'd mother sorrow's care beguiles,  
 And, in her daughter, on her image smiles :  
 Yet, not to shun the debt fame 's bound to pay,  
 This epitaph we'll o'er his ashes lay.

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### THE EPITAPH.

*On a Slab, in St. John's Church-yard, Antigua.*

Britons ! whoe'er, through various seas and toil,  
 Strays from your happy to this fatal soil,  
 Slacken your sails, and pay a fun'ral tear  
 In duty to a true-born Briton here :  
 Here rests the soldier in eternal peace,  
 Here from the ills of life a saint 's at ease.  
 Sedate in tumults, in the tempest calm,  
 Health to the valiant, to the wounded balm ;  
 Amidst the battle, at the council brave,  
 Gay to the virtuous, to the vicious grave ;  
 A patriot husband, father, brother, friend,  
 Who even scandal did like praise commend :  
 To death well known, yet sole to heav'n resign'd  
 He fell alone by heav'n—but heav'n was kind.

*Note.* Mrs. Elizabeth Smith, to whom the preceding lines were addressed, was daughter of Captain John Douglas, royal navy, of his majesty's ship *Content*, in King William's reign. He was a twin, and 22d child of Lord John Douglas, survived all his brothers and sisters, and yet died at the early age of 34, at St. Helena, in 1701.

Captain Smith, the hero of the tale, was appointed post-captain of the *Eltham* frigate, 16th November, 1739, and died of wounds at Antigua, 21st June, 1743, in the command of his majesty's ship *Burford*.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1809.

*(January—February.)*

### RETROSPECTIVE AND MISCELLANEOUS.

#### ESCAPE OF THE BREST FLEET.

*(From MOTTLEY'S "Telegraph," Portsmouth, Saturday, Feb. 25, 1809.)*

**T**HIS morning arrived the *Racoon* sloop of war, Captain Welsh, with intelligence of the *Escape of the French Fleet at Brest*.—The *Racoon* was on her passage to Cadiz, when, on Thursday noon ast, off Ushant, she fell in with the *Lyra* sloop of war, Captain Bcivans,



which ship had been just despatched to Plymouth, by the reconnoitring frigate stationed off Brest, with intelligence, that all the ships of war that were ready for sea in Brest had escaped out, either on Monday night last, or early on Tuesday morning. They had not been seen by any of the ships on that station—the course they steered is not known, nor is their destination—the wind was northerly. Captain Welsh conceiving it to be of essential importance that early information should be communicated to the Admiralty of the circumstance, made every possible haste to this port: on his arrival here, it was immediately communicated to London by telegraph.

It is supposed that, as Lord Gambier, who sailed from Torbay on Tuesday afternoon, was not in his station on Thursday, his lordship had received the information, and had gone in pursuit. The opinion as to their destination is divided between Cadiz and Martinique. It is apprehended that they will be joined by the six sail of the line, two of which are three deckers) which the French took possession of at Ferrol. The following ships sailed from Torbay with Lord Gambier, viz.—Caledonia, 110, Admiral Lord Gambier, Captain Sir H. Burrard Neale (captain of the fleet), Captain Bedford; Royal George, 100, Vice-admiral Sir John Thomas Duckworth, Captain Dunn; St. George, 98, Rear-admiral Eliab Harvey, Captain Hillyar; Dreadnaught, 98, Rear-admiral Sotheby, Captain Salt; Temeraire, 98, Sir C. Hamilton; Achille, 74, Sir Richard King; Impetueux, 74, Captain Lawford; Christian VIIIth, Captain J. Hancock, acting; Warspite, 74, Hon. Captain Blackwood.—The Hero, 74, Captain Newman, looked into Torbay on Wednesday, and then proceeded for the station off Ushant, to join his lordship.—The Brest fleet is believed to consist of ten sail of the line and several frigates.

The Barfleur, 98, Captain Linzee; Zealous, 74, Captain Boys; and the Elizabeth, 74, Hon. Captain Curzon, sailed from Plymouth on Monday, to cruise off Ferrol.

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At a meeting of the common council of the city of Limerick, held the 13th day of February, 1809, the following resolution was unanimously agreed to:—

“ That the freedom of the city be presented to Captain Michael Seymour, of his majesty’s ship *Amethyst*, in a heart of oak box, ornamented with gold, accompanied with the following address:

“ SIR,

“ The freedom of this ancient and loyal city has been unanimously voted by us, the mayor, aldermen, sheriffs, and common council, to be presented to you in a heart of oak box, ornamented with gold, as emblematic of the glorious profession you fill, with so much honour to yourself and advantage to your country.

“ The engagement between his majesty’s ship *Amethyst*, under your command, and the French ship *Thetis*, in which you triumphed over a

very superior force, ranks amongst the most brilliant exploits that have raised our navy to such unrivalled fame.

“ To the satisfaction we feel in offering this well-earned tribute is added the pride of knowing, that it is to our fellow-citizen it is paid.

(Signed)

“ JOHN CRIPS, Mayor.

“ EDWARD PARKER, Town-clerk.”

The principal event in the naval history of the preceding month, has been the rejection by the Board of Admiralty, of the captains' petition for an increase of pay, which was sent in through Admiral Montagu. Every article of life has certainly of late years experienced a most extraordinary rise; and, according to a statement which we have seen, the share of prize money that a captain now receives, when compared with what he had a right to in 1793, at the beginning of the French war, has been reduced, by subsequent regulations, nearly one half. Admiral Montagu has been succeeded at Portsmouth by Sir R. Curtis. Previous to the former officer's leaving that port, where he has been so generally respected, he had, it is said, proposed to Government, to fit out all the Danish ships of war as transports; offering to restore them to their original state, after they had thus been employed, at a trifling expence.

In South America, its independence has been proclaimed under General Liniers, as their chief, which will probably give a new turn to the present eventful war. A treaty has, it is said, been signed between this country and the king of Spain, which was lately mentioned by Mr. Canning in the house. The prospect of peace with France seems, if possible, more distant than ever. As Lord Grosvenor said, in his speech on the state of the nation, February 7, “ This nation has now suffered for seventeen years, with the intermission of only a few months, the calamities of war. The question was not whether peace with France, as France now is, would be a benefit. For himself, he entertained no hope of peace as long as the hostile mind existed in the ruler of that country. What advantage had been derived from the last peace? Was it not a peace of distress, of suspicion, of expence? Was there any thing desirable in a peace of that description? No: we must make up our minds to a long and arduous struggle. In any peace that we should make with France, constituted as she at present is, all her energy would be directed in the interval to prepare the means of new hostility, to sap the foundation of our commerce, and to diminish our revenues and our maritime preponderance, both of which were the result of that commerce. The system of France was regular and undeviating. The vast power she has acquired within these few years was as much owing to her political dexterity as the victories she has obtained. The way for her triumphs was prepared by the total overthrow of the moral and political feelings of the countries whose subjugation she meditated. See what influence Buonaparte has acquired over the Emperor of Russia—how he has induced him to view with complacency acts from which a liberal mind would have shrunk back with horror—how he has induced him to sign the letter which was lately laid on the table! The calamities of Europe are

ascribed in that letter to the stagnation of maritime commerce. Is it to the stagnation of maritime commerce that the overthrow of the German Empire, the incorporation of Italy, the subjugation of Switzerland, the overthrow of the independence of Holland, the war between Sweden and Russia, the distracted state of the Ottoman Empire, and the atrocious attack upon Spain, are to be attributed? Is it to these, or to the insatiable ambition of every government which has been in France since the commencement of the revolution."

It is reported, that a traitorous commerce, to a considerable extent, has lately been carried on by British speculators, in British ships, with the enemy's settlements in the West Indies. Several vessels have been sent to Antigua, and other of our islands, attempting to enter Guadaloupe and Martinique.

An officer of rank, in a letter of a late date, writes as follows:—

"We are all ardent in our desire to distinguish ourselves in the opportunity before us of reducing Martinique; and so excellent in all respects are the arrangements, and the appointments for the attack, that we have no reasonable ground to doubt success, save only from the treasonable supplies afforded to the enemy. Provisions of every kind, warlike stores, &c. are thrown into the out barges, for which such high consideration is made, as to induce the owners of such vessels even to throw themselves into the way of being taken by the French, rather than fall into the hands of our cruisers. This evil is said to arise in a great measure from there being no fund applicable to reward informers; and after the condemnation of a prize, the amount of its sale goes directly to the captors, whilst the party who has led to the discovery is left to the risks and odium attached to the information he has given. Is it not desirable that ministers should consider this matter? and is it not probable that Parliament would adopt some measure to create a fund from which a proportionable reward might be afforded to persons giving such information? In the American war, much treasonable speculation was carried on, but I understand was at last suppressed by measures resorted to; what they were, as I am just arrived, I have not been able to learn, further than that the most liberal considerations were made to procure information."

We are sorry to learn, that, since the above was written, the expedition against Martinique has been abandoned, in consequence of the supplies and reinforcements which the French have found the means of throwing in.

The public revenue, notwithstanding we are shut out from almost the whole of the continent of Europe, and entirely from the United States, has increased to a degree never expected, even by those persons who were most sanguine in their hope of the extent of our national resources.

|                                                                                                                                                  |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| The surplus of ways and means this year (beyond the estimate), for three quarters, ending the 5th January,                                       | £                 |
| was .....                                                                                                                                        | 2,747,551 16 10   |
| Surplus on the lotteries, which was estimated at 300,000l. for 60,000 tickets (40,000 tickets having exceeded that estimate) will be about ..... | 165,000 0 0       |
|                                                                                                                                                  | £ 2,912,551 16 10 |

So that the surplus for the whole year may be taken at least for four millions; besides which one million and a half raised last year for the East India Company will not be wanted this year; making in the whole a reduction of five millions and a half from the sum of nineteen millions raised in various ways last year.

The Amiable, Captain Hon. G. Stewart, has taken and sent into Yarmouth Roads, the French corvette *Joste*, of 22 guns and 200 men, with a cargo of about 800 barrels of flour. This vessel had also on board a chest of dollars for paying the troops at Martinique. This the French crew broke open on being captured, and partly emptied of its contents: She sailed from Dunkirk on the 3d, in company with a brig, which went north-about. The *Joste* was captured the day following her departure.

Provisions, to the amount of upwards of one million five hundred thousand pounds, were exported from Waterford in the course of last year.

So great a want of the necessaries of life is said to prevail in the island of Corfu, that it is much to be feared that the garrison and inhabitants will see themselves forced to surrender.

On the 5th of February, a coroner's inquest was held at the house of Mr. Dykes, the Five Bells, at New-cross, Deptford, on the body of Lieutenant John Johnson, of the navy, who was found about seven o'clock on the morning of the preceding Saturday in a ditch near Mr. Hardcastle's mansion-house, most inhumanly murdered.

Mr. Blanchard, surgeon, at Peckham, set out the state of the deceased when he saw him. His throat was cut from ear to ear, and his head nearly severed from his body. He had nine wounds about his face, and in particular the lower part: at the back of his head were several contusions and cuts, and his left thumb was nearly cut off. There could be no doubt that the wounds he received were the cause of his death.

Several witnesses were examined concerning persons who were seen near the spot on the morning of the murder, but nothing material arose from their testimony. It appears, that the deceased was a lieutenant in the navy, about forty-five years old, and belonging to the ship *Eydereen*, Captain Pengelly, now lying at the Nore. It is supposed that he had about five or six pounds in his pocket; he was a man of great personal courage, and most probably made great resistance when attacked,

A verdict of *Wilful Murder* against persons unknown was returned,

In the thanks given by the House of Commons to the officers that had so much distinguished themselves in Spain, the SPEAKER thus addressed Sir Samuel Hood.

“ Sir Samuel Hood—The various and brilliant services you have rendered to your country, in the long and splendid career of glory that has so eminently distinguished your name, have several times obtained for you the cordial thanks of this house. Your late eminent services at Corunna, in the prompt and effectual assistance rendered by you for the complete embarkation of his majesty's troops, have been considered by this House fully to entitle you to a repetition of their thanks, as a just tribute of their applause. I now, therefore, in the name of the commons, &c. thank you for your eminent services on that occasion.”

Sir S. Hood.—“ I beg leave to return my sincere thanks for the honour now done me by the House of Commons, and it affords me the highest satisfaction if, in doing that which was only my duty to my sovereign and my country, I have obtained the approbation of this House. I hope the House will give me credit for a due sense of its favour, and that you, sir, will accept my thanks for the handsome manner in which you have communicated to me the thanks of the House.”

Among the emigrants of distinction who left Corunna on the embarkation of the British army, was the Duke de Vera Aguas. This title alone does not suggest those feelings of sympathy and respect which will be excited by the information that this illustrious nobleman is the lineal descendant of, perhaps, the greatest man Spain ever produced, Christopher Columbus. The duke met with an asylum on board Admiral de Courcy's ship, the *Tonnant*.

On the 10th of February, a boat, with a crew of 22 persons, belonging to the *Barfleur*, Captain Linzee, was upset in a heavy sea, when attempting to cross the bridge of rocks between Mount Edgcombe and St. Nicholas's Island, by which 17 persons were unfortunately drowned, among whom was Mr. Foot, a lieutenant of marines, and Mr. le Mesurier, a master's mate. It appears that the boat was proceeding from Cawsand-bay to the *Salvador del Mundo*, in *Hamoaze*, with two prisoners, John Bennet, seaman, and William Jones, carpenter's mate of the *Barfleur*, who were to take their trial the next morning on a charge of having mutinously expressed their desire to have a new captain. Jones was among the drowned, as were also many of the witnesses; but Bennet was one of the five that were saved. Before the court was formed, the surviving prisoner had the option of postponing his trial, but, though exhausted from lying in the water, he requested to be tried immediately. A long investigation took place, when the court adjudged that the charge was not proved, and the prisoner was acquitted. Many of the officers of the ship came forward, and gave the prisoner an excellent character. It appeared in evidence that, in consequence of a letter having been sent to the Admiralty against the captain, he turned the bands up, to inquire what complaint they had against him. The general answer was—“ A new captain.” That the prisoner, having sailed with Captain Linzee for some time, was particularly asked his complaint, when he said, in a

respectful way, he had been wrongfully punished; and went the length of observing he did not wish to sail with the captain again. The prisoner read a written defence, which seemed to make a due impression on the court. It is remarkable that the paper was in his pocket during the time he was in the water. We trust the unnecessary sacrifice of so many valuable lives will not be suffered to pass unnoticed; this passage is so notoriously dangerous, in bad weather, that we hope steps will ere long be taken to prevent the fatal accidents that so frequently occur.

The body of the unfortunate Lient. Foot was picked up on the 13th, and on the 16th, an inquest was held on it, when the jury returned a verdict—*Accidentally drowned.*

Some experiments were lately repeated upon Mr. Lamb's patent machine for rendering sea-water fresh, in the presence of a number of gentlemen, at Mr. Rutherford's manufactory, East Smithfield, and gave great satisfaction. The machine, which is designed for the island of Antigua, produced pure fresh water from the water of the ocean, at the rate of from fifty to sixty gallons per hour. Great ingenuity is discovered in the manner of obtaining fresh water; and the improvements which Mr. Lamb has introduced in the manufactory of fire hearths, with condensing apparatus attached to them, promise to be of great utility in his majesty's navy, and merchantmen in general.

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### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, JANUARY 28, 1809.

*Copy of a Letter from Vice-admiral Rowley, Commander-in-chief of his Majesty's Ships and Vessels at Jamaica, to the Hon. W. W. Pole, dated at Port Royal, the 22d of November, 1808.*

SIR,

I HAVE the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a copy of a letter which I have received from Captain Cumby, of his majesty's ship Polyphemus, reporting the capture, by Lieutenant Joseph Daly, in that ship's barge, of the French national schooner Colibry, of three guns, commanded by a lieutenant de vaisseau, and having a complement of sixty-three men.

I have the honour to be, &c.

B. S. ROWLEY.

*Polyphemus, off the City of St. Domingo,  
14th November, 1808.*

SIR,

Having detached the boats of his majesty's ship under my command at half-past eight o'clock this morning, in chase of a schooner that was attempting to enter the harbour, I had the satisfaction, at twenty minutes past nine, to see her boarded and carried in the most handsome manner by Lieutenant Joseph Daly, in the barge, under as brisk a fire of grape and musketry as the impetuosity with which our boats advanced would allow the

enemy to keep up. She proves to be the French national schooner Colibry, of three carriage guns, commanded by Mons. Deyrisse, lieutenant de vaisseau, with a complement of sixty-three men; reputed the fastest sailing vessel attached to this colony, and, I trust, may be found well calculated for his majesty's service.

In the execution of this service I have to regret the loss of one marine (Samuel Crompton) killed in the barge; and on the part of the enemy, one killed and five severely wounded.

I have the honour to be, &c.

W. PRYCE CUMBY, Captain.

B. S. Rowley, Esq. Vice-admiral of  
the White, &c.

*Copy of another Letter from Vice-admiral Rowley to the Hon. W. W. Pole,  
dated at Port Royal, the 3d December, 1808.*

SIR,

The enclosed copy of a letter which I have received from Captain Dashwood, of his majesty's ship Franchise, will acquaint the Lords Commissioners of the Admiralty with the capture of the French privateers Guerrier and Exchange, and some other vessels, in the harbour of Samana, by the ships named in the margin;\* and I have no doubt that their lordships will be pleased with the promptitude and decision by which the enemy have been dispossessed of almost the last port of refuge for their privateers in those seas.

I have the honour to be, &c.

B. S. ROWLEY.

*His Majesty's Ship Franchise, Port Royal,  
December 1, 1808.*

SIR,

His majesty's ships named in the margin\* having accidentally met on the 10th ultimo, and conceiving the taking of the town and port of Samana would facilitate the operations of the Spanish patriots blockading the city of St. Domingo, I the next morning entered and took possession of the harbour without any opposition; together with the vessels, agreeably to the list which I have the honour of enclosing.

I have very sincere pleasure in reporting, that, in addition to the assistance rendered our allies, I have every reason to suppose the commerce of his majesty's subjects will now pass unmolested, as Samana was the last refuge for the host of privateers which have so long infested the various passages to windward of St. Domingo; particularly so, as the enemy were in the act of erecting batteries for their permanent establishment, which, had they been completed, would, from their position, have soon rendered the place tenable against almost any force which might attack it.

I have allowed the French inhabitants to remain on their plantations, and assured them that their persons and property will be respected by the Spaniards, for which purpose I have entered into an agreement with Don Diego de Lira, a Spanish officer, and authorised him to hoist Spanish colours, and to keep the place, in trust, until your further pleasure is known.

I have supplied them with such arms and ammunition as were taken in the privateers; and Don Diego deems himself competent to repel any force which the common enemy might be enabled to bring against him.

I have, &c.

Vice-admiral Rowley, &c.

C. DASHWOOD, Captain.

\* Franchise, Aurora, Dædalus, Rein Deer, Pert.

*List of Vessels captured by a Squadron of his Majesty's Ships and Vessels at Samana, between 10th and 17th November, 1808.*

French schooner privateer Exchange, Louis Telin, master, of 100 tons, five guns, and 110 men.

French schooner privateer Guerrier, Dominique, master, of 90 tons, five guns, and 104 men.

French schooner Diane, of 160 tons, laden with fish, &c.

French brig, name unknown, of 160 tons, laden with fish, &c.

French sloop Brutus, of 50 tons and five men, laden with coffee, &c.

*The following Vessels were recaptured at the Mouth of the Bay by the Rein Deer and Pert, on the Morning of the 16th November, when running for the Harbour.*

English ship Jeannet, R. Bradshaw, master, of 10 guns and 185 tons, bound from London to the Havanna, with bale goods, &c.

Spanish ship St. Erasmo, A. Gerona, master, of 350 tons, from Malaga to the Havanna, with wine, bale goods, &c.

C. DASHWOOD,  
Captain and Senior Officer.

*Copy of a Letter from Vice-admiral Campbell, Commander-in-chief of his Majesty's Ships and Vessels in the Downs, to the Hon. W. W. Pole, dated on board the Princess of Orange, January 27, 1809.*

SIR,

Enclosed I transmit, for their lordships' information, a letter I have received through Commodore Owen from Captain Newcombe, of the Beagle, stating his having captured le Vengeur French privateer, of 16 guns and 48 men, being the second this active officer has captured within a very short period.

On examining her log, it appears this privateer has made no captures, and that she has been repeatedly chased; which will shew that our cruisers are constantly on the alert when at sea.

I have the honour to be, &c.

G. CAMPBELL.

SIR,

*His Majesty's Ship Beagle, at Sea, January 24, 1809.*

I beg leave to state, that last night, his majesty's ship under my command chased two of the enemy's privateers, South Foreland bearing about N.N.E. five leagues, the one, named le Vengeur, of 16 guns, and 48 men, was captured; but such was the temerity of her commander (Captain Bourgnie), who was wounded, with another of his crew, that he did not yield until the Beagle ran him on board; the other vessel, the Grand Napoleon, I am sorry to observe, made her escape; they were both from Boulogne, and had not made any captures.

I have the honour to be, &c.

To Commodore Owen, &c.

F. NEWCOMBE.

Admiral Lord Gambier, commander-in-chief of a squadron of his majesty's ships and vessels employed in the Channel, Soundings, &c. has transmitted to the Hon. William Wellesley Pole a letter his lordship had received from Captain Rodd, of his majesty's ship Indefatigable, giving an account of the capture, on the 14th instant, of la Clarisse French lugger privateer, pierced for fourteen guns, only three mounted, and forty-eight men on board. She sailed from St. Maloes the night preceding her capture, and had not made any prize.



JANUARY 31.

*Extract of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated on board the Ocean, off Toulon, the 1st of December, 1808.*

The Excellent, having been relieved on the service at Rosas by the *Fame*, joined me on the 24th, and Captain West gave me a relation of events that have lately occurred there, in his letter dated the 21st ultimo, which I enclose, together with a list of killed and wounded seamen and marines of that ship and the *Meteor* bomb, employed on the same service.

But for the presence of his majesty's ships in that bay, and the powerful assistance which Captain West, with the companies of those ships, afforded the Spaniards, both on shore and by the fire from them, there is every reason to believe the citadel of Rosas and castle of the Trinity would both have fallen; they were ill provided with every thing necessary to a siege; the works of the citadel in bad repair, and the garrison not sufficiently numerous for the duties of its defence.

Captain West's ability, and the valour and perseverance of his officers and men, removed as many of those defects as it was possible, and gave such severe checks to the enemy as made it necessary they should proceed by rules of art against a place that with their great force they intended to take by a *coup-de-main*, which has given ample time for the Spanish government to reinforce the garrison, and replenish the stores, &c. of this important post.

The French have on this occasion practised those arts which Frenchmen are very expert in. A person was employed, it seems, to intercept the letters written by Colonel O'Daly, the commandant of the garrison of Rosas, to the Supreme Junta of Girona; and they were two or three weeks without having any knowledge of what was passing:—at the same time their emissaries gave out that the English had taken possession of the fortress, and suspended the Spanish officer from the duties of his office. The Junta wrote to Captain West, informing him of part of those reports, and begging he would inform them of the circumstances which had caused this change. It was afterwards discovered to be an artifice of the enemy to prevent reinforcements coming.

In another instance the French have shewn much art, by abandoning their usual system of terror, desolation, and plunder; and in the neighbourhood of Figueras and Rosas have lately treated the Spanish inhabitants with more kindness to their persons, and forbearance of their property, endeavouring to attach them by a feigned moderation.

The Spaniards are very sensible and very grateful for the support given to them by the English; the animating example of Captain West, his skill, and the gallantry of his officers and men, is deserving of every praise; in the sortie he made at the head of his seamen and marines, when they attacked the enemy's advanced post, and rescued the miquelets, their conduct and their courage were admirable; several men were wounded, and Captain West's horse was shot under him, before they were obliged to retire, to prevent being cut off by the cavalry, which was advancing for that purpose. Captain Collins, of the *Meteor*, conducted the bombardment with great ability, and was indefatigable in the annoyance he gave the enemy by it. Lieutenant Howe, of the royal marines, belonging to the Excellent, commanded a detachment of that corps, which was thrown into the castle of Trinity for its defence; and in two assaults made by the enemy with large bodies of troops, this officer, and the marines under his command, were highly distinguished for the gallantry which they displayed, and the resources they found, where almost every thing was wanting.

The enemy suffered a very considerable loss of men in these assaults;

but unless measures have been taken to raise the siege, I am apprehensive this very important post will be reduced.

*His Majesty's Ship Excellent, Rosas Bay,  
November 21, 1808.*

MY LORD,

I have anxiously waited an opportunity to inform your lordship of the investment of this port by the enemy, with a force computed at five or six thousand men.

On the evening of the 6th instant, the enemy was first observed in motion between Figueras and Castellern, and, on the following morning, was in complete possession of the heights that encompass this bay. On the same day at noon, a small body of the enemy entered the town of Rosas, which, in an instant, was cleared of its inhabitants, who either fled to their boats or the citadel for protection; but a well directed fire from the Excellent and Meteor bomb, both within point-blank shot of the town, obliged the enemy precipitately to retire. On the first appearance of the enemy, Colonel O'Daly, governor of this fortress, made application to me for assistance, when I immediately reinforced his garrison with the marines of the Excellent (with the exception of an officer and twenty-five men, who had been previously detached to Fort Trinité), and an officer and fifty seamen. On the 7th, the enemy took possession of several houses and ruins in the rear of the town as an advanced post, from which he has been repeatedly dislodged by the citadel and the guns and shells of his majesty's ships in the bay. On the 8th at noon, observing a body of miquelets hard pressed by the enemy from their advanced posts, I was induced to make a sortie from the citadel with the seamen and marines, and the officers commanding them, but the very superior force of the enemy, who endeavoured to surround us, obliged us to retire, but not till my officers and men had displayed a spirit and courage which gave me the most lively satisfaction. I am sorry I am obliged by this little affair to send your lordship a return of wounded men.

Late on the evening of the 9th I received from the governor the unpleasant advice, that a large breach was made in the rampart of the citadel by a part of the bulwark falling down, sufficiently capacious to admit twenty-five men abreast. I proffered to the governor every assistance that the urgency of the moment required, and directed Captain Collins to immediately weigh and place the Meteor as near the shoal as possible, to flank the breach in the event of an attack. I sent at the same time two boats to enfilade the beach with the cannonades; fortunately the lateness of the hour precluded the enemy gaining information of the event. The following morning I sent an officer and a party of seamen to assist in repairing the breach, directing the seamen and marines in the citadel to be employed on the same service. By every exertion the rampart was placed in a state of security for the night, the defence of which was entrusted to an officer and forty seamen, whom I sent on shore for that purpose. On the 3d day I was happy to see the repair completed, and the work as defensible as it was previous to the disaster.

On the morning of the 13th instant, at eight o'clock, the enemy made a most resolute assault on the Fort Trinité with about two hundred men, and a reserve of about two thousand to support them. The enemy was bravely repulsed; but in a moment again advanced in greater force, when two of the outer gates were broke open; but by a most galling and steady fire of musketry and hand-grenades from the fort, the enemy was a second time obliged to retire with great loss, leaving their leader, a chief of brigade, and many others, dead under its walls, and the second in command carried off desperately wounded. Expecting a third assault would be made, I threw in a reinforcement of thirty marines, with a captain and subaltern, by means

of a rope ladder, which was effected without loss, and with one man but slightly wounded, during an incessant fire of musketry.

I cannot speak in terms of sufficient praise of the officers and men in their glorious defence of Fort Trinité, on which occasion five marines were wounded, and one Spaniard; but I have the satisfaction to enclose to your lordship a letter I have received from the Spanish officer commanding its garrison, which does him great honour.

No further attempt was made on this fort till the 20th instant, when the enemy opened a battery of three heavy guns from a height commanding it; but as yet has made no impression on its walls. The Lucifer bomb had been throwing her shells the two preceding days to prevent the enemy making a lodgment on this height; but was compelled to retire, after being struck three times by the battery. During the previous night the enemy threw up an extensive intrenchment three hundred yards from the citadel, and at daybreak opened a fire upon the ships in the bay from three large mortars, which obliged us to retire out of their reach: the bomb vessels, from having a longer range of shells than the enemy, were enabled to throw them with effect.

Fort Trinité, from its insulated situation and strength, I am of opinion, may stand a long siege. But I am not so sanguine with respect to the citadel, whose garrison is very inadequate to its defence, and having, as I conceive, a vulnerable point. I waited on the governor on Sunday last, to take my leave, when he informed me, that he was in expectation of a reinforcement; but I am apprehensive the blockade of the enemy in Barcelona will prove an obstacle to his expected success.

I beg leave to conclude this despatch to your lordship, by expressing how highly satisfied I have been with the conduct of the officers and company of the ship I have the honour to command, as likewise of those of the Meteor and Lucifer bombs, commanded by Captains Collins and Hall, whose great exertions, during the arduous and most fatiguing service they have imperiously been called upon to perform, reflect the greatest credit upon them.

I have, &c.

JOHN WEST.

*Right Hon. Vice-admiral Lord Collingwood, &c.*

*List of Men belonging to his Majesty's Ship the Excellent, who were wounded in Action with the Enemy between the 8th and 16th days of November, 1808, in Rosas Bay.*

Robert Palmer, seaman; John Sands, ditto; Francis D. Coke, ditto, dangerously; James Lambe, marine; Deliffe Closhin, ditto, badly; John M'Neal, seaman, slightly; W. Brown, serjeant of marines, slightly; Edward Magennis, seaman; James Roberts, marine; Peter Hyson, ditto; James Martin, seaman, slightly; John Burrows, ditto, badly; John Smith, marine; John Brady, ditto, dangerously; William Wilson, ditto, died 16th November, 1808; Joseph Hanwood, ditto, slightly; John Richardson, ditto, slightly; John M'Clarty, seaman, slightly; Dennis Garrett, ditto, badly.—Total, 19.

*List of Men wounded in his Majesty's Ship Meteor, while engaging the Enemy in the Bay of Rosas, between the 7th and 20th days of November, 1808.*

David Kerr, gunner of the royal marine artillery, lost both arms; George Gale, ditto, slightly; Jos. Haynes, ditto, slightly; Thomas Johnson, seaman, a fracture; Bastian Rausatto, ditto, slightly; George Ransden, quartermaster.—Total, 6.

*Extract of another Letter from Vice-admiral Lord Collingwood, to the Hon. W. W. Pole, dated on board the Ocean, December 14, 1808.*

My letter of the 1st instant would inform you of the enemy having laid siege to the castle of Rosas, and of the measures taken by the British ships in that bay in aid of the Spaniards for its defence. The Scout joined the squadron off Toulon on the 7th, and by her I received further accounts from Captain Bennett, of the Fame, of the progress the enemy was making against that important fortress. Captain Lord Cochrane has maintained himself in the possession of Trinity Castle with great ability and heroism; although the fort is laid open by the breach in its works, he has sustained and repelled several assaults, having formed a sort of rampart within the breach, with his ship's hammock cloths, awnings, &c. filled with sand and rubbish. The zeal and energy with which he has maintained that fortress, excites the highest admiration. His resources for every exigency have no end. The Spanish governor of this castle is wounded, and on board the Meteor.

FEBRUARY 4.

*Copy of a Letter from Rear-admiral the Hon. Sir Alexander Cochrane, K. B. Commander-in-chief of his Majesty's Ships and Vessels at the Leeward Islands, to the Hon. W. W. Pole, dated on board the Neptune, at Barbadoes, 19th December, 1808.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter which I have received from Captain Collier, of his majesty's ship *Circe*, the senior officer of the blockading squadron stationed from the Diamond to the Pearl Rocks, Martinique, giving an account of the destruction of the French corvette *le Cygne*, which had sailed from Cherbourg on the 12th November, with the *Papillon*, another corvette, and the *Verrus*, *la Junon*, and *l'Amphitrite* frigates.

In performing this service I am sorry to send the enclosed report of the loss which has been sustained by the several vessels engaged, owing to the corvette having been supported by the batteries, field pieces, and musketry from the shore, in her attempt to reach *St. Pierre's*; but the object is fully accomplished, as she is bilged in such a situation as to render it impossible to recover the vessel, or the flour with which she was loaded. One of the schooners in company with her was burnt, and the other drove on shore and destroyed; each of them also having been loaded with flour and provisions.

Captain Collier deserves great praise for his perseverance in overcoming the obstacles which the enemy presented by the numerous batteries which lined the shore in that part of the coast; and he speaks in the highest terms of Captain Brenton, of the *Amaranthe*, as well as of the gallantry and good conduct of Lieutenant Wright, and a party of the Royal York Rangers, who were serving as marines.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Circe, off St. Pierre's, Martinique,  
December 14, 1808.*

SIR,

On Monday, at eleven A.M. his majesty's brig *Morne Fortunée* informed me by signal that an enemy's brig and two schooners were at anchor off the Pearl. I immediately recalled the look-out vessels named as per mar-

gin,\* and made all sail towards the enemy. On our nearing St. Pierre's, I perceived a large French schooner towing along shore, under cover of a number of troops. The schooner finding it impossible to get between St. Pierre's and the Circe, the Stork closing fast, they run her on shore under a battery of four guns, flanked by two smaller ones, and the beach lined with troops. The signal was then made to close with the enemy, and engage in succession, the Circe leading, followed by the Stork and Morne Fortunée; being within pistol-shot the small batteries were soon silenced, and the troops driven from the beach. Seeing the brig and schooner unloading, I directed the Morne Fortunée to watch the schooner in shore, and to give similar orders to the Epervier on her coming up. We then made sail towards the brig and the other schooner, which were lying well to windward close to the beach, under cover of four batteries, and an immense number of troops and field pieces, which they had brought down on the beach to protect her. Having placed the barge and two cutters under the command of Lieutenant Crook, Mr. Collman, purser, Mr. Smith, master, and Mr. Thomas, carpenter, who handsomely volunteered with sixty-eight men to bring the brig out, I then made sail with the Stork and Express towards her, and directed the boats to lie off until the brig's fire slackened. It getting late, the vessels lying close in with the rocks, and having no pilot on board, I stood in, and was handsomely seconded by Captain le Geyr of the Stork. The ships did not commence action until our men were wounded from the beach with musketry. We then bore up under a heavy fire of great guns and small arms. Having passed the batteries and the brig, the Circe's boats, not waiting for the Stork's to come up, boarded in the most gallant manner; and it is with extreme concern I have to add, that their gallantry did not meet with its reward; they were beat back with dreadful slaughter; one boat taken and one sunk, the other entirely disabled. Our loss in the boats are killed, wounded, and missing, fifty-six. By this time it was dark; I stood off until day-light, determining to persevere and destroy the brig, if possible. In the evening I was joined by the Amaranthe, who watched the brig during the night.

At eight A. M. we perceived she had weighed; Captain Brenton, in the most handsome manner, volunteering to bring her out, she was then towing and sweeping close in shore towards St. Pierre's; the boats of the Circe and Stork, and men from the Express were sent to tow the Amaranthe up, who was at this time sweeping and using every exertion to close with the enemy. At ten, the French brig grounded near several batteries, to the northward of St. Pierre's; the Amaranthe tacked and worked in under a heavy fire from the batteries and brig, from which she suffered considerably, having one killed and five wounded, followed by the Circe, the rest of the squadron engaging the batteries to leeward. From the Amaranthe's well directed fire, she soon obliged them to quit the brig. Lieutenant Hay, of the Amaranthe, on this service distinguished himself very much, and speaks of the gallantry of Messrs. Brooke and Rigmaiden of the same sloop, in very handsome terms; who, with the boats of the Circe, Amaranthe, and Stork, boarded her under a heavy fire from the batteries and troops on shore. Lieutenant Hay, finding her bilged, and impossible to get her off, effectually destroyed her in the evening. Captain Brenton again volunteered to destroy the schooner then on shore; I ordered Lieutenant George Robinson, second of the Amaranthe, but acting first of the Circe, with my order, on this occasion, to follow the directions of Captain Brenton. At nine o'clock I had the pleasure to see her on fire, and burnt to the water's edge. I am sorry to add that, on this service, Mr. Jones, master of the Amaranthe, was wounded; and one seaman killed, and three wounded, belonging to the Express.

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\* Stork, Epervier, and Express.

The captains, officers, and crews of the squadron you did me the honour to place under my command behaved with that coolness and intrepidity inherent in British seamen, particularly the *Amaranthe*, whose gallant conduct was noticed by the whole squadron. From the troops of the Royal York Rangers, under the command of Lieutenant Wright, doing duty as marines, I received every assistance. Lieutenant Crook, who commanded the boats, I am sorry to say, is severely wounded in four places; the loss of this gallant young man's services are severely felt on board the *Circe*. I am likewise sorry to add, that Mr. Coleman, purser, is among the number that is dangerously wounded; his conduct on this, and other occasions, deserves my warmest approbation.

On boarding, we discovered the brig destroyed was *la Cygne*, of eighteen guns, and one hundred and forty men, with flour, guns, and cartridge paper, for the relief of Martinique. The two schooners had likewise flour, and were armed; I have not yet learnt their force or names; I am happy to say that the one left off the *Pearl* is on shore bilged.

In the performance of this service, our loss in killed and wounded, I am sorry to say, has been very great; but I have the consolation to think that it was in the execution of an indispensable duty; and the grand object of cutting off the supplies of the enemy, will, I trust, justify the means which I have adopted, if not afford a small consolation to the relatives of those who fell.

I have the honour to be, &c.

F. A. COLLIER.

Rear-admiral Sir A. Cochrane, &c.

*A List of killed and wounded on board the Squadron under the command of Francis A. Collier, Esq. in Action with the Enemy off Martinique, the 12th and 13th Days of December, 1808.*

*Circe*—9 killed, 21 wounded, 26 missing.—56.

*Amaranthe*—1 killed, 6 wounded.—7.

*Stork*—1 killed, 1 wounded.—2.

*Express*—1 killed; 3 wounded.—4.

*Epervier*—None killed or wounded.

*Morne Fortunée*—None killed or wounded.

Total—12 killed, 31 wounded, 26 missing.—69.

F. A. COLLIER, Captain.

*Copy of another Letter from Rear-admiral the Hon. Sir Alex. Cochrane, K. B. to the Hon. W. W. Pole, dated on board the Neptune, at Barbadoes, the 21st of December, 1808.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Sanders, of his majesty's sloop *Bellette*, acquainting me with the capture of a French letter of marque, laden with provisions, from Bourdeaux.

I also enclose Captain Spear's letter, of the *Goree*, which I had not before received, giving an account of the capture of a French letter of marque bound to Bourdeaux from Martinique.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Sloop Bellette, at Sea,  
December, 5, 1808.*

SIR,

I have the honour to inform you, that his majesty's sloop *Bellette*, under my command, has captured the French brig letter of marque *Revanche*, of six guns, 12-pounders, pierced for eighteen, with a complement of forty-

four men, laden with provisions, from Bourdeaux, bound to Guadaloupe. She has been a very successful privateer all this war, and was intended for a cruiser in those seas. I have the honour to be, &c.

GEO. SANDERS.

To the Hon. Sir Alexander Cochrane, K. B.  
Rear-admiral of the Red, &c.

*His Majesty's Sloop Gorce, Barbadoes,*  
30th November, 1808.

SIR,

I have the honour to acquaint you, on the 24th instant, thirty leagues west of Guadaloupe, I captured, in his majesty's sloop under my command, the Admiral Villaret, a French ship letter of marque, mounting eight guns (four of which she threw overboard in the chase), and a complement of thirty-two men; from Martinique bound to Bourdeaux, laden with sugar, coffee, and cotton. I am, &c.

JOSEPH SPEAR.

Rear-admiral Sir Alex. Cochrane, K. B. &c.

*Copy of a Letter from Admiral Lord Gambier, Commander-in-chief of his Majesty's Ships and Vessels in the Channel, Soundings, &c. to the Hon. W. W. Pole, dated on board the Caledonia, in Torbay, the 30th of last Month.*

SIR,

I enclose herewith, for the information of the Lords Commissioners of the Admiralty, a letter I have this day received from Captain Broke, dated the 27th instant, acquainting me with the capture of the French cutter privateer Pommereuil, of fourteen guns, and sixty men, by his majesty's ship Shannon, under his command.

I have the honour to be, &c.

GAMBIER.

*His Majesty's Ship Shannon, off Isle Bas,*  
27th January, 1809.

MY LORD,

I have the honour to inform you, the Shannon captured this day, after a long chase to leeward, the French cutter Pommereuil, of fourteen guns, and sixty men, commanded by Felix l'Allemande; fourteen days out from Havre de Grace, and had only captured a transport with troops, which she released.

I have sent the prize to Plymouth. She is a fine new vessel, coppered, and well found. I have the honour to be, &c.

P. B. V. BROKE.

To the Right Hon. Lord Gambier,  
Commander-in-chief, &c.

FEBRUARY 11.

*Copy of a Letter addressed by Lord George Stuart, Captain of his Majesty's Ship l'Aimable, to the senior Officer of his Majesty's Ships and Vessels off the Texel, dated the 7th inst. and transmitted to the Hon. W. W. Pole, by Rear-admiral Sir Edmund Nagle.*

SIR,

I beg leave to acquaint you, on the 2d inst. while standing to the southward to regain my station, his majesty's ship under my command being driven by the late tempestuous weather from off the Texel on the Welbank, I perceived, at eleven A.M. a strange sail on the weather quarter, standing to the northward and eastward; concluding from this that she was an enemy,

I immediately wore round and made all sail, and after a chase of twenty-eight hours, at four P. M. on the 3d instant, (Aberdeen bearing north 75 deg. W. distance 36 leagues.) came alongside of her, and having exchanged broadsides, continued a running fight, and in a few minutes she struck. She proved to be l'Iris, French national 24-gun ship, commanded by Monsieur Miquet, capitaine de frigate, but capable of carrying 32 guns, had only 24 when taken, twenty-two 24-pounder carronades, and two long twelves, a complement of 140 men. She is only ten months old, copper fastened, and I think in every respect qualified for his majesty's service. She sailed from Dunkirk on the 29th ultimo, bound to Martinique, with 640 casks of flour on board, besides being victualled and stored with every specie for four months. I am happy to say, only two men were slightly wounded; the enemy lost two killed and eight wounded. I am concerned to add, we suffered materially in our masts and rigging; the mainmast shot in the head, main-yard shot away in the slings, the mizen-mast-head and mizen-topmast shot away, also the try-sail-mast and the rigging and sails greatly cut up.

I have, &c. G. STUART.

*List of wounded.*

Anthony Nelson, seaman; Jacques Magra, marine.

*Extract of a Letter from Captain Schomberg, of his Majesty Ship Loire, to the Hon. William Wellesley Pole, dated at Sea, the 6th instant.*

I have the honour to inform you, that yesterday at noon, in latitude 39 deg. 24 min. and longitude 11 deg. 41 min. W. his majesty's ship under my command had the good fortune to fall in with a French national ship of war, in the act of taking a ship and a brig. On the Loire's approach she bore up and made all sail, deserting her prizes, and leaving the brig destitute of men. Every exertion was made in this ship to come up with the enemy; and much was necessary, I assure you, from the weather being thick and squally.

At eight at night we got alongside of her, and brought her to close action. She was defended for about twenty minutes, when she struck to his majesty's ship. She proved to be le Hebe French national ship of war, frigate-built, mounting eighteen 24-pounders, carronades, and two long twelves, with a complement of 160 men; commanded by Monsieur le Bretonneucire, lieutenant de vaisseau. She had been out thirty-eight days from Bourdeaux, with 600 barrels of flour, bound to St. Domingo. She has taken the English vessels as per margin.\*

Le Hebe is a very fine vessel, about 450 tons, quite new, and appears to me a ship that may be serviceable to his majesty. I am most happy to say not a man was hurt in the Loire.

FEBRUARY 14.

*Copy of a Letter from Thomas James Maling, Esq. Captain of his Majesty's Ship Undaunted, to the Honourable W. W. Pole, dated on board that Ship at Spithead, the 13th instant.*

SIR,

You will please to inform their lordships, that the Undaunted captured the San Josephe yesterday forenoon, after a hard run of four hours. She

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\* Brig Enterprize, from Liverpool; brig Lord Mulgrave, bound to Vigo; brig Bacchus, bound to Gibraltar.



is a fine copper bottomed privateer, out four days from St. Maloes, stored for two months, pierced for 18 guns, (but mounting only 14,) and a complement of ninety-six men. The *San Josephe* is nearly new, is reckoned the fastest sailer out of St. Maloes, and is a desirable vessel for his majesty's service. We met with her at dawn of day too near us to escape.

I have the honour to be, &c.

T. J. MALING.

FEBRUARY 21.

*Copy of a Letter from Captain Newcombe, of his Majesty's Sloop Beagle, addressed to Commodore Owen, and transmitted by Vice-admiral Campbell, Commander-in-chief of his Majesty's Ships and Vessels in the Downs, to the Honourable W. W. Pole, dated the 13th instant.*

SIR,

I beg leave to acquaint you, that early this morning, (Boulogne bearing about S.S.E. six leagues,) his majesty's sloop under my command captured a French privateer, named *la Fortune*, of 14 guns and 58 men, and commanded by Captain Tucker. She was from Calais, two days on her cruise, and had not made any capture.

From their usual intrepidity, they did not surrender until the *Beagle* ran her alongside, notwithstanding it blew strong with a heavy sea. One of their crew was mortally wounded.

I have the honour to be, &c.

FRAS. NEWCOMBE.

To Commodore Owen, &c.

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### Promotions and Appointments.

Admiral Sir Roger Curtis is appointed commander-in-chief at Portsmouth, *vice* Admiral Montague.

Captain the Honourable Henry Dawson is appointed by Rear-admiral Sir Edward Pellew, commander-in-chief on the India station, to act as governor of the naval hospital at Madras.

Captain William Browell, of the royal hospital at Greenwich, is appointed to be lieutenant-governor of that institution, and a director of the hospital and chest of Greenwich, *vice* Captain Bouchier deceased.

Captain William Edge is appointed to the royal hospital at Greenwich, *vice* Captain Browell appointed lieutenant-governor of that institution.

His majesty the King of Sweden has been pleased, for the gallant conduct displayed by Captain W. H. Wibley, of the *Centaur*, in the late action with the Russian fleet, off Rogerwick, in the Baltic, to confer on him the honour of one of the knights companions of the most honourable military order of the Sword.

His majesty the King of Sweden has also been pleased to confer on Captain T. B. Martin, the honour of the Swedish order of the Sword.

Captain Joseph Hanwell is appointed to be commissioner of the navy for the payment of seamen's wages, at the port of Sheerness, *vice* Mansfield. Captain Garrett, of the royal navy, brother-in-law of Sir T. B. Thompson, Bart. comptroller of the navy, is appointed to preside over the victualling department at Deptford, *vice* Mr. Cooper.

Captain Frederick Cotterell is appointed to the *Nyaden*, late Danish frigate of 38 guns; Captain John Gourly to the *San Juan* prison ship; Captain Francis Augustus Collier to the *Circe*; Captain Lucius Curtis, eldest

son of Admiral Sir Roger Curtis, to the *Magicienne*; Captain Dilkes, of the *Hazard* sloop, to the *Neptune*, Admiral Cochrane's flag ship; Captain Fahie, of the *Ethalion* frigate, to the *Belleisle*; Captain Thomas Cochrane, of the *Jason*, to the *Ethalion*; Captain William Maude, of the *Ulysses*, to the *Jason*; Captain Edward Woolcombe, of the *Belleisle*, to the *Ulysses*; Captain Wood, of the *Latona*, to the *Captain*; Captain Pigot, of the *Circe*, to the *Latona*; Captain Patterson, of the *Hawke*, to the *Star*; Captain Bouchier, of the *Demerary*, to the *Hawke*; Captain Pinto, of the *Dart*, to the *Achates* sloop; Captain Cameron, of the *Achates*, to the *Hazard*; Captain Selby, to the *Owen Glendower*, a new frigate of 36 guns; Captain Davis to the *Tyrian*; Captain Boyce to the *Bienfaisant* prison-ship; Captain George Moubray, to the *Rhodian*; Captain Cunningham to the *Bermuda* sloop; Captain John Parish to the *Onyx*, *vice* Gill promoted; Captain John M. Hauchett to the *Raven*.

Lieutenant Dowers, son of the governor of Deal hospital, is appointed to command the *Demerary*; Captain Steuart, of the *Port d'Espagne*, to the *Snap*; and Lieutenant Kennedy of the *Pompee*, to command the *Port d'Espagne*.

Captain Charles Gill, for his gallant action in the *Onyx* with the *Manly* Dutch national brig of war, is posted.

Captain the Hon. Warwick Lake is appointed, by Admiral Rowley, to act in the *Intrepid*.

Captain Wells, of his majesty's ship *Captain*, is appointed commissioner of the navy, at Jamaica.

Mr. Cooper, late agent victualler at Deptford, is appointed by the Admiralty to be storekeeper of the dock-yard at Chatham.

#### Lieutenants appointed.

Lieutenant John Longchamp is appointed to the *Cordelia*; Henry Rowe to the *Primrose*; Henry Pryce to the *Nymphs*; Hon. Wm. Sommerville to ditto; W. T. Chamberline to the *Defence*; Edward Stevenson to the *Clio*; George Tupinan to the *Magicienne*; James Meara to ditto; Robert Wauchope to ditto; George Spence to the *Blake*; Archibald Hamilton to the *Repulse*; John James Maxwell to the *Rose*; John Smith (9) to the *Dreadnought*; George Franklyn to the *Victorious*; James Walker to the *Gibraltar*; Richard Williams (2) to ditto; Robert Thomas to the *Childers*; Charles Phillips to the *Princess of Orange*; Robert Smith (2) to the *Monmouth*; William Harris Smith to the *Merope*; Edward Collier to the *Thames*; Robert Foster to the *Owen Glendower*; Thomas L. Peake to do. Frederick William Bourgoyne, son of the late celebrated general, to command the *Defence* gun-brig; John Worth to the *Roebuck*; Thomas Mitchell (2) to the *Zebra*; Charles Day to the *Norge*; John M'Kirdy to the *Alcmene*; Gilbert Broomhead to the *Dolphin*; Samuel Hoare to the *Cæsar*; Robert Forder to the *Dannemark*; Evan M'Kenzie to the *St. Albans*; John Rude to the *Standard*; Edward Medley to ditto; Lewis Davis to the *Opposum*; James Stone (3) to the *Vanguard*; George Johnstone to the *Eyderen*; Joseph Eastwood to the *Pluto*; Alexander Ingram to the *Monmouth*; Charles Delancey to the *Zealous*; Alexander Young to the *Dictator*; James Meara to the *Alexandria*, commission for the *Magicienne* cancelled; George Read to the *Sybille*; Thomas Levell to the *Little Belt*; James Wilcox to the *Herø*; Hon. A. de Courcy to the *Raven*; Richard Phillips to the *Vanguard*; Peter Crawford to the *Fury* bomb; Wm. James Scott to the *Triumph*; George Heacock to the *Chanticleer*; Philip Dumaresque to the *Eclipse*; William Carter to command the *Mackarel* schooner;

Robert Folliot to the *Barfleur*; Mr. M'Milian, midshipman of his majesty's ship *Neptune*, is appointed to be a lieutenant of the *Pompee*; Messrs. Odger and Speck, midshipmen of the *Neptune*, to be lieutenants of the *Belleisle*.

List of midshipmen passed for lieutenants on the first Wednesday in the month:—William Robins, Augustus Cannon, Joseph Treglohan, John Willison, Henry Shiffner, David Price, P. H. Trant, B. R. Borough, John Dade, Samuel Hodgson.

#### Surgeons appointed.

Dr. Bell, late surgeon of his majesty's ship *Edgar*, is appointed to be surgeon of the royal marines, at Woolwich, vice Gladstone appointed to the royal asylum at Greenwich park.

Mr. Bryan M'Laughlin, surgeon, is appointed by the Lords of the Admiralty to be an assistant surgeon of the royal hospital at Greenwich, vice Gladstone appointed to the marines at Woolwich.

Mr. Thomas Hooper is appointed to be surgeon of his majesty's sloop *Zenobia*; Mr. John Neill to the *Victorious*; John Julius Inger to the *Cygnets*; Thomas Cochrane to the *Forrester*; Charles Linton to the *Glomen*; Gregory Odell to the *Cæsar*; Joseph White to the *Drake*; Richard Thompson to the *Ville de Paris*; George Proctor to the *Orestes*; Edward Hopley to the *Nymphs*; Henry Ewing to the *Resistance*; Robert Marks to the *Lark*; John Stekoe to the *Magicienne*; John Morgan to the *Hibernia*; George Proctor to the *Bustard*; Robert Mulberry to the *Ville de Paris*; vice Thompson; Henry Parkin to the *Caledonia*; Duncan Campbell to the *Impetueux*; George Wardlaw to the *Weasel*; William Norman to the *Owen Glendower*; Thomas Dickson to the *Nyaden*; George Pearson to the *Sarpen*, Henry William Bull to the *Tyrian*.

#### Assistants appointed.

Mr. Thomas Stewart is appointed assistant surgeon of the *Amethyst*; Mr. John Dunthorn to be an hospital mate at the royal hospital at Plymouth; S. R. Armstrong to be hospital mate of the naval hospital at Jamaica; J. E. Gray to be assistant of the *Acute gun-brig*; John Johns to the *Fervent gun-brig*; J. Godard to the *Blazer*; P. Ramsay to the *Dannemark*; William Porteous to the *Alpheia cutter*; William Hector to the *Castor*; Montgomery Camth to the *Victorious*; John Baiston to the *Iphigenia*; Charles Miller to the *Eagle*; William Duncan to the *St. Albans*; Robert Bateman to the *Standard*; William M'Masters to the *Argonaut hospital ship*; Robert Brown to the *Defence*; C. W. Vandenburg to the *Majestic*; Thomas Soden to the *Safeguard gun-brig*; C. Woolley to the *Dannemark*; Robert Muir to the *East Indies* on promotion; William Leslie to the *Amazon*; George M'Clure to the *Hibernia*; George Roe from the *Redbreast* to the *Salvador del Mundo*; Alexander Rae to the *Bombay*; Daniel Godbhere to the *Royal William*; William Miller to the *Earnest gun-brig*.

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#### BIRTHS.

Of a daughter, at the apartments of her father, Lieutenant Spearing of the royal hospital at Greenwich, Mrs. Ann Tooley, widow of the late Lieut. Richard Tooley, of the royal navy.

On the 4th of February, in Upper Bedford-place, the wife of Captain Jonathan Birch, of the Hon. East India Company's service, of a son.

On the 9th instant, at her apartments in the royal hospital at Greenwich, Mrs. Frederick Bedford, wife of Lieut. Bedford, of that institution, of a son.

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### MARRIAGES.

Lately, Mr. Alexander M'Coy, purser of his majesty's ship *Brazen*, to Miss Elizabeth Catherine Aylward, of Portsmouth.

On the 26th of January, at Kingston, near Portsmouth, Lieutenant Thomas Dutton, of the royal navy, to Miss Priscilla Edgcumbe, of Tavistock-place, Russel-square.

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### DEATHS.

Lately, in Pulteney-street, Bath, Mrs. Peyton, wife of Rear-admiral Peyton.

At Mount Tamar, the lady of Captain White, of the royal navy, and 4th daughter of Commissioner Fanshaw, of his majesty's dock yard, Plymouth.

Lately, in the West Indies, of the yellow fever, Mr. S. W. Salmon, purser in the royal navy, aged 19 years, only son of Mr. S. Salmon, of Portsea, Hants.—He was made a purser, and appointed to a ship on the 9th of November, 1808, and died the 12th of the same month, much lamented by his friends and acquaintance.

Lately, at Milford Haven, Lieutenant Walter Jewell, of the royal navy.

On the 5th of February, at Edinburgh, much regretted, James Ross Farquarson, Esq. of Invercauld, captain in the royal navy, and second son of the late Vice-admiral Sir John Lockhart Ross, of Balnagoun, Bart.

On the 23d of January, at Huntingdon, Captain Thomas Stephenson, of the royal navy, aged 34.

Lately was drowned, in coming from Spain, on the Manacle Rocks, the Hon. Lieutenant Waldegrave, son of Admiral Lord Radstock.

At nearly the same time, Captain James Mein, of his majesty's late sloop the *Primrose*, was lost on the said rocks, together with the greater part of the crew of the said sloop.

Lately, in the West Indies, Mr. J. Stodart, surgeon of his majesty's ship *Resistance*.

Lately was killed, in a most gallant attack on some of the enemy's vessels at Martinique, Captain Coombe, of his majesty's ship *Heureux*, and nephew of C. Coombe, Esq. of the Admiralty-office.

On the 7th of February, was barbarously murdered, after a desperate resistance, on the Greenwich road, near the Five Bells public-house, Lieut. John Johnstone, of his majesty's sloop *Eyderen*, Captain Charles Pengelly.

At his house, in Troy Town, Rochester, the lady of Captain A. Anderson, of the royal marines.

In the royal hospital at Haslar, Mr. Gill, surgeon of the Royals.

On the 16th November, on his passage from Jamaica, Mr. John Hall, surgeon in the royal navy.

In November last, at the naval hospital at Barbadoes, Mr. Samuel Price, surgeon of his majesty's sloop *Achates*.

the columns reached with success their directed stations, but the centre columns, having met with some unexpected difficulty, did not effect their junction.

“The Madras, Beaulieu, Pelican, and Victorieuse were to support this attack; the Beaulieu had three seamen slightly wounded, and the head of her foremast injured. The attack on shore not having been successful, the Madras and Beaulieu have returned to Marigot des Rousseaux, to cooperate with Major-general Morshead.”

Sir Hugh Christian closes his letter with the following complimentary tribute to the officers serving under him :\*—

“It would be unjust to the merit of Captain M'Donal, of the Ganges, and the officers acting under him at Bay Longueville, were I to omit reporting their just claim to my commendation; Captain Ryves, of the Bull Dog, and Captain Meares, of the transport department, commanded the division of boats at Longueville bay. Captains Evans, of the Fury, Dobree, of the Woolwich, and Captain Hill and Lieutenant Skipsey, of the transport service, commanded the several divisions of flat boats at the Choc and Ance la Raye landing, and I had good reason to be satisfied with their assiduity and proper exertions.

“The natural strength of this country is such, that time and great exertion will be necessary for its reduction. There exists the most perfect desire on the part of the officers and seamen of the squadron to share the fatigue and hazard with the army; and I trust that this desire may be kept awake to essential advantage.”

Notwithstanding the difficulties which the assailants had to encounter, the blockade and siege of Morne Fortuné was carried on with such vigour and success, that, on the 24th of May, the enemy desired a suspension of arms. On the following morning, a capitulation for the whole island ensued; and on the 26th, his majesty's troops took possession of Morne Fortuné; the garrison of which, at that time, amounted to 2,000 men. Captain Lane, of the Astrea, was sent to England with the following despatches from Sir H. C. Christian; announcing the event :—

“*Thunderer, Choc Bay, St. Lucia,*  
June 1, 1796.

“SIR,

“I am to communicate to you, for the information of my Lords Commissioners of the Admiralty, that the island of St. Lucia and its dependen-

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\* Another letter from Sir Hugh C. Christian, of the same date (May 4), encloses Captain Parr's account of the surrender of the Dutch settlement of Demerara, and its dependencies, to his majesty's forces, under Major-general Whyte, and Captain Parr, on the 22d of April.—The colony of Berbice surrendered to the same officers on the 2d of May.

cies surrendered by capitulation on the 25th of May, and that the Morne was taken possession of by his majesty's troops on the 26th, at noon.

" In the progress of the siege great difficulties were to be surmounted, and much service of fatigue undertaken. The more effectually to assist the operations of the army, I directed eight hundred seamen to land, under the command of Captain Lane, of the *Astrea*, and Captain Ryves, of the *Bull Dog*: the merit of their services will be better reported by the commander-in-chief of his majesty's troops; but I feel it an indispensable duty to acquaint their lordships, that the conduct of the officers and seamen equalled my most sanguine expectations, and that it has been in every instance highly meritorious.

" Captain Lane, of the *Astrea*, is charged with my despatches; that officer, having served at St. Lucia from the moment of my arrival, will be enabled to afford their lordships correct information of the naval occurrences connected with the siege.

" The state of the *Astrea*, by Captain Lane's report to me, is such, that her proceeding to England became a necessary measure.

" Captain Ryves, of the *Bull Dog*, will proceed immediately to join his ship; but I should be unjust to the merits of his exertion, were I to omit recommending him to their lordships' notice and protection.

" I stated to their lordships, in my letter of the 4th instant, the services of Captain Searle, of the *Pelican*, on the first landing; since that period he has with unremitting diligence and ability effectually blocked the ports of the Carenage.

" The *Madras*, under the command of Captain Dilkes, had been, in the first arrangements, detached to land, and co-operate with a division of troops on the left wing of the army, anchored for that purpose at *Marrigot des Rosseaux*, where his exertion and assiduity have been highly commendable: he took possession of a point at the southern entrance of the grand *Cul de Sac*, with great labour and perseverance, placed upon the pinnacle of the hill two eighteen-pounders and two carronades, from which he considerably annoyed the batteries of *Sisseron* and *Agille*. The general wishing to establish batteries on the southern side of the grand *Cul de Sac*, Captain *Wolley*, of the *Arctusa*, was detached to join Captain *Dilkes*, and directed to land a proportion of seamen to assist this service, which was very speedily and cheerfully executed. More exertion has not been evinced, and I believe there never has occurred an instance of more cordial co-operation, than has subsisted between the army and navy during this siege. Great have been the services of fatigue, considering the nature of the country and the situation of the Morne, and very rapidly have they been brought to effect the reduction of the island.

" On the morning of the enemy's attack on the 24th instant, with a view to re-possession themselves of the advanced post from the Morne, it became necessary to detach the 14th regiment to the support of the troops employed at that post, in consequence of which 320 marines were landed to take the ground occupied by the 14th. The conduct of the marines upon this, as upon all other occasions, was most perfectly correct.

“ The general’s opinion of the conduct of the seamen and marines will be best understood by the sentiments expressed in his public orders, an extract of which is herewith transmitted.

“ I transmit a list of the small vessels found at this anchorage ;

“ And have the honour to be, sir,

“ Your most obedient humble servant,

“ *Evan Nepean, Esq.*

“ HUGH C. CHRISTIAN.”

“ *Head Quarters, St. Lucia, May 27, 1796,*

“ EXTRACT OF GENERAL ORDERS.

“ During the services which have been carried on in the island of St. Lucia, all the courage and every exertion of the army would have proved ineffectual, if Rear-admiral Sir H. C. Christian, and the royal navy, had not stepped forward with the alacrity which has been so conspicuous in forwarding the most arduous part of the public service : to their skill and unremitting labour is in a great measure owing the success which has attended his majesty’s arms. It will afford the commander-in-chief the greatest satisfaction to be able to lay before his majesty the eminent services which have, on this occasion, been performed by the royal navy, and Admiral Sir Hugh Cloberry Christian will confer a particular obligation on Lieutenant-general Sir Ralph Abercromby, and the army at large, if he will be so obliging as to communicate to the royal navy, and in particular to Captains Lane, Ryves, and Stephenson, and the other officers who acted on shore, and to the corps of marines, the great obligation which they consider themselves under to them.

“ T. BUSBY, Assistant-Adj. Gen.”

Sir Ralph Abercromby, in his despatch of the 31st of May, announcing the surrender of St. Lucia, also says :—

“ Rear-admiral Sir Hugh Christian, and the royal navy, have never ceased to shew the utmost alacrity in forwarding the public service. To their skill and unremitting labour the success which has attended his majesty’s arms is in a great measure due. By their efforts alone the artillery was advanced to the batteries, and every co-operation, which could possibly be expected or desired, has been afforded in the fullest manner.”

The shipping alluded to by Admiral Christian, in his official letter, consisted of a ship, three brigs, five schooners, and a shallop, which were taken in the Carenage. A great quantity of ordnance, ammunition, and military stores, was found in the several batteries.

After the reduction of the island of St. Lucia, Sir Hugh Christian detached the following little squadron of frigates, under the command of Captain Wolley, to co-operate with Sir Ralph

Abercromby, in quelling the insurrections, which raged with great virulence in the islands of St. Vincent and Grenada :—

| <i>Ships.</i>        | <i>Guns.</i> | <i>Commanders.</i>     |
|----------------------|--------------|------------------------|
| Arethusa.....        | 38           | Captain Thomas Wolley. |
| Hebe .....           | 38           | ——— M. H. Scott.       |
| Mermaid .....        | 32           | ——— R. W. Otway.       |
| Pelican (brig) ..... | 16           | ——— T. C. Searle.      |
| Beaver.....          | 16           | ——— S. G. Warner.      |

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

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

On the 20th of February, 1797, he was made rear-admiral of the white; and in the course of the year, he sailed to the Cape of Good Hope, as second in command on that station, in the Virginia, of 44 guns. In the following year, he succeeded Admiral Pringle, as commander-in-chief at the Cape; but he enjoyed that post only a very short time, as he died, rather suddenly we believe, in November, 1798. His services, though not generally of the most brilliant description, had been arduous and useful; and by his death, the country lost an attentive, able, and excellent officer. His remains were interred at the Cape.

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

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#### HERALDIC PARTICULARS.

Hugh Christian, the admiral's grandfather, was born in 1679, and died about the year 1740, having married Letitia Awsiter, the



only child of Anthony Bruce, of Hock Norton, in the county of Oxford, Esq. by Mary his wife, daughter of Thomas Awsiter, of Southall, in the county of Middlesex, Esq. and by her (who after his decease married Thomas Mascall, but had no issue by him) had issue Hugh and Anne, who both died young, and Thomas, the father of the admiral. This Thomas was born at Liverpool, about the year 1716, and died in 1751, having married Anne, the daughter of Owen Hughes, of Bangor, Esq. by whom (who after his death married, secondly, Mr. Penny, of Oxfordshire, and died without issue by him, in February, 1785) he had issue an only child, viz. the late Sir Hugh Cloberry Christian, K.B. the subject of the preceding memoir, who married Anne, the only daughter of Barnabas Leigh, of Thorley, in the Isle of Wight, Esq. on the 6th of March, 1775. She died at West Hill, in that island, on the 22d of January, 1799, and was buried at Northwood, in the same island, leaving issue as follows:—1st, Anne, born on the 21st of November, 1775, married in 1799 to Major-general Frederick Baron Hompesch, and died in December, 1807, leaving issue; 2d, Mary, born on the 21st of August, 1781, married, in 1803, Count William Byland, a colonel in the army, and was living in 1807, with issue; 3d, Hood Hanway Christian, eldest son, born on the 23d of July, 1784, now a captain in the royal navy, in which he obtained post rank on the 30th of January, 1806; 4th, Hugh George, second son, born on the 23d of November, 1787, now in the East India Company's civil service, on the Bengal establishment; 5th, Johanna, born in 1794, and living in 1807.

ARMS.—Azure a cheveron, humetty between three covered cups or, on a canton argent, an anchor erect, with part of the cable round the stock proper.

CREST.—Out of a naval coronet, or, an unicorn's head, argent, collared gules.

The above arms and crest, granted by patent under the hands of Garter and Clarenceux Kings of Arms, dated 5th March, 1796.

SUPPORTERS.—On each side an unicorn, argent, collared gules, pendent, therefrom a shield, azure, charged with a covered cup, or.

Granted by patent under the hand and seal of Garter principal King of Arms, 7th March, 1796.

MOTTO.—*Voluisse, sat, est.*

NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c;

NANTES IN GURGITE VASTO.

CAPTAIN THOMAS PRINGLE.\*

IT has been frequently remarked, that the dispositions of our fellow-subjects born in the tropical countries, are in a great degree similar to the genial warmth of those climates. This remark is very strongly exemplified in the character of Captain Pringle, who is a native of the Antilles, and possesses all the fire and benevolence of heart so peculiar to the West Indies.

The events of this worthy officer's life have been always marked with most consummate zeal, bravery, and propriety. To a sound judgment, he joins a well informed mind, and a disposition alive to every friendly virtue. Having received the principal parts of his nautical instructions from his distinguished patron, Admiral Barrington, it cannot be supposed that he is in any respect unfinished as a naval character.

Captain Pringle, during a part of the late war; commanded the armed vessels employed against the rebels on the vast lake of Champlain, Ontario, &c. in North America; upon which service his exertions were uncommonly great; nor were his zeal and bravery less conspicuous, when captain of the *Ariadne* frigate, on the Leeward Island station.

This gallant officer returned to England after his various services on the other side the Atlantic, and was appointed to the command of his majesty's ship *Dædalus*, and was again ordered to the coasts of America, being stationed for some time to cruise off Quebec, Newfoundland, and the adjacent seas.

Captain Pringle's conduct throughout the whole of the war illustrated his character in the highest degree, and will prove a lasting testimony of his exalted worth.

CAPTAIN ROBERT FANSHAW, M.P.

Is one of the ablest officers the British fleet can boast; cool, collected, brave, and active; ever ready for service when called upon, and rigidly attentive to the most trivial, as well as the more important duties of his station. It may with truth be observed of him, that his ship is like his mansion—the ship's company his

\* This and the following articles are from *The NAVAL ATALANTIS*, published in 1789.

family : the former in a constant state of regularity and neatness, the latter governed by a rigid, but a just hand. A scrupulous observer of the relative duties he owes his country, as a citizen and a soldier, Captain Fanshaw exacts a like conduct on the part of all with whom he may have any concern, whether civil or military.

The conduct of this gallant officer throughout the whole of the late war is spoken of in terms of infinite praise. On the coast of America he was ever most active and diligent. In the West Indies, his conduct as commander of his majesty's ship *Monmouth*, in the engagement between the fleets of Admiral Byron and Comte d'Estaing was truly gallant, nor was it less so in the *Egmont*, which he afterwards commanded.\*

When Sir George (now Lord) Rodney was about to sail from Plymouth, with a squadron for the West Indies ; the commander of the *Namur*, of 90 guns, having desired to be superseded, Captain Fanshaw, who then lived at that port with his family, and was out of employ, being sent to at the dead of night to fill up the vacancy, he immediately arose, and having arranged his family affairs, embarked on board the *Namur* without delay, and proved one of Admiral Rodney's most distinguished supporters on the glorious 12th of April.

At the late election for Plymouth, the freemen of that borough (of which Captain Fanshaw is one), unanimously made choice of this brave veteran to serve as one of their representatives in Parliament.

#### CAPTAIN SAMUEL MARSHALL

Is the officer who struck the first blow last war as commander of the *Arethusa* frigate, which engaged the Most Christian King's ship *la Belle Poule*, and thereby brought on a commencement of general hostilities between Great Britain and France.

Captain Marshall is deservedly esteemed a very excellent officer, and an experienced seaman. He served throughout the war with great credit and reputation ; first in the *Arethusa*, which was stationed as a Channel cruiser, and afterwards in another frigate on the West India station.

On his return from the West Indies, he retired from service, it is said on account of his health being impaired, and was not employed again till some time after the establishment of peace had taken place. He was then appointed to the command of his majesty's ship *le Pegase*, a guard-ship at Portsmouth.

A vacancy for a commissioner of the Victualling Office having happened, and it being a rule that one of them should be an expe-

rienced captain in the navy, this officer gave up the command of the *Pegase*, and succeeded to the vacancy at the Victualling Board, where his abilities and integrity must render him every way qualified to fill the office with credit to himself and to the advantage of his country.

#### THE CONSTANT WARWICK.

MR. PEPYS says, that "the *Constant Warwick* was the first frigate built in England. She was built in 1649, by Mr. Peter Pett, for a privateer for the Earl of Warwick, and was sold by to the States. Mr. Pett took his model of a frigate from a French frigate which he had seen in the Thames, as his son, Sir Phineas Pett, acknowledged to me." His being styled the inventor of frigates, in the inscription on his monument, in St. Nicholas Church, Deptford, is therefore not strictly true. Fuller, in his *Worthies of England*, gives a similar account of the origin of frigates in our navy. Surely then, the name of the *Constant Warwick* should, on this account, be preserved in our navy. To the above anecdote it may be added, that the old *Hermione* frigate was taken from the French in 1757, by Captain Moore, of the *Unicorn*. The *Modeste* and *Temeraire* were taken by Admiral Boscawen's fleet in 1759. (See the description of them, *Gent. Mag.* vol. 29, page 439.)

#### DESCRIPTION OF SIR WILLIAM CLARGES' IMPROVED LIFE-BOAT.

SIR W. CLARGES, Bart. has constructed a life-boat on an improved principle, the leading features of which are, that she will not upset, sink, or be water-logged; that she affords cabin room, and is like a man-of-war's launch, well built for rowing, the oars not on a curve, but nearly in a right line, and low to the water, of which she draws little. The description of this boat is as follows:—her length is thirty feet, her breadth ten, her depth three feet, six inches. The space between her timbers is fitted up with pine wood: this is done with a view to prevent the water lodging there; the pine wood is well caulked and paid; she is buoyed up by eight metal cases, four on each side: these are water tight, and independent of each other. They will serve to buoy up six tons, but all the buoyant parts of the boat, taken collectively, will buoy up ten tons. The cases are securely decked over, and boarded at the sides with pine; there is a scuttle to each case, to put goods in; the edges are lined with baize; and over each scuttle in the case, is one of wood of a larger size, the margin of which is lined

in the same manner to exclude the water : between the cases are Norwegian balks, bolted to the bottom, fastened to each other by iron clamps, and decked over. The depth of her keel is nine inches below the garboard streak, the dead rising is four inches ; her heel is narrow at the under part, and wide above, for the purpose of giving the timber a good bed, which will support the boats, in case a necessity should arise to encounter sand-banks. In sailing over a bar, or in places where the water is shallow, the rudder will, with ease, draw up even with the keel, and when in deep-water, it will let down easily, and with equal facility, a foot below it ; in consequence of which advantage the boat is found to steer remarkably well. The fore-castle of the boat forms a cabin ten feet wide, six feet long, and four feet deep, into which women, children, and disabled persons may be put ; it is amply supplied with air, by means of two copper ventilators : it is furnished besides with two grapnels, very proper to be thrown out on board a wreck, to ride by ; the grapnel ropes will assist the sufferers to remove and escape from the wreck to the boat. She is likewise equipped with masts and sails, and is as manageable with them as any boat of her dimensions can possibly be : in a tempest, however, she must be dismasted, and rowed by fourteen men, with oars sixteen feet long, double banked ; the men are all fastened to the thwarts by ropes, and cannot be washed from their seats. In his observations on this boat, Sir William says, “ Having stated the leading features of my boat, I need not dwell on a few secondary points, which, however, it would be improper not to mention : these are her being provided with small ropes, or lines, fastened to hooks on the gunwale, and each having a piece of cork painted red at the extremity ; intended not only for persons who fall over-board, or swim from a wreck, to see and catch hold of, but to tow those for whom there may not be room in the boat ; and her having a very powerful rudder. The copper cases, though affording additional security to those who choose to be at the expense, are no more a necessary point of my plan, than coppering her bottom. The wood-work alone, if well executed and properly attended to, may be kept quite air-tight. If the assistance of cork were to be called in, it appears to me that it might be better applied than in other boats, by filling the cases with cork jackets, to take to a crowded wreck ; in going off to which the cases would not be wanted for any other purpose, and the jackets would not be an incumbrance. Every one must be aware of the importance

of the side cabins or cases, for stowing valuable goods, from a richly laden vessel. A boat of this kind, but somewhat smaller dimensions, would be exceedingly useful to ships on voyages of discovery; and indeed to any large vessels, as it would not only answer for wooding and watering, but is peculiarly adapted for excursions up rivers or small inlets of the sea, or exploring clusters of islands. As a pleasure boat she answers extremely well; and with respect to her safety, I can say that I have sailed in her from Brighton, round the Cornish coast to Conway in North Wales, without any accident, though we experienced some very dreadful weather on the voyage."

#### ANECDOTE OF THE LATE ADMIRAL CALMADY.

IN the war raging at the accession of his present majesty, two gallant sea-bred sons of a Captain Everett, in the royal navy, got commands. One of them, Michael, was killed on board the Ruby, in the American war, many years after; the other, Charles, in his early years of post captain, had the Solebay, a small frigate; and, cruising near Weymouth, fell in with two very heavy French privateers; he engaged both, winged one, and immediately closing with the second, took her, and then at his leisure picked up the first. This was much admired at the time.

Charles, from a lad, had a fiery red nose, but was always ready to cry out "scaldings" with his messmates, whether the kettle of boiling water was in sight, or his own fierce phiz. He married an heiress in mid-life, and took her name of Calmady.

After acquiring the rank of admiral, he was one day at a public dinner of the Hampshire Hunt; and whilst the bottle was circulating, up came a waiter to say "a poor sailor below wished to speak with Admiral Calmady." The admiral was not allowed to leave the room, and the chairman requested of him that the man should come up. Accordingly, old Jack, very much in dishabille, made his appearance; and the chairman ordered him to find out the admiral, if they had ever sailed together: now all the gentlemen were in the same uniform of the hunt. Jack moved round to Calmady's chair: "Sailed together—he knows all that, but Charles Everett was his name then, God bless him." The admiral looked at him, without recollection of his face: "No tricks upon travellers; I remember nothing about you."—"But, admiral, you han't forgot poor Johnson, the marine: I was in the after-guard, close to him, on board the Solebay."—"Well, what of Johnson, the marine?"—"Why, admiral, don't you recollect when the Frenchmen were peppering at us, that Johnson, the marine, burst

out a laughing, and rapt out an oath, *how narrowly they had missed a certain person's d—d red nose!*”

Here the whole company enjoyed the story; and Calmady laughed with the rest. “Well, what then, old boy?”—“Why, you turned about as sharp as fire, and promised poor Johnson a d—d good dozen as soon as the action was over.”

The admiral asked no more questions, gave his old shipmate half-a-crown, and all the gentlemen did the same. Jack went down to get a skinful of good liquor, and to laugh again amongst the party-coloured lads in livery about Admiral Calmady's red nose.

#### LORD COCHRANE.

THE Spanish *Gerona Gazette*, when inserting a letter from Lord Cochrane, January 1, 1809, subjoins the following liberal testimony to his noble conduct:—

“This gallant Englishman has been entitled to the admiration and gratitude of this country, from the first moment of its political resurrection. His generosity in co-operating with our earliest efforts, the encouragement we received from the interest he took with the commanders of the Balearic islands, to induce them to succour us with troops and ammunition, can never be erased from our recollection. The extraordinary services which we owe to his indefatigable activity, particularly this city and the adjacent coast, in protecting us from the attempts of the enemy, are too well known to be repeated here. It is a sufficient eulogium upon his character to mention, that in the defence of the castle of Trinidad, when the Spanish flag, hoisted on the wall, fell into the ditch, under a most dreadful fire from the enemy, his lordship was the only person, who, regardless of the shower of balls flying about him, descended into the ditch, returned with the flag, and happily succeeded in placing it where it was.”

#### NEW DOCKS AT PURFLEET.

ON the 28th of February, a member moved for leave in the House of Commons to bring in bills to confirm an agreement between government and Samuel Whitbread, Esq. for certain lands purchased of him at Purfleet, and also to make compensation for certain other lands and hereditaments, purchased in the same place for the purpose of having docks there, which leave was given. We believe that this important establishment of a new naval depôt, originated with Mr. Whidbey, the master attendant at Sheerness, during the administration of Earl St. Vincent. We hope soon to give a further account.

## SHIPS EXPECTED TO BE LAUNCHED IN THE COURSE OF THE YEAR 1809.

| NAMES.          | Guns. | Where building.                          | When expected to be launched. | DIMENSIONS.         |                             |          |         |          |
|-----------------|-------|------------------------------------------|-------------------------------|---------------------|-----------------------------|----------|---------|----------|
|                 |       |                                          |                               | Length of gun-deck. | Length of keel for tonnage. | Breadth. | Depth.  | Tonnage. |
|                 |       |                                          |                               | Ft. In.             | Ft. In.                     | Ft. In.  | Ft. In. |          |
| Queen Charlotte | 100   | Deptford Yard.                           | October.                      | 190 0               | 156 5                       | 52 4     | 22 10   | 2270     |
| Boyne - - -     | 98    | Portsmouth Yard.                         | November.                     | 186 0               | 153 1                       | 51 3     | 22 0    | 2138     |
| Mjix - - -      | 74    | Blackwall.                               | April.                        | 176 0               | 145 1                       | 47 6     | 21 0    | 1741     |
| Annada - - -    | 74    | Turnchapel, Devon.                       | December.                     | 176 0               | 145 1                       | 47 6     | 21 0    | 1741     |
| Berwick - - -   | 74    | Blackwall.                               | December.                     | 176 0               | 145 1                       | 47 6     | 21 0    | 1741     |
| Cressey - - -   | 74    | { Frinsbury, (near Chat-<br>lam.) }      | December.                     | 176 0               | 145 1                       | 47 6     | 21 0    | 1741     |
| Eunburgh - -    | 74    | { Rotherhithe, (Mr.<br>Brent's Yard.) }  | December.                     | 176 0               | 145 1                       | 47 6     | 21 0    | 1741     |
| Hannibal - - -  | 74    | { Bucklershard, (near<br>Southampton.) } | December.                     | 175 0               | 144 1½                      | 47 6     | 20 6    | 1730     |
| Poitiers - - -  | 74    | River Medway.                            | December.                     | 176 0               | 145 1                       | 47 6     | 21 0    | 1741     |
| Royal Oak - -   | 74    | { Deptford, (Mr. Ded-<br>man's.) }       | Laun. 4 March.                | 175 2               | 144 1                       | 47 11    | 20 6    | 1756     |
| Rodney - - -    | 74    | { Deptford, (Barnard<br>and Co.) }       | November.                     | 176 0               | 145 1                       | 47 6     | 21 0    | 1741     |
| St. Domingo -   | 74    | Woolwich Yard.                           | Laun. 3d March                | 180 0               | 147 8                       | 48 1     | 20 10   | 1819     |
| Vengeur - - -   | 74    | Harwich.                                 | December                      | 176 0               | 145 1                       | 47 6     | 21 0    | 1741     |
| Curacoa - - -   | 36    | { Northam, (near South-<br>ampton.) }    | September                     | 145 0               | 121 9½                      | 38 2     | 13 3    | 944      |
| Hotspur - - -   | 36    | { Warsash, (near South-<br>ampton.) }    | December.                     | 145 0               | 121 9½                      | 38 2     | 13 3    | 944      |
| Orpheus - - -   | 36    | Deptford Yard.                           | May.                          | 145 0               | 121 9½                      | 38 2     | 13 3    | 944      |
| Pyramus - - -   | 36    | Portsmouth Yard.                         | October.                      | 145 0               | 115 11½                     | 38 2     | 11 11   | 899      |
| Saldanha - - -  | 36    | South Shields.                           | June.                         | 145 0               | 121 9½                      | 38 2     | 13 3    | 944      |
| Theban - - -    | 36    | { Warsash, (near South-<br>ampton.) }    | July.                         | 145 0               | 121 9½                      | 38 2     | 13 3    | 944      |
| Nereus - - -    | 32    | South Shields.                           | March.                        | 144 1               | 121 8                       | 37 8     | 12 5    | 918      |
| Perseus - - -   | 22    | Ringmore, Devon.                         | July.                         | 118 0               | 98 7                        | 31 6     | 10 3    | 520      |
| (SLOOPS.)       |       |                                          |                               |                     |                             |          |         |          |
| Partridge - -   | 22    | Dartmouth.                               | April.                        | 108 4               | 90 10                       | 29 7     | 9 0     | 423      |
| Jalouse - - -   | 22    | Plymouth Yard.                           | May.                          | 108 4               | 90 10                       | 29 7     | 9 0     | 423      |
| (BRIGS.)        |       |                                          |                               |                     |                             |          |         |          |
| Beaver - - -    | 22    | Ipswich.                                 | Laun. 16th Feb.               | 89 7                | 73 1                        | 27 7     | 11 1    | 236      |
| Crane - - -     | 22    | { Frinsbury, (near Chat-<br>ham.) }      | August.                       | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Arachne - - -   | 22    | Sandwich.                                | March.                        | 100 2½              | 77 9                        | 30 7     | 13 9    | 386      |
| Charybdis - -   | 22    | { Hythe, (near South-<br>ampton.) }      | July.                         | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Castilian - -   | 22    | Sandwich.                                | May.                          | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Echo - - -      | 22    | Frinsbury.                               | September.                    | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Hecate - - -    | 22    | River Medway.                            | August.                       | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Fersian - - -   | 22    | Cowes, Isle of Wight.                    | May.                          | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Rifeman - - -   | 22    | Medway.                                  | August.                       | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Sophie - - -    | 22    | Frinsbury.                               | September.                    | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Scylla - - -    | 22    | Topsham.                                 | June.                         | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Thracian - - -  | 22    | Frinsbury.                               | July.                         | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |
| Zephyr - - -    | 22    | Portsmouth Yard.                         | June.                         | 92 0                | 78 3½                       | 25 6     | 12 8    | 231      |
| Trinculo - - -  | 22    | Bursledon.                               | June.                         | 100 0               | 77 3½                       | 30 6     | 12 9    | 382      |



THE FOLLOWING IS THE ANSWER THAT WAS RETURNED BY THE BOARD TO THE REJECTED PETITION OF THE CAPTAINS IN THE ROYAL NAVY.

SIR,

*Admiralty Office, January 6, 1809.*

I AM commanded by my Lords Commissioners of the Admiralty to signify their direction to you, to acquaint the captains and commanders who signed the memorials which you transmitted to me on the 22d of last month, that their lordships, upon a full examination of the contents of the said memorials, consider the prayer therein contained to be wholly inadmissible. The pay of the captains and commanders of his majesty's fleet, in common with the pay of all ranks of officers in his majesty's navy, and of the petty officers and seamen, was increased, by the king's order in council of the 23d of April, 1806, in such proportions as were considered to be just, after the most mature deliberation; and nothing has occurred within the very short period that has since elapsed, to induce their lordships to think it expedient to recommend a farther increase of pay to the captains and commanders of his majesty's ships. I have their lordships' further commands to acquaint you, that they regret that an application of this nature should have been preferred so recently, after his majesty had extended his gracious bounty to all ranks in the navy, and that you should have been the channel through which a memorial, so ill-timed and inadmissible, has been transmitted.

I am, &c.

W. W. POLE.

THE FOLLOWING IS THE REPLY OF THE CAPTAINS TO THE SECRETARY.

SIR,

*January 10, 1809.*

THE undersigned captains and commanders of his majesty's navy, who signed a memorial for the increase of their pay and emoluments, on the 22d ult. having laid before them the sentiments of the Lords Commissioners of the Admiralty thereon, conveyed through you, beg leave, with proper respect to their lordships, both personally and from their office, to express their grief and surprize, that their memorial, couched as it was in respectful language, as well as the matter of it undeniable, should be considered wholly inadmissible; and farther, that it should be stated to have been preferred so recently after the extension of his majesty's gracious bounty to all ranks of his navy, insinuating thereby that it was indecorous. They think it right respectfully

to observe, that the "inadmissibility" of the memorial is, and can only be, in the breast of their lordships; and that the gracious bounty of his majesty was in fact putting into one hand what was taken out of the other by the Income Tax, and that a charge of five per cent. was made on their prize-money paid into Greenwich, and ultimately a third of it taken away altogether, without their rank being consulted, except in a very slight degree, since such bounty was extended to them.

The extraordinary rise in every article, from that of the first necessity to those that may be dispensed with, it is scarcely necessary to advert to; their lordships and yourself feeling such pressure on their incomes, in common with the rest of his majesty's subjects.

The undersigned, however, wish to impress upon their lordships, and request with your usual ability you will do it, that they have been operated upon by no other motive than a wish to make known, in a proper and respectful manner, the extent of their pecuniary situation. We are, &c.

In Volume XV of our CHRONICLE, page 195, is a letter from 'A Poor Post Captain,' relating to the pay of officers of that rank.

#### BRAZILS.

THE following letter affords us the hope that the sovereign of the Brazils, should he be driven to assume this as his only efficient title, will, in that character, shew himself a vigorous and formidable adversary to his persecutor in Europe:—

*"Extract of a letter, dated Statzrock, December 31, 1803:*

"By the Dolphin schooner, from Surinam, we have the important and pleasing intelligence of a Portuguese expedition from the Brazils against Cayenne having actually arrived in that latitude. A Portuguese gun-boat which had dropped to leeward has put into Surinam, and communicated the information. It was first supposed that this expedition might be partly British, under Sir Sidney Smith; but it is stated to be wholly Portuguese, and to consist of seven thousand men. The above boat has seventy Indians on board, and three or four cannon, one of which is a 24-pounder. Several attempts were made to beat her up, that she might join in the glory of her companions, but in vain. The plan is said to be, to land a chosen body of Indians (good marksmen) to windward of Cayenne, to penetrate through the bushes, while

the grand attack is made by the gun-boats, &c. on the batteries. Victor Hughes is said to have a garrison of five hundred men; but his ordnance is in a bad state, many of the cannon being dismounted. The Portuguese were very confident of success, and we hope to have the pleasure of stating it in our next."

## SAN DOMINGO.\*

A 74, of great beauty, was launched at Deptford, on the 3d of March; she was first laid down in 1806. The wood is said to have been obtained from Germany. We are unable to discover why such a name was given her, which sounds more like that of a West Indiaman. Sir Home Popham is appointed to command her. Nothing is so little attended to, as giving appropriate names, and such as have long been distinguished in naval history, to our ships. The name of an individual should never be adopted, unless when his heroism and naval service had been unprecedented.

## CORRESPONDENCE.

## PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

## LETTER XII.

SIR,

I fear that the patience both of yourself and your readers will begin to fail at my lengthened correspondence, and that you wish me above all other qualifications, the power of compressing my thoughts and opinions within more limited bounds. I rely, however, on the importance of the matters I have been discussing, as the only excuse for my intrusion, being fully aware how inadequate my manner of performing the task I have volunteered, is to the consequence of its being well performed. In my last letter I considered the difference of opinion which exists respecting *popularity*, and I intend at present to offer a few observations with regard to *followers*, a subject which has also found many warm advocates as well as opponents, and which I must allow from experience admits almost beyond all others, "much to be said on both sides." Yet that there should be any drawback upon a system so attractive as that of being surrounded by old and faithful adherents, is much to

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\* For her dimensions, &c. see page 106.

be lamented, and it appears so unreasonable that any such should exist, that I cannot help thinking some better management might be adopted, by means of which the evils of the system might be obviated, and its benefits enlarged.

One rule should be invariable, that in cases of petty officers and seamen being permitted to remove from one ship to another with their captain, both parties should have their option; and when the captain has selected his allowed number, the question should be openly put, whether the men he has chosen are perfectly willing or desirous of the proposed change. A captain should be always indulged in his choice of a first lieutenant and master, whenever it is possible, as it is of great importance that full confidence should be placed in these officers. Young gentlemen under the care of a captain can hardly ever be refused to be removed with him.

I conclude, that there are few captains so unconnected, as not to be able, in the event of a war breaking out, to raise many men on the terms of their being allowed to sail under his command as long as the service could *possibly* admit of it, and of course of being removed with him from one ship to another. I should think that this measure would save a considerable expense in rendezvous and the impress service, and certainly be more congenial to British feelings, than the present mode, by which men are considered to enter for the service at large, and not for the ship or captain of their choice, and in consequence very many volunteers are kept back from the navy. It damps that ardour of attachment, which stimulates to a proper pride of action, and deadens the genuine fire of emulation, which is of such essential moment. In the present mode we are reduced to the disgrace of having our between-decks too often filled up by the off-scourings of jails, and the refuse of the parishes. I am aware, that after the gallant, the heroic exploits which have been performed, and are performing, by our gallant tars under the present system, it may seem a presumption, if not a folly, to attempt even a proposal of innovation; and that we should rest satisfied with whatever mode it may be which produces men, who, under the guidance of their officers, perform such noble acts of valour and bold daring. But Britons; raised in any other way, would undoubtedly be fully equal to whatever is now done, and if to an equal degree of bodily exertion and energy of courage, we could add to the moral worth of our crews, and in a great measure put an end to the prevalence of desertion, a crime so mortifying to the officer, and so expensive to the country, very essential benefit would ensue. A small number of chosen men would

answer the purpose of a larger, in which many weak and worthless are included, and the great article of health would be considerably improved. After a considerable degree of attention with which I have considered this important subject, I should be desirous, in addition to the mode of volunteers before mentioned, to try to man our fleets as much as possible according to the admirable plan of limited service proposed by Mr. Windham for the army. Increased pay, and other advantages, at the expiration of every seven years of actual service, with the cheering certainty of a competence in old age for all those "who weather the storm," would, I should conceive, very soon make that ever hateful, however now unfortunately necessary tyranny of the impress, only like a tale that is told, and the next generation would hardly credit its having been really in existence.

A plan of this immense importance, however, requires very mature deliberation, and at present I only offer the above suggestion, in the hopes that some one of your readers, of more ability than myself, would endeavour to improve it into a practicable shape. Should I be disappointed in my expectations, I shall probably venture at an attempt to reduce my present crude ideas into some proposal for a plan of such very high importance to this country.

The article *followers*, Mr. Editor, stands the last in the memorandum of the subjects I had allotted myself, when I first determined to offer any thing like a series of observations on the state and discipline of the navy, and your indulgence has encouraged me till I perceive my communications amount to a "round dozen;" and if the infliction of the punishment of reading twelve pretty long letters, proves of any benefit to yourself and your subscribers, I shall feel great and lively satisfaction. They have been written with the most sincere good intentions, and not without some hope that they might draw serious and attentive consideration to many points of service, which are too often passed over as matters of course; and as affairs of daily recurrence, are not thought worthy of daily examination. But this should not be the case, for the very important duties both of command and obedience, require no small portion of accurate consideration and constant care, that they may be performed upon a proper principle, in order that they may lead to the most useful result.

Should my expectations and hopes be well founded, that my remarks have in any degree served to elucidate the true and rational nature of discipline in the various gradations of rank in

our service; that they may benefit my readers by my recommendation of a general feeling of benevolence to all our fellow creatures, how low soever some of their stations may be; and that my expressed trust that the crews of the ships of the British navy are improving in moral worth, and above all, in Christian excellence, may be confirmed, then will the most heartfelt gratifications result to your Correspondent,

A. F. Y.

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ERRATA.—Present Vol. page 29, line 14, for *island* read *islands*; line three from bottom, for *store* read *stove*; page 30, line nine from bottom, for *vile* read *rise*; page 31, line eight from bottom, for *me* read *one*; page 34, bottom line, leave out, *of it*; page 35, line ten from the bottom, for *prop* read *frap*; line eight from bottom, for *by* read *beg*; same page, line seven from bottom, for *board* read *boards*.

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THE BREST FLEET.

MR. EDITOR,

THE Brest fleet has left its port, and although now blockaded by ours of the Channel, in the neighbourhood of Rochefort, may, before the expiration of another month, be again at liberty on the ocean. Towards which point then is it destined to steer? To Ferrol, to Cadiz, to Ceuta, to the Balearic isles, to Martinique, or to Spanish America? All these have been conjectured and named, and despatches, it is said, indicating their approach to the Antilles, have lately been intercepted.

To such despatches, whether fabricated for the purpose or not, the critical situation of several islands appear to give weight; but if we properly keep in mind the uniform conduct of Buonaparte, at momentous periods like this, if we recollect his utter contempt for distant possessions, whenever their wants have clashed with the interest of his battles for empire; if we reckon up the months that have been lost, while his fleets have continued in inactivity, and now compare the aspect of Europe, with the actual appearance of a fleet on the seas, we shall, in spite of these despatches, and of various movements by his squadron, be unavoidably led to conclude, that the object kept in view by the Brest fleet, is no way, unless for the purposes of deception, connected with any remote expedition. Among the conjectures that lean to the Continent, Ferrol, from its proximity, from the naval force it contains, and from the interest created by recent events, is precisely the conjecture, of all others, that possesses a claim to priority of

attention. At Ferrol, it is understood, there is now lying a naval force, which to every maritime power must appear a desirable acquisition. But is it, I would ask, before we proceed, is it at the same time understood, that those ships are at present in a condition for sailing? Is it even believed, that a single Spanish sailor can be brought forward for the purpose of equipping them? Or if sailors could be procured, is it not probable that several weeks must intervene, before the enemy could possibly be benefited by their actual co-operation? And in that case, considering the activity of our fleets, and that favourable weather is rapidly advancing, would they not, in all human probability, be successfully blockaded?

The troops of France we are told, are in tranquil possession of the port where the shipping are lying. Where then is the necessity of risking a fleet to secure them? Or if their co-operation be wanted, where are the seamen to navigate them; for, if even the Spaniards are to be bribed into traitors, is the "*wily Corsican*" so shallow a dupe as to trust them? Now, taking the opposite side to that which has been premised, let us suppose, with many politicians, that Buonaparte is on the eve of withdrawing his troops into Germany, how then will the entrance of his fleet into Ferrol at such a time be consistent with policy? Can Cadiz be forgotten, can he hope, on the retreat of his troops, for any better result than capture by the English, or unconditional surrender to the Spaniards. The improbability of Cadiz, Centa, the Balearic isles, or any port in the Spanish peninsula, being its *principal* destination, may be argued in nearly a similar manner; for, unless treachery has been most triumphantly at work, there does not appear any adequate object on this side of Toulon. But with whatever justice this reasoning may apply to the islands and ports in the lower Mediterranean, the jut of the arguments becomes essentially different, as we advance towards the kingdom of Naples; for it is in such countries as the kingdom of Naples, that usurpers may calculate. There, calculations may safely be relied on; for there, man is truly degenerate. It may safely be said, that, except in the mountains of Calabria, nothing remains of the masters of the world but the vices which subdued them. The whole of the territory of Naples, it is sufficiently known, has long since been bowed down to the sway of the Buonapartes, while the beautiful island of Sicily, so nearly united, and so closely connected by individual and political relations, has hitherto bidden successful defiance to the decrees and machinations of the enemy. This island, so endeared by classic and scientific recollections, has

in all ages been an object of contention among the powers of the Mediterranean, and in France, so long ago as immediately after the assault of Alexandria, it became a subject of notorious regret, that the invasions of Egypt, and Malta, should have been preferred by the directory, to those of Sicily and Greece. And indeed, if we consider the prodigious advantage of its geographical position, the extent of its surface (9,400 square miles), the number and excellence of its ports, created as it were to control at once the seas of the Adriatic and Levant; that astonishing fertility of soil, that constituted it so long the granary of Rome; the value of its additional exports, its sugar, silk, cotton, oil, salt, sulphur, amber, and precious stones, with all the rich variety of its wines; if we properly estimate these, together with the articles consumed by the natives, and take also into just consideration, the ostentatious pledge of that decree, which was said to hurl Ferdinand from his throne, the late insurrection in Calabria, the battle of Maida, with the numerous troops which the residence of the sovereign at Palermo, and the presence of a British army, make absolutely necessary for the security of Naples, we shall, I think, hardly be able to express our surprise, that some great and extraordinary efforts have not long before this been made at invasion. But if to these reflections, we add the incontrovertible fact, that vast preparations for such a purpose, at different parts of the coast, have been daily accumulating; that a *new* and martial king, or, as the French call him, the *brilliant* Murat, at this moment professes to head an army assembled for the enterprise; that the capture of Capri is held out as a specimen; and to crown all, that nothing but the fear of our naval superiority has hitherto deterred the fleet at Toulon from covering the operation; we shall, most assuredly, I say, in spite of our Ferrol and western predilection, be forcibly led to decide, that the sailing of the Brest fleet is *principally* or solely directed to the subjugation of Sicily. Now let us see in what respect, and in what degree, the prosecution of this invasion interferes with the great and immediate energies of the enemy. In every former continental war it has been his uniform policy, disregarding all remote considerations, to bring together from every part an overwhelming superiority, wherever the decisive battle was likely to be fought with the enemy. In pursuit of this object, Naples has been twice altogether, or nearly abandoned, and the sea coast of France and Holland left almost defenceless. But let it be recollected, that on the latter coast, unless some great preparation were exposed to a



*corp-de-main* from the English, there was in reality little or nothing to be apprehended, and such places as Boulogne, it may be presumed, were adequately defended; for what but insanity could carry an army for the mere purpose of devastation, and what would be the immediate effect of such depredations? What, but furious irritation against the burners of their dwellings, and an enthusiastic resort to those very measures of local defence, which even the power of Buonaparte is cautious of commanding? With respect to the former abandonment of Naples, the ground on which it was ordered, was essentially different from that which the question rests on at present. At first, that country was amused with the name of an independant republic, and republics, it was presumed, should readily arm themselves for their defence; since then, the crown has been placed on the head of a Frenchman, and on this consideration, a small proportion of troops, even in the greatest emergency, were left by the enemy for its defence. But the insurrection of the Calabrians, and the battle of Maida, have shown their insufficiency. A large army has been subsequently cantoned there, and as long as there is the slightest pretence for calling Ferdinand their King, a considerable military force will be required to overawe them. The events in Spain, among a people similarly situated, must have added considerably to the distrust; and unless the Emperor of France, who aims at the force and the character of a destiny among nations, is willing to see his predictions and decrees stripped of all their illusions, he must not, at this critical conjuncture, venture upon withdrawing the army from Italy, or not till he has successfully availed himself of the means he possesses for invasion.

It is now of importance to consider what will be the consequence of his attempt at invasion. Let us take for granted that his means are already prepared, and that he only waits the protection of a naval force to insure him a landing. Let us suppose, that the fleet at Rochefort has escaped during the approaching gales—that ours has pursued them towards Cadiz, or the West Indies; while they, choosing their course, have entered the Straits, and steered either direct for Naples, or to form a junction with the fleet that is expecting them at Toulon. If our ships are blockading Toulon, the Frenchmen, aware of the fact, will proceed without opposition to cover the invasion; if, on the contrary, they are assembled for the protection of the island, the French fleet will proceed to the junction, and afterwards have nothing to fear, from their numbers. Now supposing them landed superior in numbers to the

English they will have to encounter, if they obtain possession of Messina, and the land that is nearest to Calabria, a port of safety will be found for their ships, while an uninterrupted intercourse with Naples from the possession of both shores, will be constantly maintained; here then, even during the struggle, they will be gainers; for it is evident, that the same army that may be equal to coping with an enemy in Sicily, might be glaringly insufficient to protect an extensive range of coast from their desultory warfare; and if, as they confidently expect, they should succeed in the conflict, less troops may be found necessary to garrison it, and a great army, comparatively, set at liberty, by cutting up at the roots, in Palermo, the source of insurrection in Calabria. It is extremely natural, for persons unacquainted with the government, and the flagitious oppressions of the feudal Barons in Sicily, to suppose, that some assistance might be expected by our armies from the population which surrounds them. It is very natural to conclude, that the inhabitants of an island, thrice chosen as an asylum by fugitive royalty, must be eminently conspicuous, if not for the milder virtues, at least for their bravery, or if not for their bravery, for a virtue still dearer to kings, unquenchable loyalty; but alas! how miserably erroneous are all such conclusions! This fugitive, but happy monarch—happy, because his gratifications are independant of royalty; \* this persecuted Ferdinand, who, one would imagine, was adored by the subjects he flew to, has twice been received by them, as a man whose necessities had forced him to their dwellings, as one, who when his circumstances will no longer admit of extortion by viceroys, returns to his domains escorted by foreigners, to play the part of a viceroy, and plunder them himself. Such is the tone of feeling which prevails among this suffering population: such are the feelings which have prepared 1,300,000 souls to look on with indifference, or to hail with joy, the army of invaders; while an army of foreigners, rioting in luxuries in the midst of their privations; boasting of *their* freedom while sanctioning oppression, shame by comparison, and insult by

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\* Ferdinand, King of the Two Sicilies, is extraordinarily fond of fishing and shooting, and it is said, that on the approach of the French army to Naples, when, while all was tumult in the city, he and his court sought refuge in the ship of Lord Nelson; the gallant admiral, who felt deeply for his misfortunes, had prepared to escort him with an air indicative of his feelings; but what must have been the astonishment of our immortal hero, when the fugitive monarch, hurrying into the cabin, eagerly demanded, *if any of the fish he was so fond of had been provided for his supper!*

comment, their silent apathy, and speaking miseries. Let the men who expect energy from such a people, in the defence of royalty, look to the gilded swarm of locusts, which in the name of nobility, eat up every green herb reared by their industry; let them look to the chiefs of the Baronies, who tax at their own pleasure, the very necessaries of life produced by the toil of the peasant and his family; a race of tyrants, who are even tenacious of the *rights*, by which they can condemn hundreds of families to starvation, while every other district in the island is revelling in abundance. Let them go higher, to the general government; let them see the accused who never knows the accuser; let them follow that accused into the dreary dungeon, where his protestations of innocence, and his prayers for a trial, are never heard but by his Maker; or let them, relieved from these horrible doings, follow with gladdened heart the joyous steps of the emaciated wretch, whose friends have *bribed* for his trial; let them see the horrid conversion of smiling hope to dreadful agony, as they behold this climax of infamy—*Sicilian justice*, founded on *Sicilian TORTURE*; then, let them say—Will Sicily be defended? Equally erroneous is the expectation that some defence will be made by the army, and those nobility who fatten by the oppressions. The principal nobility have estates in the territory of Naples, but they are an effeminate generation; their fears and their property alike impel them to wish evil to the men whose presence perpetuates the disunion. As to the army, it is notorious, that when the King of Naples made the greatest exertions for his safety, the greater part of the commissions for officers were bought by the French minister, and given to men avowedly attached to their cause. Of the privates, I shall conclude with an anecdote, worth a thousand arguments, to prove how little the pride or honour of a soldier is cherished among them. During the time a British ship of war was lying at Messina, nothing was more common than for half disguised soldiers to come and offer themselves for sailors; so much so, that guards were placed for the purpose of preventing desertion, and it actually happened, that one, *fully accoutred*, having entered a boat, refused to go back to his post, though a corporal's guard came in much form to claim him; in the course of the exclamations and interrogatories put by the corporal, it appeared that the poor wretch had been enticed by the promise of eight dollars, which he had heard some of the seamen say would be given for volunteers. No sooner was this sum mentioned, than the countenance of the corporal and the whole guard underwent an instan-

taneous change. Eight dollars, he exclaimed, and prize money to boot! Holy virgin! comrades, what can we better do? And it is an absolute fact, that the party instantly piled their arms, and it was only by shoving the boat away from the wharf, that the officer was able to reach his ship without this extraordinary cargo.

F. F. F.

MR. EDITOR,

IT is now three years since Parliament voted that 90,000*l.* should be placed in the hands of certain commissioners, for the purpose of purchasing a mansion and estate to be annexed to the title of Earl Nelson. In common with the rest of my countrymen, I have long felt anxious to hear that the sum thus voted has been applied to the end proposed. But as nothing has transpired upon the subject, I can no longer resist the temptation which I feel to inquire, through the medium of your work, what steps have been taken by the commissioners, and whether they are, or have been, in treaty for any property in consequence of the powers which they received from Parliament in 1806? You, Mr. Editor, may perhaps possess some information upon this point. If such be the case, I must beg you to communicate it to the public. Every Englishman, I firmly believe, most heartily rejoiced at the grant made by Parliament, and many would have been still better pleased, had even a larger sum been voted; but all are surprised at the delay which has taken place, and are anxious to see the heir of their beloved hero the possessor of a mansion, presented to him by the British nation, instead of being the secluded inhabitant of a Prebendal dwelling at Canterbury.

I am, &c.

TRAFALGARIENSIS.

\*\* We have not the means of giving a perfectly satisfactory answer to our Correspondent, "TRAFALGARIENSIS." It is known, however, that numerous advertisements have, from time to time, appeared, calling upon the possessors of such estates as might be thought fit for the purpose (if disposed to part with them) to send in their terms to the commissioners; but not one is supposed to have been yet offered, corresponding with the munificent intention of Parliament. In the mean time, Earl Nelson is understood regularly to receive the interest of the money voted by Parliament, which, if our memory deceive us not, was 100,000*l.* instead of 90,000*l.*—ED.

## LETTER XI.

MR. EDITOR,

March 3, 1809.

HAVING in a former letter stated to you the opinions I had seen and heard respecting the conduct of our late naval commander-in-chief in Portugal, I should be wanting in justice if I did not acknowledge, that in the course of the late debate in Parliament, there appeared some exculpations which were not before in the possession of the public. It appears that he was not the original inventor of the abominable naval convention, but only retains the demerit of having applied it to practice, when the victory of *Vimeira*, and other circumstances, had totally changed the relative situations of the parties. This appears to me a very great and important *error in judgment*. Now it is not long since, Mr. Editor, that Sir Robert Calder beat an enemy superior in force to the fleet under his command, and captured two sail of the line. The hopes and expectations of the nation, however, raised as they had been to a high pitch from the recollection of former splendid naval victories, were disappointed; a LEGAL trial quickly ensued, and the victorious admiral was *severely reprimanded for an error in judgment*, in not having made a proper use of his victory: and although I am of opinion that a different conduct was due to an old, faithful, and meritorious officer, he has not since had an opportunity afforded him of correcting the error that he was censured for committing. Now the admiral in his defence gave some very cogent reasons, which might well have influenced him in the conduct he pursued;\* but what could have influenced Sir H. Burrard to refuse to follow up the victory gained by Sir A. Wellesley, even when urged to do so by the victorious general, whose valour and abilities he had witnessed? In a late debate in the lower house of Parliament, it was said (according to the newspapers) by one of his majesty's present ministers, that there was no specific charge against either of the generals, and that the *opinion* that had been asked of certain officers ought to satisfy the nation. These said ministers may have some reasons not to bring forward a charge, but after a diligent perusal of the proceedings of the board of inquiry, I feel, and the country sorely feels, that there lies a very heavy and serious charge against Sir Harry, in not following up the victory, and in consequence being the great, if

\* The more frequently I peruse the trial of this meritorious officer, the less am I enabled to discover how the sentence given could have been produced from the evidence which appears in the minutes. Surely Sir R. C. has had hard measure dealt to him.—*Vide* NAV. CHRON. Vol. XVII. p. 99, *et seq.*

not sole cause, of the subsequent conventions, of our ships bearing their disgraceful burdens to the ports of France, and of Junot being so soon at the head of a division of the French troops in Spain. Where does a shadow of blame attach to Sir R. Calder, without the heaviest clouds of error hanging over Sir H. Burrard? The latter had no long coast to guard, no enemy in his rear, no dread of his movements allowing the enemy to land in Ireland! He had no orders but what propelled him *onwards*; the plain road to glory and national advantage was clearly before him, and he did not pursue it. Sir R. Calder demanded a trial; Sir H. Burrard appears content with the opinion of certain officers, that he was right not to follow up a victory, contrary to the remonstrance of the general who had gained it!!! Surely here is *at least* an error *in judgment*. The convention of Cintra, even in the speech from the throne, is admitted *at least* to bear the same stamp, but we have no *trials* on these important military cases! The *opinion* of some generals, some of whose names were now for the first time known to the public, was indeed requested, and a long and very odd opinion they have given, in my comprehension. Whence this difference? Why is a *naval* officer only to be brought to legal trial, and the ten million times more important errors of the *military*, made a mere matter of opinion? Are we to argue from hence that the navy is indeed our true constitutional defence, and the navy of the *nation*, while the army belongs to the *executive* alone? Do not the premises warrant the conclusion, that such an erroneous opinion must somewhere exist?

I felt very sincere satisfaction in the thanks of the two houses of Parliament to our brave armies; they merit all the eulogium, and all the more substantial reward, which an admiring and grateful country can bestow; for did they not by their own innate valour, their genuine British spirit, gallantly enlighten us by two brilliant rays of exultation, emanating from amidst the darkest gloom of misfortune and mismanagement that ever lowered over our national concerns? They have presented us with two short but gratifying pauses of intermission to our harrassed feelings, which would otherwise have been too shame and sorrow struck to have been endured. Give then to our gallant soldiers all their merited praise (they need no more); but let not the glare of their victories so dazzle and bewilder the minds of our legislators, as to induce them to give the credit of them to ministers, whose want of judgment would have doomed *any other armies* to certain and entire destruction.

In the late memorable debate respecting the convention, where, as far as my understanding could penetrate, the argument lay all

on one side, and the majority of votes on the other, the question appears to be set at rest. But that appearance is delusive. The effect of the disgust at that measure, which filled the public mind, has not been the less for not having been vented in addresses or remonstrances; as it was sufficiently evident that addresses from every county and corporate body would instantly have been laid before the throne, had they not been suppressed by the strong power of ministerial influence, and checked by the two prevalent courtiership of the times. The difference of the manner in which the address of thanks or praise had been a short time before sanctioned and *urged*, is sufficiently remarkable. I therefore conclude, that the practice of addressing the throne is at an end, as when people are not permitted the use of the language of reasonable disapprobation, they will surely be very chary of their praise, even if a tolerable occasion should, "by some kind stroke of smiling chance," occur. But pray, Mr. Editor, although the people in general were not permitted openly to complain of the convention, or to remonstrate on the reply read by Lord Liverpool to the city of London,\* yet while the sentiment that there was cause to complain was so prevalent, by what policy did the ministry refrain from consoling us with the information, that his majesty by no means approved of that convention? The news would have had a soothing effect, and softened down a good deal of that asperity of feeling, which the prevalence of a contrary opinion had produced.

It has been curious to observe how many men, who were loud in their censure of the measures above stated, *out of doors*, have *within* the walls of St. Stephen's "kept silence even from good words while the *ministers* were in sight." When we consider the bad policy just before mentioned, and the mischief they have done to the cause of their client in the unhappy matter now in suspense, I cannot help exclaiming, from such ministers or advocates good fortune deliver your correspondent,

E. G. F.

MR. EDITOR,

Folkstone, February 15, 1809.

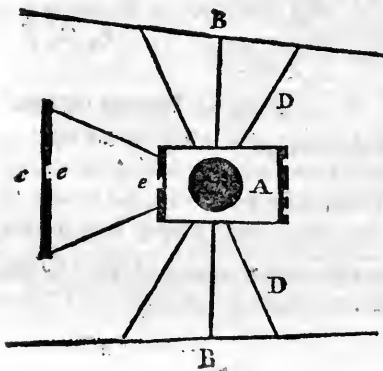
**D**URING the time that I commanded a brig in the late war, we so often, while weighing the anchor in boisterous weather, experienced a want of power from the precarious hold which the feet of the seamen had on the deck, that I cannot help thinking

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\* It has been remarked, that this reply is remarkably like one given to the Parliament of Paris in 1787.

a considerable advantage would be obtained in small vessels, by adopting the expedient which I am now about to propose. At the heads of piers, and at the capstans in many places on shore, may be seen strong battens nailed to the platforms on which they stand, against which battens the people employed at the bars place the soles of their feet, and thereby acquire a certain addition of power. Now, if these battens are of great use on rough boards, and on immoveable horizontal planes, how much more valuable must they prove on the surface of polished and ascending planks, such as from the motion of a ship, in spite of sand, the deck so often becomes? This advantage, I am told by an officer of much experience (Lieutenant Platt) has, on board some merchantmen, been realised, as far as it relates to the hoisting in of cargoes; but as in such instances the battens are *permanent*, and consequently intrude on the walk of the deck, they cannot be brought here as examples to prove the advantages of them afloat. What I would now suggest is, that battens, of a similar description, might be made to ship and unship at pleasure, like the capstan-bars; and it appears to me that this might very easily be done; for, either by cutting mortices in the rise on which the capstan stands, and in the planks at the sides, or by nailing pieces of wood to form artificial ones (so that they might be made to slip up and down), a certain number would be readily provided, and the ingenuity of the carpenter would supply the rest. I am so well convinced of the easy practicability, and great utility, of this simple expedient, that I hope some of the officers of our gun-brigs will undertake to give it a trial; and should they be able to anchor off Folkstone, I should feel particularly happy in hearing their report.

H<sup>m</sup> Ricketts R.N.



Plan of the capstan, and part of the shifting battens fitted in mortices:—

- A. Rise on which the capstan stands.
- B. Gunwale with mortices.
- C. Bitts abaft the mast.
- D. Battens on the deck.
- e. Mortices.



MR. EDITOR,

**A**S your biographical memoirs are professedly intended to rescue modest merit from oblivion, I make no apology for observing, that, in the opinion of naval men, acquainted with the circumstances attending Captain Downman's action off Oporto, the public prints have never yet done sufficient, or even bare justice to its deserts. I remember it was said at the time, that after all the shot of the *Speedy* had been fired away, Captain D. had recourse to the water-casks, the hoops of which were converted into shot for the occasion. I do not mean to vouch for the authenticity of this report; but at all events it deserves to be known as a curious resource in distress; and, whether true or false, serves to mark the distinguished perseverance with which that action was fought. It is something extraordinary, that the same little *Speedy* should, in the course of the same war, have been engaged in three most unequal and brilliant contests; for that off Oporto is indubitably one; the second was fought by Captain Jahleel Brenton, when he defeated the gun-boats from Algeiras, and elicited the admiration of all Gibraltar; the third and last—a most excellent climax—had Lord Cochrane for its hero, when he combated and overcame his gigantic antagonist, *El Gamo*. I am led to this latter recital, not more perhaps from the pleasure which we feel in recounting gallant actions, than from that sort of indefinable interest, which a sailor always takes in the services of the vessel which first bore him upon the ocean.—The *Speedy* mounted 14 four-pounders.

W. R.

MR. EDITOR,

**I**T is said that Captain Bolton, who commands the *Fisgard*, has invented some valuable substitute for a lower mast, which may be resorted to under every disadvantage of weather. As the great utility of such an invention depends on its publicity, I hope some officer will favour us with a description of it in the *NAVAL CHRONICLE*.

AN OFFICER IN THE ROYAL NAVY.

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 PLATE CCLXXIX.

**T**HE town of Valetta, or *Citta Nuova*, the capital of the island of Malta, derives its name from the Grand Master, Frederick John de Valetta, by whom it was built in the year

1566. It stands upon a hill, in the form of a neck of land, extending itself into the sea. Its wall, on which several batteries are planted, is of large square stones, dug out of the rock.

On the point, towards the sea, stands the Castle of St. Elmo, a fortress which commands the two harbours of Valetta. One of these, called *Marsa Mascietto*, lies at the entrance from the sea to the right of the town, and incloses a small island, on which stand a fort and a lazaretto.

The other harbour, on the left side, is simply called *Marsa*, or the *Great Harbour*; as it is the largest, safest, and most commodious, in the island. Its entrance, of which the annexed plate presents a view, besides the Castle of St. Elmo, is guarded by Fort Ricasole, standing on the *Punta del Orsa*, to the left. The town of Valetta lies on its right; and on its left, the towns, *il Borgo*, or *Vittoriosa*, and *Senglea*.

The town of Valetta contains a handsome palace, the residence of the Grand Master, before which is a spacious area for exercises. The principal church is dedicated to St. John the Baptist. Formerly the Jesuits had a college at Valetta; and there are still several convents, a large hospital, and a building in which Turkish slaves are kept.

A gentleman, who has lately returned to England, after a three years residence at Malta, has furnished the following remarks:—

“ It is no less curious than amusing, to view the diversities of dress and appearance among the motley crowd which business daily assembles on the Marina, or shore of the harbour of Valetta. Besides the English soldiers, sailors, and merchants (many of whom have their warehouses placed there), one sees Barbaresque traders wrapped in their long shawls, and adorned with waistcoats of most splendid embroidery, with white or green turbans, black bushy beards, yellow gipsy-like countenances, and dark sparkling eyes. They generally sit down with pipes, a yard long, in their mouths, or walk up and down very leisurely, while they negotiate matters of business. Their settled gravity is contrasted with the noise of the Maltese boatmen and porters, who are a lively set of people, having much more of the Italian than of the African character, although some of them evidently appear to be of the latter origin. These men wear the peculiar dress of the lower classes of Maltese, a *berretta*, or cap, red or black, a checked shirt, commonly tucked up to the elbows, a coarse cotton waistcoat and

trowsers, generally ornamented with a set of globular silver buttons, a girdle of various colours bound round the loins; their feet are either bare or protected by a rude kind of sandals; and to protect them from rough weather, they wear in the colder season a *grego*, or thick shaggy great coat, with a hood, which gives them a very wild and barbarous appearance. There are also about the harbour some few Maltese, of a superior class, such as the port captains, the officers of the Sancta, and others, who imitate the English; but it is easy to distinguish them, not only by their dingy countenances, but by their broad cocked hats, large silver buckles, and other articles of dress, by no means of the newest London mode. Before the present war with Turkey, the Greeks, whose ships frequented this port, added greatly to the diversity of the scene. They were a race of men exceedingly distinguishable from the others; tall, and commanding in mien, with long mustachios and bushy hair: on the crown of the head they wore a small skull-cap, with a black silk tassel; often a flower stuck behind the ear; and always a rosary depending from the neck; with loose jackets and broad trowsers, the leg being bare from the knee downwards. At a still earlier period, one might have seen here the natives of every nation trading in the Mediterranean; Russians, Swedes, Danes, Americans, Spaniards, Italians, Dalmatians, Ragusans. These indeed bore in their dress and personal appearance no very striking characteristics; but the various forms of their shipping, and colours of their pendants, gave an additional liveliness and picturesque effect to the harbour. The events of the war have unfortunately banished most of the foreign flags; but have by no means limited, in an equal degree, the trade which they used to carry on at Malta. Circuitous modes of conveyance are now found out; and though no doubt the tyrannical edicts of the oppressor of Europe have loaded commerce with numberless difficulties and impediments, yet unless he should attain an absolutely unlimited controul over every part of the Continent, and should continually direct the most severe and vigilant attention to this single object, means would undoubtedly be discovered to carry on a contraband trade, for which the situation of Malta is so peculiarly favourable."

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## BLACK SEA.

BY A MEMBER OF THE LEVANT COMPANY:

“ Names, dates, and facts.”

Cobbett's works.—*Passim*.

**D**EDICATED as the NAVAL CHRONICLE is to the propagation of maritime knowledge in all its branches, little apology can be requisite to bespeak a place on its pages for the state papers to which this article serves for preface; inasmuch as they relate to the increase of British navigation, and contain a body of information by no means immaterial, particularly at the present conjuncture.

At length an end has been put to the reluctant hostilities produced partly by hostile influence, and partly by mismanagement, between England and Turkey. Having now to begin over again in that empire, after the interruption of an amicable intercourse of two centuries, it is to be hoped we shall retrieve past errors. Political misfortune is but another name for misconduct. With the terms of the treaty of peace, concluded on the 5th of January, we are not likely to be made acquainted until after the ratification. But there is one point which we may take for granted cannot have been neglected in framing the instructions for the negotiation, and to which the attention of our merchants, ship-owners, and mariners, cannot be too early directed, namely, the freedom of the Black Sea, as established in favour of this country in 1799. Those waters have been strangely overlooked by statesmen in our days, as a sort of blank upon the map. In fact, the Genoese and the Venetian republics seem to have been the only powers of modern Europe thoroughly aware of the importance of access to the very heart of the continent, afforded by that inlet; although the policy of the Romans, on that head, is discoverable, in the war against Mithridates. The principal treaty extant between the Crown of England and the Ottoman Sultans, does indeed shew some vestiges of our having had footing there in the days of Queen Elizabeth, or James I. but when we ceased to frequent the Black Sea is not ascertained. All the information upon record seems to be made

use of in the first of the three documents annexed; which is the memorial whereby Mr. Smith, his majesty's minister plenipotentiary at the Porte, solicited a fresh recognition, tantamount to a new creation, of the right of access, in favour of the British flag, already alluded to. This was speedily obtained, as appears by the second document, which declares the assent of the late Sultan Selim thereto. By one of those eccentric movements, which characterise English diplomacy, that minister was superseded a few weeks afterwards by the Earl of Elgin, who was invested with the rank of ambassador extraordinary. But it was not until after the noble Earl had been replaced by Mr. Straton, in the character of *charge-d'affaires*, that the third and last document of the series was published in the London Gazette of 14th September, 1802. Concerning which dilatory notice of a grant, so replete with interest to the commercial world at large, and to the Levant Company in particular, that acute and spirited writer, Mr. Cobbett, makes the following comment in his Political Register for that year, Vol. II. page 348.

“ To the treaty (of peace) between France and the Porte, we now add a note from the Reis-Effendi, addressed to our minister at that court, dated 29th July last, by which we also are permitted to navigate and trade in the Black Sea, a privilege obtained by France in the treaty above mentioned. That we, who have been the saviours of Turkey, should obtain from her favours, *equal* to those obtained by a power which, in the midst of profound peace, invaded her territory, and endeavoured to subvert her government, is certainly no very great proof of the vigilance, the skill, or the consequence, of our diplomatic persons in that country: but what shall be said of Lord Elgin, when it is known that, had it not been for his neglect, what has *now* been granted to put us upon a *level* with the French, we should have been in full enjoyment of more than two years ago? It was the subject of an application from our ambassador in 1799, and the grant was communicated, in nearly the same manner that it is now, on the 30th of October of that year. All that was wanted was to settle the mode of execution, the Custom-house rates, &c. &c. This Lord E. never did; the right remained unenjoyed; and we have now had to beg it as a new favour, which, by hazard, we have obtained.”

To what extent the enjoyment of our privilege, thus renovated, was carried during the subsequent embassy of Mr. Drummond, is not precisely known: at last, however, a total interruption of this beneficial pursuit, in its still infant state, was one of the la-

mentable consequences, amongst others, of Mr. Arbuthnot's unaccountable *Hegira* from Constantinople in 1807, (on board the *Endymion* frigate).

Although it may not be habitually within the province of the NAVAL CHRONICLE, to trace political effects to their causes, yet this slight retrospect has already introduced such a catalogue of names, as it is impossible to take leave of without a word of regret that the pernicious influence of what is by common consent, called *interest* (although a more appropriate epithet might be employed), should be found to extend its discouraging effects to the filling important foreign missions with novices; while ministers, regularly brought up in the diplomatic school, are laid upon the shelf like yellow admirals. With the two exceptions of the gentlemen first named, Mr. Smith, and of Mr. Straton, both of whom completed their servitude in the subaltern ranks of the foreign line (the former as secretary, under Mr. Liston, when ambassador at Constantinople in 1793, and the latter under Sir R. M. Keith, at Vienna, in 1788,) the other representatives of his majesty at the Porte, during the interval under review, cannot be considered as qualified either by professional education, by official experience, or by local residence, to manage our concerns in the Levant. Even down to the very last appointment, to a special mission thither, destined to treat with a country convulsed by internal commotions, can it be said that personal knowledge of the Orientals was in the slightest degree attended to? It is not the aim of this allusion *ad hominem*, to detract from the possible merit of the candidate, nor to withhold approbation from the useful employment of his abilities: although something might be said upon the palpable combination of the Turkish negotiation with the change of system, in one, at least, of the imperial courts: otherwise the preservation of amity, with a power so critically situated in its interior, as well as in its exterior relations, as the Ottoman Porte, would be precarious indeed. But the general respectability of the choice, any more than the success attending the experiment, cannot militate against the fact that, with the third report of the finance committee laying on the table of the House of Commons, in the appendix to which (No. 63, dated 15th March, 1808) are registered the names of five ex-diplomatists, who had

served in that quarter, and are pensioned off to the amount of 8,950*l.* annually: with the contingent pension list thus charged, Mr. Adair was sent to set foot in Turkey for the first time in his life.

To conclude. After re-organising our old establishments on this side of the Bosphorus, we shall, in all probability, have to form new ones in the Euxine regions. We have the successful example of our natural rivals before our eyes, as to the advantages derivable from preliminary information, whether statistical, geographical, or hydrographical, in the intercourse with foreign countries. Every intelligent traveller knows how indefatigable the French are in the acquisition, and how methodical in the application, of all those branches of local knowledge to the purposes of war or peace. This department of study is too much left to chance amongst us. In proportion to our population, we possess a greater number of well informed individuals than any other country, perhaps, except parts of Germany. But our progressive knowledge of the globe is not digested into convenient and authentic form. Our marine charts, some local surveys attached to expensive publications excepted, are in general so defective as to disgrace a naval nation. One map-maker copies the antiquated blunders of another: and thus is error perpetuated by each succeeding publication; in which the map-seller is more attentive to the workman-like appearance of the article, than to the scientific merit of the performance. The revival of Levantine navigation offers a desirable opportunity for rectifying the hydrography of the Black Sea. If the readers and correspondents of the *NAVAL CHRONICLE* would take the trouble of communicating, through the same medium, such details as they may have collected, a tolerable stock of materials might soon be formed. To which shall be added the occasional contribution of

MERCATOR.

*John's Coffee-House, 9th March, 1809.*

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*Memorial to the Sublime Ottoman Porte.*

His Britannic Majesty's minister plenipotentiary has already taken occasion to apprise the Sublime Ottoman Porte of a petition having been presented to his majesty's government on the part of

an antient corporation (not unknown to the illustrious Ottoman ministry) entituled by Royal charter, "the Company of Merchants of England trading into the Levant Seas." The prayer of which petition is to obtain from the Sublime Porte the same advantages as are enjoyed within the Ottoman empire, by other more favoured nations, meaning thereby, in express terms, the privilege successively recognised in favour of the Russians and Germans, relative to the navigation of the Black Sea. In addition to the earliest communication of the fact, the English minister thought it expedient to avail himself of the friendly intercourse arising out of the mutual duties of alliance, in order to prepare the Ottoman ministers of state for the more formal agitation of the question, by previous confidential explanation of the opinion entertained by his superiors upon its merits. He is glad of this public opportunity to acknowledge the favourable reception of those preliminary overtures, which it is now become his duty to authenticate, as well as to substantiate his verbal arguments, by the present detailed exposition.

Prior to the treaty of defensive alliance concluded on the 5th of January, 1799, the political relations of the two empires rested on the basis of "THE SACRED CAPITULATIONS AND ARTICLES OF THE PEACE," as they have been digested in the times of several ambassadors: \* and as they have been revised and amplified in 1661-2 by the Earl of Winchelsea, † ambassador extraordinary from King Charles II. And also as they have been since augmented and renewed at Adrianople in 1086, A.H. 1675, A.D. by Sir John Finch, Knt. ambassador in ordinary from his said Majesty to the Emperor Sultan Mahommed Khaan.

This treaty contains several articles which apply with peculiar force to the present case, viz. 1. 4. 7. 18. 22. 27. 36. and 38. ‡ to which the undersigned begs leave respectfully to refer.

The text of articles 1. 4. and 7. sets forth in general, but in most comprehensive terms, that "the English subjects and dependants may, with their merchandise and faculties, freely pass and repass into *all parts* of the Ottoman dominions; and that their *ships*

\* Amongst whom are named Sir Thomas Roe, Knt. Sir Sackvill Crow, Bart, and Sir Thomas Bendish.

† Stiled in the text Sir Henenge Finch, Knt. Earl of Winchelsea, Viscount Maidston, Baron Fitzherbert, of Eastwell, Lord of the Royal Manor of Wye, Lieutenant of the county of Kent, and city of Canterbury.

‡ See Appendix.



may come and harbour in *any* of the ports or scales\* of the same." Article 22. recapitulating the preceding permission to "*navigate* and abide, buy and sell all legal merchandise," enumerates prohibited commodities. Article 18. sufficiently secures to the English "*all privileges granted to other nations*:" but to make the point more clear, it is corroborated by the prospective language of article 27. which declares that the "*privileges granted by divers imperial decrees, whether before or after the date of these capitulations, shall always be understood and interpreted in favour of the English nation.*" Article 36. distinctly defines the general permission of ingress and egress to enable "*the English merchants, and all under their banner, to go by the way of the Tanaïs† into Moscovia; and also to and from Persia; and to traffic, by land or by sea, through all those confines.*" Finally, as if it were decreed that not a shadow of doubt should remain respecting the extent of our navigation, article 38 contains the following remarkable maritime provision, viz. "*If English ships, bound to Constantinople, shall be forced by stress of weather into Coffa,‡ or to such like port, they are not to be compelled to break bulk arbitrarily,*" &c. &c. The local description given by this and the preceding article can need no comment.

This is our case, as far as it rests on historical testimony; which incontrovertibly proves that, in point of fact, the English have once enjoyed a right, recognised by an authentic instrument, afterwards reduced by the vicissitudes of human affairs to a dormant state; but never extinguished: mere disuse, occasioned by the varying circumstances of succeeding times, is surely very different from renunciation or forfeiture.

But supposing that the implied right to equality of favour was not so explicitly admitted as it is by article 18; supposing farther, that the fact of the waters of the Crimea had not been so specifically established as it is by article 38; nay, that England could produce no title at all in support of this claim, there are other arguments to influence the decision of the question in our favour, derived from

\* Scale. Term employed in the levant factories from *Scala* in the *lingua Franca* dialect, or from the Turkish word *Iskele*, signifying literally a ladder or stairs, and figuratively a commercial quay.

† *Tanaïs* or *Don*, a river of Russia falling into the sea of Azof, or *Palus-Mæotis*: accessible only from the Black Sea by the streight of *Tunan* or *Yeni-Kaléh*, formerly the Cimmerian Bosphorus.

‡ *Coffa*, *Kaffa*, *Keffch*, alias *Theodosia*, a port in the Black Sea, on the S.E. coast of Crimea, formerly the Tauric Chersonesus.

the liberal system of the Sublime Porte itself in its foreign relations, from the fitness of things, and connected with the interests of this empire.

In the daily transactions between the chancery of state and the different European legations, how often do pretensions come under discussion which are unsupported by conventions *ad hoc*. The invariable practice is to refer all such doubtful cases to the test of antient usage, which is almost always considered as equivalent; and lapse of time so far rendering precedent obsolete, generally stamps it with additional value in the eyes of the Porte. In proof of which may be cited the conduct of the *Reis-Effendi* towards the English embassy in 1795, when certain reforms were projected in the custom-house *tariff*, by which the duties on foreign merchandise were collected, *ad valorem*, in order to bring the chargeable valuation nearer to the current prices of the day. The two Imperial courts not acceding to the proposed change, on the ground of their commercial *tariffs* forming an integral part of the text of their respective treaties of peace, the Sublime Porte desisted from the measure with respect to them: and, although we could not make the same plea (inasmuch as our *tariff* stood upon the ground of a simple contract between the customer of Constantinople and the English factory, with the exception of very few articles enumerated in the capitulations), yet, for the sole reason above-mentioned, Rashid Effendi, then in office, voluntarily and formally exempted Mr. Liston from any farther discussion of the subject. A memorable instance of that exemplary good faith manifested by the Ottoman government in the observance of treaties, and particularly shewing its equitable construction of their meaning relative to the English.

Since the time when the Black Sea formed, as it were, a lake encircled by the Turkish territory, circumstances, unnecessary to retrace here, have transferred a part of the Euxine coasts to Russia: and collateral causes have rendered the house of Austria a participator in the same privilege of access to the Black Sea, although not possessing, like the former power, any territorial property in its shores. However natural it might be for any power which was sole possessor of the key of those inland waters to conceive its duty as guardian of the commerce and navigation of its subjects best fulfilled by a rigid exclusion of strangers; yet, the ice once broken, by the admission of a single foreign flag, the arguments for the original system of monopoly, not only cease to be tenable, but actually change their bearing in favour of another order of things, whereby the excessive benefit of the first grantee

shall be shared and subdivided with one or more competitors, leaving the particular shades of their rivalry out of the question. So far from the Turkish coasting trade being interfered with by the direct voyages of foreign vessels, it is rather to be expected that the seamanship of the Ottoman mariners would be improved by the example of a naval nation like the English, and the ship-builders be advanced in their art by the inspection of more perfect models. The government can always keep the concourse of foreign shipping within due bounds by navigation laws; while the treasury cannot but feel the beneficial effects of the transit by Constantinople. The commodities furnished by the trade with England are of admitted utility to all classes of this nation, and of prime necessity to some. By enabling the English navigator to penetrate the deep gulfs of the Black Sea, and thus rendering the remotest districts accessible to the English merchant, instead of the present languid routine of a single factory superintending two or three annual cargoes assorted according to the limited consumption of the metropolis, with the refuse of which the provincial traders are scantily furnished at second and third hand, we shall see whole fleets laden with the richest productions of the old and new world. British capital and credit would attract flourishing establishments in the solitary harbours of Anatolia; from whence the adjacent cities would receive less indirect supplies; and where the land owners would find a more ready exchange for their produce. Sinope and Trebizond would again emulate the prosperity and population of Aleppo and Smyrna. The *Abazes*, *Laces*, and other turbulent hordes, who inhabit the mountainous fastnesses, by mixing more frequently with their fellow-subjects at these marts, could not fail to learn their real interest to be inseparable from the performance of their duty.

After this solution of the problem, in one sense, there are still some other substantial reasons, to expect the Ottoman ministry will consent to an arrangement, tending to consolidate more and more, the connection it has pleased the Supreme Providence to ordain between the two empires: but the most elevated ground of hope is found in the magnanimous sentiments of his Imperial Majesty. That monarch will surely not suffer the ancient and unalterable friend, the zealous and devoted ally of his empire, to sustain a disadvantageous comparison with any other power, in point of the enjoyment of immunities within his dominions; on the contrary, the English Minister indulges himself in the flattering persuasion, that even was this question one of an entirely new con-

cession in favour of his countrymen, provided their desires were not unreasonable in themselves, nor incompatible with the essential interests of the Ottoman empire: it would encounter no difficulty on the part of the Emperor; whereas, what is solicited, is the revival of the dead letter of a venerable compact; the favourable interpretation of an ancient grant, become equivocal by change of circumstances; the restoration of a privilege, become questionable, solely for want of exercise. It is suggested, to seize the present auspicious moment, for assimilating that banner which is the victorious antagonist of the enemies of the Ottoman name, the violators of its territory, to the flags of its neighbours and friends, not less the friends of England. Can Russia, for instance, take umbrage at any arrangement that would open its southern ports to those who are the harbingers of abundance and wealth, to the northern provinces of that empire?

Nor are certain moral effects inseparable from such a cause as the arrangement in question, to be overlooked by governments, in the cultivation of political relations; for although diplomatic contracts may organize the body, yet national feeling must animate the soul of alliance. It is impossible, but that such an unequivocal proof of the interest taken by the Emperor, in the welfare of the King's subjects, must make the most lively and lasting impression on his majesty's mind; and must augment, if possible, the just confidence he already entertains in the person and government of his august ally. The people of England, distinguished as they are by active industry and speculative habits, will fully appreciate a concession at once so valuable and so seasonable. Public opinion will derive therefrom that additional intensity and permanent direction, in favour of the connection between the two countries, no less desirable to ensure its durability, than requisite mutually to realise all its immediate benefits. To appropriate the enterprising energies of a warlike people, is no unfair equivalent for mercantile encouragement: the cordial voice of an independent nation is no unworthy return for an act of grace. British gratitude will pay this tribute to Sultan Selim.

Here closes the case which the English minister, in obedience to his instructions, has the honour to submit to the consideration of the illustrious ministry. In the first place, he has endeavoured to bring the existence of the privilege within the scope of historical evidence, as a claim of unextinguished right. Secondly, he has discussed the question upon the ground of political expediency. And

lastly, solicits the imperial assent as a national boon. The reliance that he places in the justice and wisdom of the Sublime Porte; and, above all, in the generosity of the Emperor, hardly permits him to harbour a doubt adverse to the issue of a negotiation, which, if committed to feeble hands, is founded on such a solid basis.

It now becomes the duty of the undersigned to state, in the name of his court, the distinct object of this memorial: namely, the promulgation of an imperial *Ferman* (edict), enacting the re-establishment of the English navigation in the Black Sea, on the footing it appears, by the sacred capitulations, to have been in the reign of Sultan Mahommed Khaan, the most puissant Emperor of the Ottomans, and of Queen Elizabeth of glorious memory, or of her immediate royal successors. It is more particularly wished to move the Sublime Porte to decree the same, according to the tenor of its treaty with Russia, dated at Constantinople, 10th June, 1783, of the christian æra; confirmed by the treaty of peace concluded at Yassy\* on the 9th January, 1792, from article 17 to article 35 inclusive; subject, nevertheless, to such provisions as existing circumstances may render expedient. To which end the proper officers on both sides shall be instructed to take arrangements in concert, consulting the regulations for the passage of the Sound into the Baltic Sea, or such other acts *de transitu* as obtain authority in the public or maritime law of Europe.

Individually, there remains one other duty for the undersigned to fulfil; and that is, to offer his most respectful thanks to the illustrious Ottoman ministry, for the courteous attention always paid to his representations, in transacting the business of the station he has the honour to hold, and especially on the present affair; as well as for the ready access allowed him on all occasions. Also to renew the assurances of that conscientious discharge of duty towards the court where he is sent to reside, of which he trusts the labours of his ministry, in critical times, have furnished too frequent and ample testimony for those assurances not to be accepted as sincere by the Sublime Porte.

(Signed) I. S. SMITH.

*Beligrad, near Constantinople,*

*1st September, 1799.*

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\* Yassy, or Iassi, the capital of Moldavia, a frontier province of Turkey, the governor or *Vaivoda* of which is always selected from the Greek nobility.

## APPENDIX TO MEMORIAL.

*Extract from the Treaty, entitled the Capitulations or Articles of the Peace.*

## ARTICLE 1.

First, That the said nation and the *English* merchants, and any other nation or merchants which are or shall come under the *English* banner and protection, with their ships small and great, merchandisc, faculties, and all other their goods, may always pass safe in our seas, and freely and in all security may come and go into any part of the imperial limits of our dominions in such sort, that neither any of the nation, their goods and faculties, shall receive any hindrance or molestation from any person whatever.

## ARTICLE 4.

All *English* ships or vessels, small or great, shall and may at any time safely and securely come and harbour in any of the scales and ports of our dominions, and likewise may from thence depart at their pleasure, without detention or hindrance of any man.

## ARTICLE 7.

The *English* merchants, interpreters, brokers, and all other subjects of that nation, whether by sea or land, may freely and safely come and go in all the ports of our dominions; or, returning into their own country, all our beglerbegs, ministers, governors, and other officers, captains by sea of ships, and others whomsoever our slaves and subjects, we command that none of them do or shall lay hands upon their persons, or faculties, or upon any pretence shall do them any hindrance or injury.

## ARTICLE 18.

All those particular privileges and capitulations, which in former times have been granted to the *French*, *Venetians*, or any other Christian nation, whose king is in peace and friendship with the Porte, in like manner, the same were granted, and given to the said *English* nation; to the end, that in time to come, the tenor of this our imperial capitulation may be always observed by all men; and that none may, in any manner, upon any pretence, presume to contradict, or violate it.

## ARTICLE 22.

The *English* nation, and all those that come under their banner, their vessels, small or great, shall and may navigate, traffic, buy, sell, and abide in all parts of our dominions, and, excepting arms, gunpowder, and other such prohibited commodities, they may load, and carry away in their ships, whatsoever of our merchandize, at their own pleasure, without the impeachment or trouble of any man; and their ships and vessels may come safely and securely to anchor at all times and traffic at all times in any part of our dominions, and with their money buy victuals, and all other things, without any contradiction or hindrance of any man.

## ARTICLE 27.

All these privileges, and other liberties granted to the *English* nation, and those who come under their protection, by divers imperial commands, whether before or after the date of these imperial capitulations, shall be always obeyed and observed, and shall always be understood and interpreted in favour of the *English* nation, according to the tenor and true contents thereof.

## ARTICLE 36.

The *English* merchants, and all under their banner, shall and may safely, throughout our dominion, trade, buy, sell, (except only commodities prohibited) all sorts of merchandise; likewise either by land or sea, they may go and traffic, or by the way of the river *Tanaïs*, in *Moscovia*, or by *Russia*, and from thence may bring their merchandise into our empire; also to and from *Persia* they may go and trade, and through all that part newly by us conquered, and through those confines, without the impediment or molestation of any of our ministers: and they shall pay the custom or other duties of that country, and nothing more.

## ARTICLE 38.

The *English* ships which shall come to this our city of *Constantinople*, if by fortune of seas, or ill weather, they shall be forced to *Coffu*, or to such like port, as long as the *English* will not unlade or sell their own merchandise and "goods, no man shall enforce nor give them any trouble or annoyance: but in all places of danger the *Caddes*, or other of our ministers, shall always protect and defend the said *English* ships, men, and goods; that no damage may come unto them: and with their money may buy victuals and other necessaries: and desiring also with their money to hire carts or vessels, which before were not hired by any other, to transport their goods from place to place; no man shall do them any hindrance or trouble whatsoever."

## TRANSLATION

*Of the original Grant of the Freedom of the Black Sea, as delivered to I. S. SMITH, Esq. and recorded in the Public Register of the Chancery, of the British Factory at Constantinople.*

The friendship and good intelligence which subsist since the most remote times, between the Sublime Porte, of solid glory, and the court of England, being now crowned by an alliance founded on principles of the most inviolable sincerity and cordiality; and these new bands thus strengthened between the two courts having hitherto produced a series of reciprocal advantages, it is not presumptuous to suppose, that their salutary fruits will be reaped still more abundantly in time to come. Now, after mature reflection on the representations that the English minister plenipotentiary residing at the Sublime Porte, our very esteemed friend, has made relative to the privilege of navigation in the Black Sea, for the merchant vessels of

his nation; representations that he has reiterated, both in writing and verbally, in conformity to his instructions, and with a just confidence in the lively attachment of the Porte towards his court: therefore, to give a new proof of these sentiments, as well as of the hopes entertained by the Sublime Porte, of seeing henceforward a multiplicity of new fruits spring from the connection that has been renewed between the two courts, the assent granted to the before-named minister's solicitations is hereby sanctioned as a sovereign concession and gratuitous act on the part of his Imperial Majesty; and to take full and entire effect as soon as farther amicable conferences shall have taken place with the minister our friend, for the purpose of determining the burthen of the English vessels, the mode of transit by the canal of Constantinople, and such other regulations and conventions as appertain to the object; and which shall be as exactly maintained and observed with regard to the English navigation, as towards any other the most favoured nation. And in order that the minister, our friend, do inform his court of this valuable grant, the present rescript has been drawn up, and is delivered to him,

*Constantinople, 1 Jemazi-ul-Evvel, A. H. 1214.*  
*30 October, A. D. 1799.*

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#### TRANSLATION.

*Official Note delivered by the REIS EFFENDI to ALEXANDER STRATON, Esq. at a Conference in his Excellency's House on the Canal, the 29th July, 1802.*

It behoves the character of true friendship, all sincere regard to promote with cheerfulness, all such affairs and objects as may be reciprocally useful, and may have a rank among the salutary fruits of those steady bonds of alliance and perfect good harmony, which happily subsists between the Sublime Porte and the court of Great Britain; and as permission has heretofore been granted for the English merchants ships to navigate in the Black Sea, for the purposes of trade, the same having been a voluntary trait of his Imperial Majesty's own gracious heart, as more amply appears by an official note presented to our friend, the English minister, residing at the Sublime Porte, dated 1 *Jemazi-ul-Akhir*, 1214,\* this present *Takrir*† is issued; the imperial court hereby engaging, that the same treatment shall be observed towards the English merchant ships coming to that sea, as is offered to ships of powers most favoured by the Sublime Porte, on the score of that navigation.

*23 Rébi-ul-Evvel, 1217.*  
*23 July, 1802.*

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\* 30th October, 1799,

† Official note.



## MARINE SCENERY.

## THE FEROE ISLANDS.

*(Translated from the Danish.)*

**T**HE Feroe Islands are situated in the North Sea, between the latitude of 61 deg. 15 min. and 62 deg. 21 min. In regard to longitude, the town of Thorshavn lies 19 deg. 15 min. 15 sec. west from Copenhagen, and 9 deg. 47 min. 45 sec. east from Teneriffe. They are eighty-four miles distant from the coast of Norway on the eastern side, and forty-five miles from the Shetland isles towards the south-west.

These islands are in number twenty-two, seventeen of which are inhabited. They occupy, in a direction from north to south, fifteen miles; extend in breadth, from east to west, ten miles; and contain altogether nearly twenty-three and a half square miles. They consist of a group of steep rocks or hills, rising from the sea, chiefly of a conical form, and placed for the most part close to each other, some of which proceed with an even declivity to the shore; but the greater part of these declivities have two, three, or more sloping terraces, formed by projecting rocks, and covered with a thin stratum of earth, which produces grass. Close to the sea, however, the land in general consists of perpendicular rocks, from two to three hundred fathoms in height. The highest of all the hills in these islands, and that first seen by navigators, particularly from the west, is Skaelling, which lies in the southern part of Nordstromoe. Its perpendicular height is 400 Danish fathoms, or 2,240 English feet; and though it is the steepest of all these hills, it is possible to ascend to the top of it. When viewed from the bottom, it appears to terminate in a long sharp point; but when you have climbed up to its summit, you find a pretty level plain covered with moss, about three hundred ells in length, and a hundred in breadth. When the weather is clear, the whole of the Feroe islands may be seen from it.

The hills lie so close to each other, that the termination of the bottom of one is the commencement of the bottom of another, being separated merely by a brook or rivulet. There are no vallies of any extent between them: in the higher ground between their summits a few dalès, covered with wretched grass, are sometimes seen; but these are not level, being interrupted sometimes

by collections of large loose stones, which have the appearance of being thrown together by a volcanic eruption. On some heights there are found considerable tracts covered with rubbish, which seems to be effloresced matter thrown down from the rocks; and these tracts produce no grass, for the finer mould, fit for the purposes of vegetation, which might be collected in them, is swept away by the violence of the winds, or washed down by the rain and snow-water. Some moist places, less exposed to the impetuosity of the winds, afford a scanty nourishment to the *Kænigia islandica*, and the drier spots produce the *Saxifraga oppositifolia*, and the *Statice Armeria*. But such is the smoothness and steepness of many parts of these hills, that no earth can remain on them; and, in general, the stratum of earth by which the rocks of the Feroe islands are covered is so thin, that it is sometimes no more than a quarter of an ell in depth; and in the vallies, where the land is arable, it never exceeds two ells.

The form of the hills is different, according to their situation, whether more to the north or to the south. Those in Suderoe exhibit, in general, an evener surface; but those in Stromoe and Osteroe have on their side several sloping terraces and hillocks, lying close to each other. These hillocks present nearly the same appearance; so that when viewed at some distance, particularly from another hill or eminence, they resemble a camp consisting of pitched tents; and when these hillocks are covered with snow, which is often the case when there is no snow in the lower regions, this resemblance is still more striking; but the case with Norderoe is entirely different; the hills are steeper, and of a more conical form; and they have rough ridges on their summits, beset with projecting paps and asperities.

The rocks in general consist of trap, almost every where intermixed with feld-spar, some glimmer, and small grains of zeolite. The ridges of the hills sometimes exhibit clefts or fissures, which the inhabitants call *skaare*; and very often these fissures may be traced, in a strait line, through other islands, notwithstanding the interposition of the sea.

No certain traces of any crater or signs of volcanic eruption are here to be found; nor did I ever observe any pumice-stone or lava in these islands, unless basaltes can be considered as belonging to that kind of production.

Besides the large collections of stones already mentioned, which are occasionally found in the hills, there are seen sometimes in the vallies single stones, three, four, or five ells in diameter, but in

places where it is impossible they could have fallen down from the hills. Such stones are found also here and there at a considerable height in the hills, where there is no other eminence in the neighbourhood from which they might have rolled down. On the side of many of the hills, and particularly on the lower projecting declivities, there are often found great heaps of stones, among which there are some large ones; but it may be plainly perceived that these have been thrown down from the higher projections, in the fissures of which the rain-water lodges, and when it freezes in winter it splits the rock by its expansion, and on a thaw taking place these fragments tumble down, and by their fall destroy the grass plats below. But the stones thrown down in this manner are different from those before mentioned; for the latter have two sides, which stand at a right angle, or, at least, they have one or more flat surfaces; whereas the former are in general round.

In some of the hills there are strata of basaltic columns, standing in a perpendicular position; in other places they have an oblique direction. At Fredeboe, in Suderoe, is a series of these columns, the bottoms of which are concealed; but their summits are all visible. It extends to a considerable height in the side of the hill proceeding north to north-west, but sinks down towards the shore in a south or south-east direction; and at the bottom of the hill these columns stretch out several fathoms into the sea, always sinking lower, till they at length disappear beneath the water.

In several parts of these islands may be seen lofty columns, bearing large arches, which support huge masses of rock; and under these arches there are large apertures or cavities, six, eight, or more ells in length and breadth, the bottoms of which are covered by the sea. There are also in some places narrower cavities, but these extend to a greater distance within the hills, and produce a very loud echo when a person calls out before the mouth of them. Some of these cavities, which serve as places of retreat for the seals, are of such length, that one can proceed forwards in them with a boat from thirty to a hundred fathoms. Others extend quite through the hill, so as to be open at both ends; and some of them stretch across a whole island.

In some small creeks at the bottom of the steep hills, or which form indentations in them, there are frequently seen tall rugged rocks, of a pyramidal form, some of them like towers, and at such a distance from the parent rock, that a boat can row between them. These rocks, to which the inhabitants gave the name of *Dreng*, are of various heights, for some of them rise scarcely to

the fourth part or half the height of the parent rock, while others rise to the same height. But these rocks are not confined merely to the creeks; some of them are found at the projecting extremities of the islands; others stand close to the sides of the hills, at the distance of a few fathoms from the land: and some so close, that the water can scarcely find passage between them; but it is evidently seen that they have once formed a part of the coast from which they have by some means or other been torn.

At the bottom of the rocks there are sometimes seen immense columns, between some of which and the rock there is a vacant space towards the foot of them, while the tops, bent towards the rock, are united with it, as if they had been raised on purpose to support it, and prevent it from falling into the sea. Others of them are connected with the hill at the bottom, and have their tops entirely free and disengaged from it.

The Feroe islands contain a great many streams and rivulets, but none of considerable size. At most seasons of the year they are all fordable, and may be crossed with safety, except at the time of heavy rains, when they receive such an addition of water that they become impassable. Some of them produce trout, which are caught after rain, by angling for them with a rod and line. Sometimes the inhabitants kill them by striking them with a stick, or take them by groping with their hands in the holes under the banks. This kind of fishing, however, is of very little importance. There are some fresh-water lakes also between the hills, where trout are caught, but seldom in any considerable quantity. The largest lake, and that most abundant in fish, as far as I could learn, is in Vaagoe, to the north of Midwaag; it is about two miles in circumference. Leinum, and some smaller pieces of water in Nordstromoe, contain a few fish; and in the latter is found a species of trout, which are red on the belly; on that account they are called red-bellies. Some rivulets and small lakes afford likewise a few eels, but they seldom attain to a large size. These are the only kinds of fresh water fish in these islands with which I am acquainted.

As the hills are for the most part steep, the streams pour down their sides with great impetuosity, and some of them form small water-falls, which are very convenient to the inhabitants, particularly when they are in the neighbourhood of villages, as they afford them the means of erecting water-mills.

Some of these falls appear only after a heavy rain, and precipitate themselves from the bare rocks, in places where, at other times,

there is no appearance of them. If a strong wind happens at the same period to blow towards the rock, the water is dispersed, and falls down in the form of small rain; but if the wind increases to a hurricane, none of the water falls down; the whole being forced up into the atmosphere, it assumes the appearance of a thick mist or smoke, in which a rainbow of the most vivid colours is sometimes observed. The most remarkable water-fall which I ever had an opportunity of seeing in these islands is Fosaa, between Qualvig and Haldervig, in Nordstromoe. It consists properly of two falls, one above the other, each of which, judging by the eye, for I did not measure them, is from twelve to sixteen fathoms in height; and the higher one projects so far from the rock, that a person can walk between it and the rock without being wet. An inhabitant of Qualvig assured me, that he had stood and seen trouts work themselves up this impetuous fall; a circumstance which, if true, appears to be very remarkable. The water of the rivulets here is in general pure, wholesome, and well tasted, or rather has no taste at all. But there are two exceptions; that is, when the water becomes turbid after a few hours rain, or when a small stream runs through ground that is muddy, or abundant in cupreous particles; for in these cases the water becomes noxious and ill tasted. Some times these small streams run into the larger rivulets which supply the inhabitants with water; but the quantity of corrupted water they contain is too small, when mixed with that of the larger rivulet, to produce any bad effect.

These islands abound also in springs, some of which rise from deep cavities in the fields, or burst out at the bottoms of the hills, and, making their way through the fissures in the rocks, flow incessantly, even during the driest weather. They are of two kinds, cold and warm; but the greater part of them belong to the former class. They produce excellent water, which in some places is said to be endowed with the property of strengthening the stomach and checking diarrhœa.

The most remarkable of the warm springs is Vermakielde, in Osteroe, which spouts out from a bank of earth in the neighbourhood of the sea. It is said to be so warm in winter, that if a limpet (*patella testudinalis*) be put into it, the animal will be separated from its shell. In the month of November, at which time I saw it, I found it to be almost milk warm; the bottom of it is covered with that species of moss called *Fontinalis antipyretica*. In former times people were accustomed to assemble here at Mid-

summer, partly to amuse themselves with singing, dancing, and various sports, and partly to use the water as a remedy for different disorders. It is still frequented by a few, but the confidence in its healing qualities is much lessened.

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## NAVAL STATE PAPERS.

*Papers presented to the House of Commons, relative to the Russian Fleet in the Tagus, and to the Convention concluded with the Russian Admiral.—Ordered to be printed on the 9th of February, 1809.*

**N**O. 1 is the following extract of an order, from the Admiralty to Sir Charles Cotton, dated on the 9th of December, 1807 :—

“Whereas since the orders given to Rear-admiral Sir Sydney Smith, information has been received of the entrance of a Russian squadron, consisting of seven sail of the line and two frigates, into the river Tagus, and orders have been issued for seizing and sending into port all Russian ships of war and merchant ships; and whereas it has in consequence become necessary, that the officer commanding his majesty’s ships off the Tagus should be furnished with further instructions :—We do hereby require and direct you, if the Portuguese government should recur to its original intention of proceeding to the Brazils, but should represent to you that the Russian squadron interposes an obstacle to their departure, to demand possession of the principal forts upon the Tagus, as you may deem necessary for the safe passage of the squadron under your orders; and having obtained it, to proceed up the river for the purpose of attacking the Russian squadron, and conveying the Portuguese fleet out of the Tagus.

“And whereas, in consequence of the recent conduct of the court of Russia, in renouncing all intercourse with his Majesty, the capture of the Russian squadron in the Tagus has become an object of the greatest importance, and Major-general Spencer, with a corps of seven thousand men, who is destined for Sicily, is directed to proceed with you off Lisbon on his way thither, to co-operate with you for the attainment of that object, and to put himself under the command of Lieutenant-general Sir John Moore, who may be expected on that station with a similar force from Sicily, and with whom Rear-admiral Sir William Sydney Smith was by our secretary’s letter of the 7th ultimo, directed to co-operate; we herewith transmit to you a copy of the instructions which have been given to the Lieutenant-general by Lord Hawkesbury, one of his Majesty’s principal secretaries of state, and do hereby require and direct you to co-operate with the Lieutenant-general, or in his absence, with Major-general Spencer, for the purpose of effecting the capture of the Russian squadron above-mentioned.

“ In the event of its not being judged prudent or practicable to make an attack on the ships in the Tagus, or in the event of the failure of such attack, you are to continue with the fleet off that river, for the purpose of maintaining and enforcing a strict blockade thereof, so as to prevent the entrance of any supplies whatever, even of provisions.

“ Should the Portuguese government, in consequence of the strictness of the blockade, surrender to the fleet under your command the Portuguese and Russian squadrons, you are in that case (but in no other) to relax the blockade of the Tagus, so far as relates to the supply of provisions to the inhabitants, and in that case only.”

No. 2 consists of instructions to Sir Charles Cotton, for procuring the surrender of the Russian fleet.—A letter from Mr. Canning to Lord Castlereagh, dated December 28, 1807, says :—

“ It also appears from Lord Strangford’s information, that the Russian fleet in the Tagus must shortly be reduced by the continuance of the blockade, to a state of the utmost distress ; and as, in such a state, it may be not impossible that a proposal for the surrender of that fleet, upon honourable conditions, might be listened to by the Russian admiral, it might be desirable that instructions should be sent to the commander of his Majesty’s fleet, to convey to the Russian admiral a proposal for the surrender of the fleet to his Majesty, offering as a condition, that the officers and men shall not be considered as prisoners of war, but shall be conveyed to Russia by the earliest opportunity, at the expense of Great Britain.”

No. 3 is a copy of a letter from Sir C. Cotton to Mr. Pole, dated January 25, 1808, enclosing a copy of a letter from him to Vice-admiral Seniavin, and stating the difficulties under which he laboured, with regard to communication with that admiral

No. 4, a letter from Sir C. Cotton to Mr. Pole, dated Hibernia, off the Tagus, February 8, 1808, mentions the arrival of two Russian, and one French, officers, in a flag of truce. From one of the former having found means to separate them, he understood the Russians to be extremely dissatisfied with their situation, subject as they were to the immediate controul of the French, who had possession of all the old batteries on the banks of the Tagus, and were daily erecting new ones. “ The Russian ships,” says Sir Charles, “ are said to be full of provisions of every description, completed to ten months ; all the Irish provisions, &c. that were in store previous to the entry of a French army, having, in preference to its falling a prey to them, been sent to the Russian squadron.—The port of St. Ubes and coast to the southward, is, I understand, to be immediately occupied by French troops, in order to prevent a possibility of any supplies being sent to, or

communication whatever held with, the squadron under my command."

No. 5 is a letter from Sir C. Cotton to Mr. Pole, dated March 29, 1808, stating that Mr. Setarro, (formerly contractor, or agent for supplying the British army and navy with provisions, but now commissary to the French army) had come on board the *Hibernia*, to request permission for the importation of flour, for the relief of the suffering inhabitants of Lisbon. To this request Sir Charles gave a decided negative. Mr. Setarro also requested permission for about fifteen merchant vessels, which were lying in the Tagus, to proceed to the Brazils. Sir Charles replied, that all persons of respectability attached to their Prince would meet with no obstacle to their intention of proceeding, but that they must first pass under an examination.

No. 6. Sir Charles Cotton, in a letter to Mr. Pole, dated April 1, intimates a probability that the Russian squadron will come out, in consequence of their disagreeing with the French.

Nos. 7 and 8, relate to the following order from the Admiralty to Sir Charles Cotton, for the provisional relaxation of the blockade of the Tagus:—

"Whereas the Right Honourable Lord Castlereagh, one of his Majesty's principal secretaries of state, hath by his letter of this day's date signified to us the King's pleasure, that in consequence of the application made to you by Mr. Setarro, as represented in your letter of the 29th of last month, for allowing the entrance into the Tagus of vessels laden with flour for the use of the inhabitants of Portugal, we should give you instructions for your further proceedings; we do in pursuance of his Majesty's pleasure signified to us as aforesaid, hereby require and direct you immediately to open a communication by a flag of truce with the existing government at Lisbon, and to conform to the following instructions.

As it does not appear by your letter above-mentioned, by what authority Mr. Setarro was commissioned to solicit you to permit the importation of flour for the support of the native inhabitants of Portugal, nor whether he professed to speak on the part jointly of the French commander and of the Portuguese government, it is, in either case material, that the proposals which you are herein directed to make should if possible be transmitted at the same time to the Portuguese commander, (Don Gomes Frero) to the civil government of Lisbon, and to Vice-admiral Seniavin; and lastly (should Mr. Setarro have come to you on the part of General Junot) to the French commander also.

"In the communications above mentioned, you are expressly to declare, that the blockade of the ports of Portugal has not been established with any view of inflicting the calamity of famine on the natives of Portugal, but on the contrary, that you deeply lament their sufferings, as the inevitable con-



sequence of a necessary operation of war; that Lisbon, having become in the hands of the enemy a port of equipment for the invasion of his Majesty's dominions, the rigid enforcement of a strict blockade has followed as an indispensable measure of self defence, a measure which can neither be withdrawn or relaxed whilst the port of Lisbon shall retain that character; that the relief of the suffering inhabitants of Portugal rests, therefore, entirely with those who exercise the powers of government at Lisbon; that the interest and compassion with which his Majesty considers these sufferings, have induced him to authorize you to offer the most liberal terms of maritime capitulation, by which the pressure of blockade may be removed, and the people be entirely relieved from distress; but, that in the event of the rejection of the terms proposed, you are at the same time commanded to render the blockade still more rigorous.

“ You are then to proceed to state, that in consideration of the urgency of distress which has been represented, you are authorized to open at once, the full extent of liberal terms which you are prepared to grant, as the condition of raising the strict blockade of the ports of Portugal.

“ You are to accompany the foregoing declaration with the drafts of articles of convention in due form, and to the following effect:—

“ 1st. The ships of war of the Emperor of Russia, now in the Tagus, shall be delivered immediately to you, to be held as a deposit by his Majesty, and to be restored to his Imperial Majesty within six months after the conclusion of a peace between his Majesty and the King of Sweden, together with any other powers, being the allies of his Majesty at the time, and the Emperor of Russia.

“ 2dly. Vice-admiral Seniavin, with the officers, sailors, and marines under his command, to return to Russia without any condition or stipulation respecting their future services.

“ 3dly. The Portuguese ships of war and merchant vessels to be delivered over to you, with all their stores, sails, and equipment, subject only to such arrangements respecting such ships of war and merchant vessels, as shall be subsequently agreed upon and concluded on the part of his Majesty, and on that of his Royal Highness the Prince Regent of Portugal.

“ 4thly. All merchant vessels belonging to the enemy, now in the Tagus, shall be taken in deposit to be restored to the powers to which they shall respectively belong on the conclusion of peace.

“ 5thly. All neutral vessels actually in the Tagus, to be required to sail out in ballast, or with such cargoes, destined for Great Britain or the Brazils, as shall be specified in a schedule to be annexed to the convention, the cargoes of such neutral ships to be verified by examination either under your direction, or in some British port to which the vessel shall be sent for that purpose.

“ 6thly. On the part of his Majesty, you shall suffer the free entry of provisions, not being enemy's property, into the several ports of Portugal, and shall relax the strict military blockade of such ports.

“ The foregoing draft or a convention contains the full extent of the

terms which you are hereby authorized to offer on the part of his Majesty; but as it may possibly happen that the Russian Admiral may not consider himself at liberty to negotiate for the surrender of the ships under his command, although the Portuguese inhabitants may prevail with the French commander to allow of the surrender of any other enemy's ships, and of the Portuguese ships, for the purpose of procuring a supply which may avert the dreadful calamity of famine; you are hereby further required and directed (in the event of every condition of the terms proposed by you being admitted, with the exception of the surrender of the Russian fleet) in that case to conclude a convention with that exception, and to permit the introduction of provisions into the ports of Portugal.

“ But as this arrangement would render it necessary still to maintain a large force off the Rock of Lisbon to watch the Russian squadron, to the manifest detriment of other important services, you are on no account to open this arrangement as a proposal on your part, but are only hereby authorized to agree to it as a suggestion from the enemy, in the event of the failure of the more general surrender of the maritime means collected in the Tagus. Given, &c. 16th April, 1808.

“ MULGRAVE,  
“ R. BICKERTON,  
“ W. J. HOPE.”

“ *Sir Charles Cotton, Bart. Vice-admiral  
of the Red, &c. off the Tagus.*

“ By command of their Lordships,  
“ W. W. POLE.”

No. 9 acknowledges the receipt of the above order, by Sir C. Cotton.

No. 10 encloses to Mr. Pole, the copy of a proclamation which Sir C. Cotton had issued to the Portuguese, on the 28th of April, pointing out the means by which they might obtain a relief from blockade.

No. 11 is a letter from Sir C. Cotton to Mr. Pole, dated May 18, stating the events which had been occasioned by the above mentioned proclamation. The following is an extract:—

“ I request you will please to acquaint the Lords Commissioners of the Admiralty, that in consequence of the proclamation issued by me, copy of which I had the honour to transmit to you on the 28th ult. Mr. Setarro this day came on board the *Hibernia*, and declared that he was sent express by General Junot, to say, that one of my proclamations had reached him on Thursday the 12th inst. which had immediately been transmitted to Bayonne, and orders thereupon requested from the Emperor of the French, whose answer might be shortly expected; that in the mean time, if I had any thing to propose, as stated in the proclamation, respecting a maritime capitulation, it might accelerate the business by communicating the same to him (Mr. Setarro.)

“ To which I replied, that General Junot must be aware that all communications of the nature solicited, between respective commanders-in-chief, usually pass through officers of rank; and he having thought proper to prohibit the entry of flags of truce, threatening to destroy one, and when employed upon purposes of humanity regarding his own wounded countrymen, prevented my sending a flag of truce; but if his assurance in writing was conveyed to me by an officer of rank, that a flag of truce should meet due respect in the Tagus, an officer should be sent to communicate the terms for a maritime capitulation, by which the blockade of the ports of Portugal may be immediately raised, and a free entry of provisions permitted; terms the most liberal, influenced solely by the lively interest and great compassion his Britannic Majesty felt for the sufferings of an unfortunate people, whose present misery and probable increase of calamity from approaching scarcity, Mr. Setarro took infinite pains to depict.

“ With respect to Vice-admiral Seniavin, and the Russian squadron, Mr. Setarro said the following questions had been agitated:—‘ What would be the conduct of the Russian Admiral if the French met with a disaster in Spain, and were opposed in Portugal?’—To which the generally ascribed reply is, ‘ That Russia, not being at war with Spain or Portugal, the fleet could not act in any manner hostile to either of those countries.’

“ ‘ What would be the conduct of the Russian Admiral should the British fleet enter the Tagus?’—To which the reply ascribed in like manner is, ‘ Unless a very commanding and superior force rendered such a measure improper—Fight them.’ ”

No. 12 is a letter from Sir C. Cotton to Mr. Pole, dated June 12, recommending that 5 or 6,000 British troops should be landed, to occupy the forts on the Tagus (as, from intelligence received, the French had not above 4,000 men at Lisbon), to enable the fleet to enter and take possession of the maritime means in the Tagus.

No. 13. Sir C. Cotton states his having requested 5 or 6,000 men from Sir Hew Dalrymple, for the purpose above mentioned.

No. 14. A letter from Sir C. Cotton to Mr. Pole, encloses the convention entered into with Vice-admiral Seniavin relating to the Russian fleet.—*Vide* NAVAL CHRONICLE, Vol. XX. page 245.

No. 15 is the following letter from Sir C. Cotton to Mr. Pole, with additional proposals made by the Russian admiral:—

“ SIR,

“ *Hibernia, in the Tagus, 7th September, 1808.*

“ I have the honour to enclose herewith, for the information of the Lords Commissioners of the Admiralty, copy of the translation of two additional proposals, made by the Russian Vice-admiral Seniavin, since my letter to you of the 4th instant, which being of so unimportant a nature, in order to gratify the Vice-admiral, I have acceded to without hesitation.

“ I beg leave further to observe to their Lordships, in addition to my

before-mentioned letter, that upon the whole, the Russian squadron having entered the Tagus previous to the departure of the Prince Regent of Portugal; having committed no act of hostility against Portugal, or joined the French in opposing us, as they were repeatedly requested to do; and having their Lordships' instructions for my conduct towards them upon a former occasion (the supposed famine in Portugal) I feel satisfied their Lordships will approve of the favourable terms that have been granted.

"I have the honour to be, Sir,

"Your most obedient humble servant,

"C. COTTON."

"Hon. W. Wellesley Pole, &c."

"P.S. No account or charge has been taken of the stores on board the Russian ships, it being understood, that the same will be delivered up to the proper officers on their arrival at Spithead."

"The colours of his Imperial Majesty on board the flag-ship, or on board any of the others, are not to be struck until the admiral quits the ship, or until the respective captains do the same.

"At the conclusion of a peace, the ships and the frigate will be restored to his Majesty the Emperor of all the Russias in the same state in which they are actually delivered up.

"Of the nine ships the Yaroslaf and Rafael \* will remain in the Tagus, and their crews be distributed amongst the other seven ships that proceed to England.

"The above two articles will be regarded as forming part of the convention concluded and signed 3d September, 1808.

"Given and concluded on board the ship Twerdoy in the Tagus, and on board the Hibernia at the mouth of the said river, 4th September, 1808.

"DE SENIAVIN,

"C. COTTON."

"By command of the Admiral,

"J. SASS,

"Assesseur de Collège.

"By command of the Admiral,

"JAMES KENNEDY,

"Secretary."

No. 16 announces the sailing of Admiral Tyler from the Tagus, with the Russian squadron.

No. 17 is the following letter from the Secretary of the Admiralty to Sir C. Cotton:—

"SIR,

"Admiralty-Office, 17th September, 1808.

"I am commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your despatches of the 3d and 4th instant, together

\* These ships not sea-worthy.

with the articles of agreement concluded between you and the Russian Admiral Seniavin.

“ Their Lordships, comparing those articles with the articles of an armistice and basis of convention, signed at the head quarters of the British army on the 22d August, and transmitted to you for your concurrence, have commanded me to express their fullest approbation of your having rejected the stipulation of the neutrality of the Tagus for the Russian fleet: their Lordships observe with regret, in the convention which you have concluded with the Russian admiral, the adoption of a new principle of maritime surrender, by the qualified detention and eventual restoration of the ships of war of the enemy. Their Lordships, however, taking into their consideration all the circumstances of the moment at which these conditions were adopted, and that you may have acted under a misapprehension of the nature of their temporary instructions of the 16th April last, which were issued solely with an anxious desire to relieve the people of Lisbon from the pressure of famine, are not prepared to mark the transaction with their disapprobation, trusting that the measure will not be drawn into a precedent on any future occasion.

“ I am directed by their Lordships, to express their entire approbation of the zeal, vigilance, and discretion, manifested by you during your command off the coast of Portugal, as well in the judicious measures with which you have met the political events that have arisen in that kingdom, as in the maintenance of the difficult blockade of the Tagus.

“ I am, Sir, &c.

“ *Admiral Sir Charles Cotton.*”

“ W. W. POLE.”

No. 18 is the following order from the Admiralty, to Rear-admiral Tyler, respecting the additional articles agreed to by Sir C. Cotton with the Russian admiral.

“ Whereas Admiral Sir Charles Cotton, bart. hath transmitted to us, with his letter of the 7th instant, two articles which Vice-admiral Seniavin, late commanding the Russian squadron in the Tagus, had proposed to him subsequent to the convention concluded between them on the 3d instant, for the surrender of the said squadron in deposit to his Majesty, and at the same time acquainted us, that he had, for the reasons therein mentioned, agreed thereto. And whereas the Right Hon. Lord Viscount Castlereagh, one of his Majesty's principal secretaries of state, by his letter to us of this day's date, hath by the King's command acquainted us, that the two articles which have thus arisen subsequent to the conclusion, signature, and exchange of the original convention, cannot be admitted as forming a part of that instrument, inasmuch as the said articles do not bear the character of explanatory articles, but on the contrary, are in form and substance of the nature of a distinct and supplementary convention, a measure which the parties contracting were not at liberty to negotiate and conclude, after the exchange of a perfect instrument and its transmission to the Government, by which the provisions of the said convention were to be carried into

effect, and that his Majesty cannot allow the flag of an hostile power to be displayed in the ports and harbours of his dominions; we do therefore hereby require, and direct you to cause the flag of his Imperial Majesty to be removed from the mast-heads and flag-staves of the said ships as soon as they shall have come to an anchor, but not to order any other colours to be displayed on board them; and you are to acquaint their respective commanders, that they are at liberty to land, and remain on shore until the period of their return to Russia, and you are to take such measures, as in your judgment may be best calculated to secure the stores on board the said ships from injury, embezzlement, or loss of any kind whatever. Given, &c. 30th September 1808.

“ MULGRAVE,  
“ R. WARD,  
“ W. DOMETT.

“ *Charles Tyler, Esq. Rear-admiral  
of the Blue, &c. at sea.*”

“ By command of their lordships,  
“ W. W. POLE.”

No. 19 is a letter from the Secretary of the Admiralty, of the same date as above, and announcing its purport, to Sir C. Cotton.

No. 20 announces the arrival of the Russian squadron at pithead.

No. 21 is a copy of a letter from Sir C. Cotton to Mr. Pole, inclosing reports of survey on two Russian ships represented unseviceable, and stating his intention to get them repaired, to enable them to proceed to England in the next spring.

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### Naval Poetry.

The heart's remote recesses to explore,  
And touch its springs, when prose avail'd no more.

FALCONER.

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### A SHIPWRECK.

(From Poems by RICHARD WESTALL, Esq. R.A.)

#### I.

**A** WAY with sloth! for I would climb  
With cautious steps, the rock sublime.  
What, though the snow hath all the night  
Been falling fast, and cover'd light  
With a pale mantle, hill and plain,  
Baffle the ploughshare of the swain :

I know the path that leads on high,  
 Where the bold Pilot's signals fly ;  
 While vent'rous, they with daring hand  
 Launch their light vessels from the land,  
 And change the distant ship's distress  
 To safety, and to happiness.  
 'Tis in its wint'ry garb, the most  
 I love upon our rocky coast  
 To stand, and from the mountains height  
 Muse on the vast, the solemn sight.

## II.

Deep at my feet, with sullen roar,  
 The dark waves roll upon the shore ;  
 And far beyond the stretching eye  
 The broad the boundless waters lie,  
 Meeting with mighty line the bellied sky.  
 Here thou, my country—thou, my pride,  
 The God of battles on thy side,  
 Insulting Europe hath defied  
 Full oft; and fill'd with dire alarm,  
 Europe hath fled thy lifted arm ;  
 Each struggle shall but fix thy reign,  
 Sole empress of the circling main ;  
 Till fell ambition's rage shall cease,  
 And the wide world repose in peace.

## III.

When first I gain'd the mountain's brow,  
 One only vessel rode below ;  
 I saw her anchor rais'd, and heard,  
 Or seem'd to hear, the vows preferr'd  
 By those, whom iat'rest, anxious care,  
 Or love more anxious, gather'd near.  
 The sailor, long in battle tried,  
 Call'd by his country, left his bride :  
 " Farewell, my love! (he seem'd to say)  
 We'll meet again some happier day :  
 Farewell ! farewell !"—The op'ning sails,  
 Bending caught the rising gales.  
 But oft, as gentler roll'd the swell,  
 Methought I heard, farewell ! farewell !  
 Slow from the shore, with heavy heart,  
 I saw the kindred group depart.

One fairest form, with head reclin'd,  
 Lingering fond, was still behind,  
 And trembled at the passing wind :  
 She trembled then, when all was calm,  
 And love alone could feel alarm.

## IV.

Now from the north, with vengeful force,  
 The wild winds drive their destin'd course ;  
 The vex'd sea lifts its monstrous form,  
 And raging, meets the raging storm ;  
 The well-trimm'd ship, that rode but late,  
 (Proud of her strength) in gallant state,  
 That buoyant on the treach'rous seas,  
 Spread wide her sails and caught the breeze ;  
 Now, with those sails defaced and torn,  
 By adverse winds like light'ning borne ;  
 Full on yon rock (a sullen throne  
 Where desolation sits alone)  
 Unheeding feels the steersman's hand,  
 Who shudd'ring at the dreadful land,  
 Strains every nerve ; the hardy crew,  
 By danger press'd, again renew  
 Their utmost effort, and again  
 Urge her torn head to meet the main.

## V.

The effort fails, like corn unmown,  
 Swept by the rage of autumn, down,  
 Down come her masts ! with horrid shock  
 The liquid mountains 'gainst the rock  
 Crash her vast hulk ! her bulging side  
 Drinks deep the dark unpitying tide.  
 More loud the wild chaotic roar,  
 Sweeps o'er the main and rends the shore ;  
 She parts, she sinks ! the troubled air  
 Rings with the scream of deep despair !  
 Fierce, and more fierce the billows rise,  
 Spout their white foam amid the skies,  
 And hide the ruin from my eyes.

## VI.

Ah ! wherefore turn'd my search below ?  
 There once again the form I know,



The lovely form with head reclin'd,  
 Who ling'ring fond was still behind,  
 And trembled at the passing wind;  
 She trembled then, when all was calm,  
 And only love could feel alarm.  
 What doth she now? nor groans, nor sighs!  
 She faints, she falls! she dies, she dies!  
 O'er their lost child an aged pair,  
 Low bending, tear their rev'rend hair,  
 While pale, around, their kindred train  
 Pour wide an agonizing strain.  
 The mingled horrors fill my heart,  
 And my blood chills in ev'ry part.  
 Swift down the fatal steep I haste,  
 And trembling quit the wat'ry waste;  
 And press with fault'ring steps the plain,  
 And mourning, reach my home again.

## VII.

There, tho' the crackling faggots sound,  
 There, tho' the merry flask goes round,  
 There, tho' the sparkling sallies flit,  
 New from the ready tongue of wit;  
 Awhile to cheer me tries the jest  
 In vain, and vainly smiles the feast;  
 My thoughts o'er ev'ry joy prevail,  
 And vain appears each soothing tale:  
 Till anxious friendship, by degrees,  
 Pours o'er my soul a kind of ease;  
 Won by her voice, I strive to join  
 The mirth, and lose my cares in wine.  
 But when the dying embers fade,  
 And I upon my couch am laid,  
 Memory then asserts her sway;  
 And all the misery of the day  
 I feel with added force again  
 Whirl round my dream distemper'd brain;  
 Nor those alone which late I knew,  
 But other horrors cross my view;  
 E'en now, methinks, the south wind blows,  
 E'en now, perhaps, the melted snows,  
 From the hoar mountain's rugged side,  
 Spread impetuous ruin wide:

I hear pale terror's thrilling cry,  
 I feel the groan of agony !  
 On yonder bank the mourner stands  
 With fixed eyes and clasped hands,  
 The wild waves rolling at her feet,  
 Roll o'er her late'y blest retreat,  
 Roll o'er the husband of her soul,  
 O'er her lost children, dreadful roll.

## IX.

No more my fever'd spirit bears—  
 Fast flowing fall the healing tears ;  
 And as they fall, my thoughts revolve ;  
 The visions fly ! the dreams dissolve !  
 List'ning I stand—the stream remains  
 Fast bound in winter's icy chains ;  
 Bright shine the stars, and shining show  
 The plains all wrapt in crisped snow ;  
 The new moon sinks beneath yon hill,  
 Hush'd are the winds, and all is still.

## X.

And be thou hush'd, my troubled soul !  
 Lo ! the calm scene, with soft controul,  
 Steals o'er my frame, all languid grown,  
 And weighs my weary eye-lids down :  
 No more I muse on human coil,  
 On short-liv'd joys, or lasting toil ;  
 My alter'd spirit, void of fear,  
 Rises above its mortal sphere,  
 And wing'd with strength, but newly given,  
 Looks upwards and aspires to Heav'n.

MR. EDITOR,

**A**S an addition to your memoir of the late Admiral Barrington,\* it may, perhaps, gratify many of your readers to be informed, that his remains were interred in the family vault, at Shrivenham, in the county of Berks; and that a monument to his memory has since been erected in Shrivenham church, bearing the following inscription, the poetical part of which is from the pen of the well-known Miss Hannah More.

I am, &c.

H.

\* *Vide* NAVAL CHRONICLE, Vol. IV. page 169.

*Sacred to the Memory of the Honourable SAMUEL BARRINGTON, Admiral of the White, and General of Marines. Born February 15, 1730; died August 16, 1800.*

Here rests the hero, who, in glory's page,  
Wrote his fair deeds for more than half an age.  
Here rests the patriot, who, for England's good,  
Each toil encounter'd, and each clime withstood.  
Here rests the Christian; his the loftier theme  
To seize the conquest, yet renounce the fame.  
He, when his arm St. Lucia's trophies boasts,  
Ascribes the glory to the Lord of hosts;  
And, when the harder task remain'd behind,  
The passive courage, and the will resign'd;  
Patient the veteran victor yields his breath,  
Secure in Him who conquer'd sin and death.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(February—March.)

### RETROSPECTIVE AND MISCELLANEOUS.

THE great object on which the House of Commons have been so long engaged, on the motion of Mr. Wardle, has so entirely taken up the attention of the public, that little else has been thought of during these important proceedings. His Royal Highness the Duke of York has resigned, and Sir David Dundas is appointed his successor.

We still direct our attention towards Spain with considerable interest and hope. Saragossa, notwithstanding all the lies which the French publish under the title of bulletins, was defended in a most noble and gallant manner by the Spanish hero Palafox, who is thought to have been poisoned or murdered by the French tyrant. In a private letter, which he addressed to one of the Spaniards of rank in this country, and which has not been published, was the following beautiful passage:—*Saragossa has been bombarded seven days and seven nights; two thirds of the city is now in ashes. But whilst there remains a single house standing, so long shall Saragossa stand against the French.* Palafox began the siege with about 200 regular troops; and the amount of the money in the public treasury was little more than 25l. English. An excellent account of the various Spanish state papers which have been issued by the different Juntas, and of the opinions that have been given by different writers in our own country, respecting the Spanish patriots, forms the first article in the new QUARTERLY REVIEW that has been published.

A complete revolution has been very suddenly effected in Sweden. The

king has been deposed, and is in close confinement; and the reins of government have been assumed by his uncle, the Duke of Sudermania. The particulars of these events have not yet reached us; but we understand that the king was attacked in his palace, and that he wounded several of his assailants before he was secured.

The following letter contains some of the latest information respecting the court of Rio de Janeiro. There are some parts which do not entirely agree with what we had heard respecting Sir S. Smith. The *Diana* frigate conveyed Admiral De Courcy from Plymouth to the Brazils, to succeed Sir Sydney. We regret that the intelligence is so slight concerning the affairs of South America, which are every day rising in importance.—

“ *Rio de Janeiro, Dec. 18.*

“ The affairs of the Spanish colonies have produced very serious misunderstandings at the palace. The princess was desirous to go in the Spanish frigate to Monte Video, in order, it is supposed, to promote some plan of obtaining possession of the settlements on the north of the river. The prince applied to Sir Sydney Smith for his advice on the projected journey of the princess, who of course resisted strongly giving support to any thing which might alarm the Spaniards. The prince followed his advice, and the princess and Sir Sydney have been very cool. Sir Sydney ordered the squadron to prepare for sea, but the voyage was delayed from day to day, and they are now, I believe, on better terms. Sir Sydney was at court yesterday (being the queen’s birth-day) for the first time since the dispute, and was presented with a grand cross of the Order of the Tower, and the sword of a new created order. Lord Strangford had the same; and the captains of the squadron were presented with commanderies of the order; and all the first lieutenants of the fleet were made knights of the order.

“ Accounts from the River Plata are very uncertain. Two vessels have lately been allowed to land their cargoes, and deposit them, with liberty to dispose of one third thereof to pay for repairs, &c. This is the state of affairs at Monte Video; and at Buenos Ayres things are much worse, for Liniers is taking every step to render Ellis, the governor of Monte Video, unpopular. We are anxious to hear what steps the new governor will take on his arrival.”

The last accounts from Portugal, dated the 20th of February, state, that Sir Robert Wilson, with a division, consisting of Portuguese, and some Spanish cavalry, had taken considerable property, in money, provisions, and horses, collected by the French at Zamora. Portugal itself, up to the 20th, had no accounts of French movements towards that country.

Private letters from Holland report, that according to a secret article of the recent treaty between Great Britain and Turkey, the Porte is to join with Austria in the war against France, and Great Britain is to furnish the Turkish government with arms and ammunition at Malta or the Morea. This intelligence, it is said, comes from Malta.

It is stated in the foreign papers, that the treaty with Mr. Adair was signed on the part of the Turkish government by Hukki Pacha. Such may have been the fact; but, at the time of Mr. Adair’s arrival in the Darda-

helles; Hakki was in disgrace, having been banished by Bairactar to the Isle of Lemnos, to make room for Selim Schambli Ratib, who was entrusted by the Vizier with the command of the castles of the Dardanelles, and from whom Mr. Adair received much attention and facility in the business of his mission.

The Vienna Gazette contains the following article, under the head of Turkey:—

“On the 5th of January peace was concluded between England and the Sublime Porte, by the English Minister Mr. Adair, and Hakki Eifendi; in consequence of which all the ports in the Turkish empire are open to the English ships. This important intelligence was immediately transmitted to the principal commercial towns in Europe, Asia, and Africa; and a great change may be expected in the trade of the great towns of the Levant, and the price of most commodities.”

Early on the morning of the 24th of February, the enemy's squadron, which had escaped from Brest, consisting of eight sail of the line, appeared off Rochefort, in a widely extended semi-circle. Their first object, there is no doubt, was to capture the squadron of three sail of the line under Captain Beresford, which had been at anchor in Basque Roads. But Captain Beresford had fortunately learnt the preceding day, that the French admiral had struck his flag, and gone to L'Orient to bring out the squadron lying there, in order to join in the attack upon the British squadron off Rochefort. In consequence of this information, Captain Beresford got under weigh, and stood off, and very soon after he observed the entrance into the bay of the French squadron. Here the enemy was joined by three sail of the line lying in Rochefort, which, exclusively of smaller vessels, make his force consist of eleven sail of the line.

Towards the latter end of February, the *Medusa* frigate having sailed from Falmouth, in company with his Majesty's ships *Resistance* and *Arctusa*, to cruise off Brest; the *Arctusa* stood into that harbour to reconnoitre, and found that the French squadron had sailed: she immediately proceeded in quest of the Channel fleet, but could not meet with them. The French fleet consisted of ten sail of the line; the English seven, five of which are three-deckers. The *Medusa* having fallen in with the *Lyra* gun-brig, Lieutenant Beviens, immediately despatched her home with the intelligence. A messenger was immediately sent off to town, and a telegraphic communication made to the Admiralty.

The Brest fleet had on the 26th been joined by three large ships from Rochefort; when joined by the whole of the squadron there, it would consist of 14 sail of the line (two of which are three-deckers) two 50-gun ships, 10 frigates, and several small vessels.

An official report has been made concerning the escape of the Brest squadron; and the enemy triumphs in the success which attended the artifice by which “Captain Tronde has been able to run out with his division to fulfil the mission which the emperor had entrusted to him.” This is the division met by the *Surveillante*, and which it has been guessed is destined to attempt effecting a counter-revolution in South America. The frigates which were chased under the batteries in the roads of Sables,

we are told, drove away four ships; but their being themselves driven aground is wisely concealed.

Lord Gambier, in the *Caledonia*, took the command of the blockading squadron off Rochefort, on 8th of March.

Should the squadron from L'Orient have proceeded to the West Indies, they will probably fall in with Sir John Duckworth's squadron, which there is no doubt has proceeded in that direction in search of the Brest fleet.

The escape of the fleet which had been so long weather-bound at Oporto, and which crossed the Bar on the 23d ult. is a matter of consolation, considering the menaced condition of that country. The property on board is estimated at the value of 400,000*l.* and insurances have been done at Lloyd's to that amount. There are from eight to ten thousand pipes of wine in the fleet.

At Constantinople an occurrence has taken place, which may throw some light upon the situation of Austria. The Austrian Internuncio, Baron Von Sturmer, had, on occasion of the marriage of one of his kinsmen, given a dinner, and invited to it the secretary of the English legation. The French chargé d'affaires, M. Latour-Mauburg, who was also invited, wrote to M. Von Sturmer that he could not be present at any entertainment while an enemy of France was of the party. M. Von Sturmer not answering this letter, M. Latour-Mauburg communicated the circumstance to the diplomatic agents, and invited them to break off all intercourse with M. Von Sturmer; which all the agents who were at Constantinople have carried into effect.

The Dutch papers, as well as the private letters from Holland, state the capture of his Majesty's frigate *Proserpine*, in the Mediterranean, by two French frigates, *la Penelope* and *la Pauline*: she was carried into Toulon. From the French official accounts, it appears that the *Proserpine* had been very audacious, frequently standing so close to the shore as to look into the port of Toulon. This provoked the French admiral, who sent out against her the two abovementioned frigates. Once she escaped by flight, but on a second occasion her pursuers came up with her about half past four o'clock in the morning. An engagement ensued, which was fought close alongside for three quarters of an hour; at length the *Proserpine* struck to her two opponents. The enemy states the *Proserpine* to have had 11 men killed, and 15 wounded, and that both the French frigates came out of the action without the loss of a man killed or wounded.

Private accounts from Holland state, that the crews of two Danish ships of the line lying at Flushing had refused to obey the orders of the French government. They were ordered to sail for Brest, but the captains declined compliance till they received instructions from their government; upon which they were arrested. The crews having likewise declared their resolution to refuse obedience, a representation of the affair was at length sent to the Danish government.

The Hon. John Hope has resigned his appointment as one of the Lords of the Admiralty, and has set off for Scotland. Captain Moorsom has succeeded him.

The Emperor Alexander has recently issued an Ukase, ordering that all

commerce with Finland shall be carried on agreeably to the laws already in existence as to the other dominions of his empire.

The Topaze French frigate, of 40 guns and 360 men, from Brest, was captured on the 22d of January at anchor at Point Noire, Guadaloupe, by the Cleopatra frigate and Hazard sloop of war, after an action of 45 minutes. The Topaze had 10 men killed and 19 wounded; the Cleopatra two killed and one wounded.

The French brigs Napoleon and Josephine, from Bayonne to Martinique, with wines, flour, &c. were captured in January off Martinique by the Wolverine and Dominica sloops of war, and carried into Barbadoes.

Sir James Saumarez is to have the chief command of a large fleet, which is to be sent to the Baltic, and Sir Samuel Hood is to accompany him. They will hoist their flags on board the Victory and Centaur. The following line of battle ships are to compose part of the fleet:—

|          |       |    |       |         |           |
|----------|-------|----|-------|---------|-----------|
| Vanguard | ..... | 74 | guns, | Captain | Glynn.    |
| Minotaur | ..... | 74 | —     | —       | Thompson. |
| Standard | ..... | 64 | —     | —       | Harvey.   |
| Ardent   | ..... | 64 | —     | —       | Vashon.   |
| Dictator | ..... | 64 | —     | —       | Pierson.  |
| Ruby     | ..... | 64 | —     | —       | Hall.     |
| Africa   | ..... | 64 | —     | —       | Barrett.  |

Besides several frigates and bomb-vessels.

The reports of an early adjustment of the differences which subsist between Russia and England, had induced a considerable reduction in the price of colonial produce in the former country. Sugar, in particular, had fallen near 30 per cent. namely, from 78 to 56, and 53 rubles per pud of 40lb.

The following is an account of the last convoy which sailed from Carlscrona the 22d of December, bound to England, consisting of five English ships of war, three Swedish ships of war, and twelve merchant vessels, principally large Prussians. British vessels of war, viz.

“Salcette frigate, drifted from the Malmo channel, among the ice in the Baltic, without anchors or cables; Magnet gun-brig, totally wrecked the 11th of January, near Malmo, crew saved; Argent gun-brig, sent round by the Baltic with despatches, the 28th of December; Fama, brig-cutter, totally lost in Bornholm, on the 23d of December, with her commander and three of her crew; Sacorner, sloop-cutter, totally lost near Ystadt, crew saved; Camilla, frigate, drifted into the Baltic, from the Malmo Channel, without anchors, &c. Wentalita brig-cutter, drifted through the Sound the 6th of January, and got into the Swedish port Toreko; Fraughton, brig-cutter, drifted through the Sound the 6th of January, and got into the Swedish port Warberg.

“The names of the merchant vessels chiefly loaded from different Russian ports, with hemp, &c.—Recommencement, Captain Kruger burnt while on shore in the Malmo Channel by the Danes, on the 17th January; Britannia, Anderson, taken by the Danes the 9th; Joshina Fortuna Ushendorf, drifted into the Baltic with Danes on board; Satisfaction, Becker,

drifted through the Sound the 6th of January, and not since heard of; Four Friends, Grenson, an English vessel, taken by the Danes the 6th of January; Three Davids, Bulk, stranded near Skani, cargo saved; Minorca, Wegner, taken by the Danes the 10th of January; Nadicashda, Dottas, drifted into the Baltic without anchors, and returned with Danes on board, and sunk near Malmo, crew saved; Yeschkenshal, Sandberg, burnt by the Danes while on shore near Malmo, the 13th of January; Eneykeil, Elizabeth, and another galliot, taken by the Danes near Hornbeck."

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### ADJUDICATION OF PRIZE CAUSES, IN THE ADMIRALTY COURT.

DOCTORS' COMMONS, MARCH 1.

RANGER, Henderson, master.—This was a question of salvage. The vessel, under British colours, was captured by a French privateer, and afterwards recaptured by the exertions of the mate and a boy, the only part of the crew that were suffered to remain on board, who, when the Frenchmen were below, threw the companion-batch over them, and steered for the English coast, when they were met by one of his majesty's ships, who took possession of her, and claimed as joint salvors. *The Court pronounced for the usual salvage, and directed that the mate should be paid 30l. and the boy 10l. thereof, and the remainder to be equally shared amongst the other salvors.*

THE ADVENTURE, Lisby, master.—This British vessel was also captured by a French privateer, and recaptured by a British cruiser. *The Court pronounced for one-sixth salvage.*

ECONOMIE.—This was a Danish vessel bound from Petersburgh to Lisbon, and the question was respecting a claim for a certain quantity of goods on board. *The Court rejected the claim.*

ANNA DOROTHEA, Schroeder, master.—This vessel was under Prussian colours, in ballast, at the time of capture. *Ship condemned.*

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## Imperial Parliament.

HOUSE OF LORDS.

WEDNESDAY, JANUARY 25.

THE thanks of the House were unanimously voted to Rear-admirals De Courcy and Sir Samuel Hood, and to the captains and officers of the fleet under their command, for the assistance which they had afforded to the British army at Corunna.

THURSDAY, JANUARY 26.

An address of thanks was unanimously voted to his Majesty, for his communication of the papers relating to the negotiation for peace, proposed by the Emperor of Russia, and Buonaparte, at Erfurth.



FRIDAY, FEBRUARY 17.

Lord Grenville made his promised motion on the Orders in Council, recommending conciliatory measures towards America, and the rescinding the Orders; assuring his Majesty at the same time, that the House was disposed to resist all novel claims on the part of America, and to maintain the maritime rights of his Majesty.

Lord Bathurst went into a discussion of the French decrees, that gave rise to the Orders of Council, and justified the expediency of the latter, which he said the late ministry had themselves admitted by the Orders of Council issued on the 7th of January, 1807. He said, that whenever the object of those Orders in Council should be effected, that of bringing France to reason, and inducing her to repeal her decree against our commerce, then would his Majesty rescind the Orders in Council.

When the question was put, the House divided on Lord Grenville's motion—Contents 70—Non-contents 115—Majority against the motion 45.

HOUSE OF COMMONS.

WEDNESDAY, JANUARY 25.

The thanks of the House were unanimously voted to Rear-admirals De Courcy and Sir Samuel Hood, and to the captains, officers, seamen, and marines of the fleet which they commanded, for the assistance which they had afforded in the embarkation of the British troops at Corunna.

TUESDAY, JANUARY 31.

Mr. Canning moved an address to his Majesty, thanking him for his communication of the papers, &c. respecting the proposal of peace made from Erfurth.

Mr. Whitbread moved an amendment, importing a censure on ministry for their answer to the overture, as unwise, impolitic, intemperate, &c.

FRIDAY, FEBRUARY 3.

Mr. Ward moved, in a Committee of Supply, 130,000 seamen for 1809, including 31,400 marines.

|                                                            |            |
|------------------------------------------------------------|------------|
| Wages for 130,000 seamen and marines, for 13 months,       |            |
| at 1l. 17s. per man per month .....                        | £3,126,000 |
| Wear and tear of ships during the same period, at 1l. 19s. |            |
| per man per month .....                                    | 3,295,500  |
| Victuals for ditto, at 2l. 19s. per man per month .....    | 4,985,500  |
| Agreed to.                                                 |            |

MONDAY, FEBRUARY 20.

Mr. Pole presented several papers from the Admiralty, one of which related to the circumstance of Admiral Montague, declaring, if the Russian Admiral, in the Tagus, did not haul down his colours before sunset, he would send him on shore, and never suffer them to be hoisted again.

MONDAY, FEBRUARY 27.

Sir C. M. *Pole*, referring to the Navy Estimates upon the table, observed, that an additional commissioner had been appointed at the Pay Board; he would ask then how it was, that the crew of a 64 gun ship had lately paraded the streets of London for want of pay, and had been sent back to their ship? He thought he could shew that of late, in many departments of the navy, several appointments had taken place, in which patronage was more consulted than the interests of the public service. He should be happy to hear that there were other reasons for such appointments, than being merely a relative, a brother-in-law of some personage high in office. (*Hear! Hear!*)

Mr. *Wellesley Pole* said, he was perfectly ready to meet the hon. baronet on these points. The hon. baronet had been pleased to represent a ship's company (the *Standard*), as assailing the Admiralty, almost in a state of mutiny, for their pay; but the fact, when it came to be explained, would shew there was no foundation for such insinuation. The present lords of the Admiralty had lately made a regulation, that when a ship's company had been long at sea, on their coming home they should receive their pay, and leave to visit their friends. The *Standard*, after being long on a foreign station, had come home to England, and the ship's crew got leave of absence, without receiving an advance of pay, in consequence of their not coming exactly within the general regulation laid down by the Admiralty. They came to London, and represented their case to the Admiralty in the most respectful manner. They were told that their case should be considered, and also desired to return to their ship, which they did in the most orderly way. Their case was taken into consideration, and they obtained an advance of pay. He would not libel the character of British seamen, by saying there was any thing like a mutiny on that occasion. The honourable baronet had also thrown out a broad insinuation against Lord Mulgrave, to the effect that he had made various appointments rather from personal favour to individuals than a sense of public duty. He denied the charge. The appointment to the office of commissioners at the Navy Board had been made from lists given in by the other lords of the Admiralty, containing the names of many captains: and the appointments had taken place from seniority alone, without the persons themselves being so much as known by the noble lord. He could also state, that the business at the Victualing Board had been lately carried on upon the most vicious and faulty system; and it was absolutely necessary, in order to abolish the system, that those at the head of it should be removed. This had been done, and successors to them appointed in the manner he had stated above. The persons now appointed were a Peter Brown, who had been long a purser in the navy, and a Mr. Overs, of whom the noble lord at the head of the Admiralty had no personal knowledge whatever. When the hon. baronet thought fit to mention a brother-in-law, he conceived the allusion must have been to Colonel Walsh, who is married to a sister

of Lady Mulgrave. Now the fact was, that Mr. Harrison, the gentleman whom Colonel Walsh succeeded, had long wished to resign from old age, and he was permitted to retire with a pension of 500l. a-year. Colonel Walsh, who was appointed in his room, was an officer who had been long in active service in India, a man perfectly conversant in business, and likely, from his habits and talents, to be of public service. Was there any thing like a job in this, as had been insinuated? Unless a person was bound to exclude his friends and relations from all offices to which he had the appointment (a doctrine certainly which was quite absurd), he did not see that Lord Mulgrave had much to answer for in this appointment.

FRIDAY, MARCH 3.

The *Attorney General* obtained leave to bring in a bill for altering and amending the Police of Plymouth Dock.

MONDAY, MARCH 6.

Mr. *Whitbread* made the following motion relating to America:—  
 “That an humble address be presented to his majesty, representing to his majesty, that in consequence of the decree of Berlin of the enemy, the orders in Council had been issued by his majesty’s government, both equally contrary to the usages of nations; that, however, it had been at the same time vested in his majesty to rescind these orders as circumstances might require; that America, feeling the danger likely to accrue from those measures to the neutral trade, had laid an embargo on her ports, prohibiting all commercial intercourse with foreign states; that America, willing to put an end to these inconveniences, and finding the enemy to persist in his Berlin decree, had made an offer to this country to remove the embargo with respect to us, should we, on the other hand, consent to rescind the orders in Council; that this offer, on the part of America, was just in its principle, and advantageous to Great Britain, as it would infallibly secure to us the trade of America: though this offer had not at first been accepted, that we still believe it is in the power of his majesty’s government to restore a good understanding between the two countries; and that therefore we heartily pray his majesty may be pleased to adopt such measures as are calculated to restore a good understanding, and to re-establish the commercial intercourse between this country and America.”

This motion was negatived by 145 against 83.

THURSDAY, MARCH 16.

In a committee on the Marine Mutiny bill, Mr. *R. Ward* rose to answer some observations made by an hon. baronet (Sir C. Pole), on a former night, respecting the pay captains of the marines. The statement of the hon. baronet was totally fallacious. Those paymasters were established under the administration of Lord St. Vincent; they were selected from the oldest captains in that service; and in consideration of the duty of paymaster allotted them, they were exempted from all duty afloat, and had nothing to do but to attend courts-martial in the places where they

were quartered; and instead of having imposed on them the duty of paying the whole body of marines, amounting to 32,000 men, they had not above one-fourth, or perhaps one-sixth of the whole; for the remainder were always afloat, and the pay was only to be issued to divisions occasionally landing, even for this purpose they had Paymasters'-serjeants allowed them, and had only to controul their accounts. With respect to the stoppages of one day's pay in a year from the marines to Chelsea Hospital, from which they derived no advantage, he found no stoppage whatever was made from the privates; except for Greenwich Hospital, to the benefits of which they were entitled, in common with seamen; and as to the stoppage of a day's pay in each year, and the poundage of five per cent. upon the pay of officers, it was handed over to the War Office for the benefit of the Widows' Fund; which the relicts of marine officers enjoyed in common with those of officers of the line; but those stoppages had never been made since the year 1806, as the pay was issued net, to all officers under the rank of colonel, on the same footing as the other officers of the army.

Sir *Charles Pole* said, he still held the same opinion with respect to the situation of the pay captains. He was well informed, they had a regular ledger account to keep with every man and boy in the marine service, for which they had no remuneration, although the captains of marine artillery, for only paying their own companies, had 2s. per day additional pay. Besides, those old officers, in any branch of the service, would have been entitled to majorities, and many of them now would have been old field-officers.

Mr. *Wellesley Pole* said, it was the intention of the present Board of Admiralty to afford to the marine corps every practicable and reasonable indulgence. But there was a mistake with respect to the stoppages from the pay of marine officers in general for the Widow's Fund. No such stoppages were now made but from officers who retired on full pay; and the widows of the marine officers received their pensions at the War Office, paid by the public. With respect to the situation of the pay captains, he begged leave to refer the hon. baronet to a petition presented by those very officers to the Admiralty, when he himself was at that board, praying for this very allowance, which the hon. baronet now sought to obtain for them; and the answer then given to their petition was, that the birth was a pretty good one, and it was very desirable it should continue to exist; but if they did not like it with full pay, and exemption from all other duty, they might take their turns of service: ever since, they had been pretty well satisfied to remain as they were. With respect to the Compassionate List, for which there was a bill now in progress, it was only for such widows and orphans as were not entitled to any provision otherwise; nor was it ever thought of before the establishment of the present Admiralty Board; and it was his intention, in the committee on this bill, to place the widows of marine officers on the same footing in this respect with those of the officers of the navy and army.

## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, MARCH 4, 1809.

*Copy of a Letter from Captain Worth, of his Majesty's Sloop Helena, dated at Sea, 23th February 1809, to Admiral Young, Commander in Chief at Plymouth, and transmitted by the latter to the Hon. W. W. Pole.*

SIR,

I HAVE the honour to acquaint you, that before day-light this morning a suspicious vessel was seen coming from under the Dodman, and standing for the convoy under my protection. The wind being very light, I sent the boats after her. She proved to be l'Auguste, of St. Maloes, armed with two carriage guns, large swivels, and twenty-four men; out six days without making any captures. She sailed in company with the Speculator lugger, of 10 guns, and seventy men, parted from her yesterday; the Speculator had that day captured two brigs, which are now in sight. I lost no time in dispatching my First Lieutenant, who was in charge of a fast sailing brig, which I had previously captured, after one, and the master, with a sufficient number of men, in the privateer, after the other.

I have the honour to be, &amp;c.

J. A. WORTH.

MARCH 7.

*Copy of a Letter from the Hon. Robert Stopford, Rear-Admiral of the Blue, to the Hon. William Wellesley Pole, dated on board his Majesty's ship the Cæsar, at Anchor, Baleine Light-House, N. E. by N. Four Miles, Chassiron S. S. E. Ten, the 27th February, 1809.*

SIR,

You will be pleased to acquaint my Lords Commissioners of the Admiralty, that on the 23d instant, being at anchor to the N.W. of the Chassiron light-house, with the ships named in the margin,\* the Amethyst looking out in the N.W. the wind being to the eastward, about ten P.M. I observed several rockets in the N.W. quarter, which induced me to get under sail, and stand towards them. At eleven observed several strange sail to the eastward, to which I gave chase with the squadron until day-light next morning; at which time the strange ships were standing into the Pertuis d'Antioche, consisting of eight sail of the line, one of them a three decker, and two frigates. They hoisted French colours, and conceiving them to be the squadron from Brest, I immediately detached the Naiad by signal, to acquaint Admiral Lord Gambier.

The Naiad having stood a few miles to the N.W. made the signal for three sail appearing suspicious, I immediately chased them with the squadron under my command, (leaving the Amethyst and Emerald to watch the enemy,) and I soon discovered them to be three French frigates standing in for the Sable d'Olonne; I was at the same time joined by the Amelia and Dotterel.

\* Cæsar, Defiance, Donegal, Emerald, Naiad.

The French frigates having anchored in a position which I thought attackable, I stood in with the *Cæsar*, *Defiance*, *Donegal*, and *Anelia*, and opened our fire in passing as near as the depth of the water would permit the *Cæsar* and *Donegal* to go. The *Defiance* being of much less draught of water, anchored within half a mile of them; in which situation, so judiciously chosen by Captain Hotham, the fire of the *Defiance* and the other ships obliged two of the frigates to cut their cables and go on shore. The ebb tide making, and the water falling fast, obliged the *Defiance* to get under sail, and all the ships to stand out; leaving all the frigates ashore, two of them heeling much. They have been noticed closely, and from Captain Rodd's report yesterday afternoon, they appeared with all their topmasts on deck, sails unbent, main-yards rigged for getting guns out, and several boats clearing them. I fancy they will endeavour to get over the bar into a small pier, but I am informed by the pilots that it is scarcely practicable.

The batteries protecting these frigates are strong and numerous. The *Cæsar* had her bowsprit wounded and rigging cut. The *Defiance* has all her masts badly wounded; two men killed, and twenty-five wounded. *Donegal*, one killed and six wounded.

The French frigates had been out from l'Orient two days; and, by Captain Irby's report, appear to be the *Italicenne*, *Calypso*, and *Furieuse*. I am very confident they will never go to sea again. My chief object in attacking these frigates so near a superior force of the enemy, was to endeavour to draw them out, and to give our squadron more time to assemble; but in this I was disappointed. I returned to the *Chassiron* at sun-set, and observed the enemy anchored in Basque roads.

On the 25th I was joined by Captain Breesford, in the *Theseus*, with the *Triumph*, *Revenge*, *Valiant*, and *Indefatigable*, I therefore resumed the blockade of the enemy's ships in Basque Roads, and shall continue it till further orders.

The enemy's force consists of eleven sail of the line, four frigates, and the *Calcutta*. The force under my command consists of seven sail of the line and five frigates.

I have the honour to be, &c.

ROB. STOPFORD.

*Extract of a Letter from Captain Scymour, of his Majesty's ship Amethyst, to Rear-Admiral Stopford, dated near Chassiron, Feb. 27, 1809.*

Yesterday the 26th the whole weighed from Basque Roads, and proceeded to the Isle d'Aix anchorage, one frigate excepted, which run aground on the shoals near Isle Madame, called les Palles, and after endeavouring to force her off by press of sail she failed, and unrigged.

The enemy are anchored from, to the southward of the Isle of Aix, to the northward of the end of the Boyart, with top gallant yards across, but not in a line of battle, or apparent order of defence; and, I conclude, gone in from not knowing our force; but seeing our numbers increased, they have a third cable bent to the anchor in the main chains, and stopped along their side. No movement to-day.

MARCH 11.

*Copy of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated on board the Ocean, at Mulla, the 26th of January, 1809.*

SIR,

The *Imperieuse* having, with other ships, been employed in the Bay of

Rosas, to assist the Spaniards in defending that fortress, and Captain Lord Cochrane taken on him the defence of Trinity Castle, an outwork of that garrison, I have received from him a letter, dated the 5th December, a copy of which is inclosed, stating the surrender of the citadel of Rosas by the Spaniards on that day, and of his having embarked the garrison of Trinity Castle on board the ships, which castle he had however destroyed.

The heroic spirit and ability which has been evinced by Lord Cochrane in defending this castle, although so-shattered in its works, against the repeated attacks of the enemy, is an admirable instance of his Lordship's zeal; and the distinguished conduct of Lieutenants Johnson and Hoare, of the royal marines, and the officers and men employed in this affair under his Lordship, will doubtless be very gratifying to my Lords Commissioners of the Admiralty.

I have, &c. COLLINGWOOD.

*Imperieuse, Bay of Rosas,  
December 5, 1808.*

MY LORD,

The Fortress of Rosas being attacked by an army of Italians in the service of France, in pursuance of discretionary orders that your lordship had given me, to assist the Spaniards wherever it could be done with the most effect, I hastened here. The citadel, on the 22d ultimo, was already half invested, and the enemy making his approaches towards the south-west bastion, which your lordship knows was blown down last war by the explosion of a magazine, and tumbled into the ditch; a few thin planks and dry stones had been put up by the Spanish engineers, perhaps to hide the defect; all things were in the most deplorable state, both without and within; even mea-sures for their powder, and saws for their fusees were not to be had—hats and axes supplied their place. The castle of Trinidad, situated on an eminence, but commanded by heights, was also invested; three twenty-four pounders battered in breach, to which a fourth was afterwards added, and a passage through the wall to the lower bomb proof being nearly effected, on the 23d the marines of the Faine were withdrawn. I went to examine the state of the castle, and, as the senior officer in the bay had not officially altered the orders I received from your Lordship, to give every possible assistance to the Spaniards, I thought this a good opportunity, by occupying a post on which the acknowledged safety of the citadel depended, to render them an effectual service. The garrison then consisted of about eighty Spaniards, and were on the point of surrendering; accordingly I threw myself into it, with fifty seamen and thirty marines of the Imperieuse. The arrangement made I need not detail to your Lordship; suffice it to say, that about one thousand bags, besides barrels and palisadoes, supplied the place of walls and ditches; and that the enemy, who assaulted the castle on the 30th, with a thousand picked men, were repulsed with the loss of their commanding officer, storming equipage, and all who had attempted to mount the breach. The Spanish garrison being changed, gave good assistance; and Lieutenant Bourinan, of the regiment of Ultonia, who succeeded to the command of the Spanish soldiers in the castle, on Captain Fitzgerald's being wounded in the hand, deserves every thing his country can do for an active and gallant officer. Inocenti Maranger, cadet of the same regiment, particularly distinguished himself by his zeal and vigilance. As to the officers, seamen, and marines of this ship, the fatigues they underwent, and the gallant manner in which they behaved, deserve every praise. I must, however, particularly mention Lieutenant Johnson of the navy, Lieutenant Hoare of the marines, Mr. Burney, gunner, Mr. Lodwick, carpenter, and Messrs. Stewart, Stovin, and Maryat, midshipmen.

Captain Hall, of the *Lucifer*, at all times and in every way, gave his zealous assistance. I feel also indebted to Captain Collins, of the *Meteor*, for his aid.

The citadel of Rosas capitulated at twelve o'clock this day. Seeing, my Lord, further resistance in the castle of Trinidad useless and impracticable against the whole army, the attention of which had naturally turned to its reduction, after firing the trains for exploding the magazines, we embarked in the boats of the *Magnificent*, *Imperieuse*, and *Fame*.

I have, &c. COCHRANE.

*List of Killed and Wounded, between the 23d November and 5th December, 1808.*

John Lloyd, marine, killed; John Hitchins, ditto, ditto; William Fawkes, ditto, ditto; four seamen and three marines wounded.

*Spaniards of the Regiment of Ultonia.*

Two killed, five wounded.

*Extract of a Letter from the Honourable Rear-Admiral Stopford to the Honourable W. W. Pole, dated Cæsar, at Anchor, March 2, 1809, Chasiron Light House S. E.  $\frac{1}{2}$  S. Eleven Miles, Baleine Light House N. E. Four Miles. Wind North.*

The enemy's ships remain at Isle d'Aix. On the 28th I closely reconnoitred them in the *Cæsar*, and only counted ten sail of the line, four frigates, and the *Calcutta*. The eleventh ship of the line was observed on her beam ends, with all her masts gone, and apparently bilged. She grounded upon the shoal called les Palles, within l'Isle d'Aix; and is the same ship mentioned in my letter of the 27th ultimo, supposed by Captain Seymour to have been a frigate. From many circumstances, I apprehend this ship is the *Warsaw*, a new eighty. There are two rear-admiral's flags and a broad pendant at the main. One rear-admiral is on board the three decker.

The enemy's frigates remain at the Sables d'Olonne. One of them is abandoned by the crew, and bilged upon the beach; another is hauled up close to the opening of a small inlet, but grounding every tide; and the third is in the same situation, but not quite so near the inlet. These two sail appear to float at high water, but are on their beam ends at low water; a western swell, which has set in, will completely destroy them.

The loss of a French line-of-battle ship is confirmed by the masters of three doggers which came out of the *Charante*, and were boarded in the night by our frigates, but they did not know her name.

I send this account to England by the *King George* cutter, and a similar report for the information of Admiral Lord Gambier, in the event of the latter falling in with his lordship on her passage.

MARCH 14.

Vice-admiral Douglas, commander-in-chief at Yarmouth, has transmitted to the Hon. William Wellesley Pole, a letter from Captain Hole, of his Majesty's sloop the *Egeria*, giving an account of his having captured on the 2d instant off the Scaw, the Danish national cutter *Aalborg*, of six guns, and twenty-five men, bound to Norway with army clothing.

Mr. Stewart, commander of the *Lord Nelson* packet, had brought the above vessel to close action, and assisted in her capture.



*Copy of a Letter from Vice-admiral Sir J. B. Warren, Bart. and K. B. Commander in Chief of his Majesty's Ships and Vessels at Halifax, to the Hon. W. W. Pole, dated Bermuda, January 27, 1809.*

SIR,

I have the honour herewith to enclose, for their lordships' information, the copy of a letter I have received from Captain Wales giving an account of the French privateer *Becune* having been captured by the *Ferret*.

I have the honour to be, &c.

J. B. WARREN.

SIR,

*His Majesty's Sloop Ferret, Oct. 27, 1808.*

I have the honour to acquaint you, that yesterday his Majesty's sloop under my command, after a chase of four hours, came up with and captured *la Becune*, French privateer schooner, mounting one long nine-pounder amidships, and two carronades, small arms, &c. with a complement of thirty-eight men. She is coppered, and sails very fast; out ten days from Martinique on a three months' cruize, and has one made capture.

I have the honour to be, &c.

R. WALES.

*To the Right Hon. Sir J. B. Warren, Bart. K. B. Vice-admiral of the White, and Commander in Chief, &c. &c. &c.*

*Copy of another Letter from Vice-admiral Sir J. B. Warren, Bart. and K. B. to the Hon. W. W. Pole, dated Bermuda, the 2d of February last.*

SIR,

I have inclosed a letter for their lordships' information from Captain Hawker, of his Majesty's ship *Melampus*, who, with his usual activity and zeal, has captured, after some resistance, the French corvette *Colibri*, of fourteen twenty-four pounder carronades and two long eight-pounders, with a complement of ninety-two men, commanded by Lieutenant de Vaisseau des Landes, and having on board 570 barrels of flour, and a great quantity of gunpowder, for the relief of the enemy's islands. The above vessel is new off the stocks, and of a superior class of workmanship; coppered and fastened, and appears well calculated for his Majesty's service.

I have the honour to be, &c.

J. B. WARREN.

*His Majesty's Ship Melampus, at Sea, 29th January, 1809.*

SIR,

Having seen the transports in safety to Barbadoes agreeably to your orders, and being on my return to the northward on the 16th instant, in lat. 19 deg. 30 min. long. 59 deg. 39 min. the *Melampus* captured the French national brig *le Colibri*, Mons. Deslandes, lieutenant de vaisseau, commander, of sixteen twenty-four pounder carronades and ninety-two men, three of which were killed, a lieutenant with eleven wounded, through the persevering endeavours of her commander to escape, who had the temerity to return our fire for a short time when fairly alongside. She is quite new; from Cherbourg, bound with a cargo of flour and gunpowder for the relief of St. Domingo; had taken and sunk two English brigs from Newfoundland to Lisbon, (the *Hannibal* and *Priscilla* of Dartmouth.)

I have the honour to be, &c.

E. HAWKER.

*Vice-Admiral Sir John Borlase Warren, Bart. &c.*

## Promotions and Appointments.

Captain Moorsom, private secretary to Lord Mulgrave, has succeeded Captain Hope, as one of the Lords of the Admiralty.

Captain Hamond is appointed to the *Victorious*; Captain John Bligh to the *Valiant*, vice Kerr, acting; Captain Alexander Robert Kerr to the *Revenge*; Captain Cocks to the *Naiad*, vice Dundas; Captain Edward Sterling Dickson to the *Inconstant*; Captain Serrel to the *Helder*, late *Guelderland*, Dutch frigate captured by the *Phoenix*; Captain Morris of the *Magnet*, to the command of the sea-fencibles at Lynn, in Norfolk; Captain Byam, late of the Bermuda, to the *Opposum*; Captain Thompson of the *Minotaur* to the *Perlin*; Captain Phillip Sommerville, of the *Nemesis*, to the *Rosa*; Captain Henderson to the *Champion*, vice Crawford; Captain Henry Whitby to the *Cerberus*; Capt. Richard H. Pearson, eldest son of the late Sir Richard Pearson, lieutenant-governor of Greenwich hospital, to the *Dictator*; Captain Zachariah Mudge, to the *Phoenix*; Captain Major Henniker to the *Mermaid*; Captain Hugh Cook to the *Diomedé*; Captain W. Ferris, to the *Nemesis*; Captain R. T. Hancock to the *Foudroyant*; Captain Jos. Bingham, to the *Sceptre*; Captain Thomas Usher to the *Leyden*; Captain Hew Steuart to the *Renard*; Capt. Jos. R. Watson to the *Alfred*; Captain William Mather to the *Rapid*; Captain W. Sanders to the *Vesuvius*; and Captain Alexander Renney to the *Alert*.

Colonel Richard Williams, of the royal marines, is appointed to be 2d colonel commandant of the Plymouth division; Colonel L. Desborough to be 2d commandant at Chatham; Colonel James Meredith to be 2d commandant at Portsmouth; and Colonel Richard Hill Farmer to be 2d commandant at Woolwich.

Majors Robert Moncreet, James Cassel, and Lewis Charles Mears are appointed lieutenant-colonels of the Plymouth division; and Major John McIntosh, lieutenant-colonel at Portsmouth.

Captain Thomas Davey is appointed to be a major of the Woolwich division; Captain Robert Smith, ditto at Woolwich; Captain Richard Williams, late commander of the royal marine artillery, to be a major of the Portsmouth division; and Captain James Errol Gordon to be a major of Woolwich ditto.

## Lieutenants appointed.

Lieutenant Thomas Davis is appointed to the *Weasel*; the Hon. J. A. Maude to the *Ville de Paris*; Henry Cary to ditto; James Brasier to the *Alfred*; James N. Tayler to the *Victorious*; Robert John Fayrer to the *Nijaden*; Edward Kelly to the *Lynx*; Charles Adams to the *St. George*; John Rude to the *Implacable*; Samuel Mann to the *Standard*; John Higgins to the *Badger*; George Hay to the *Vulture*; G. B. Maxwell to the *Victory*; Richard Williams (2) to the *Helder*; James McGhie to ditto; Michael Novosielski to the *Repulse*; James Thomas to the *Raven*; Charles C. Dobson to the *Brevdrageren*; Henry Rokeby to the *Crocus*; John Armstrong to the *Illustrious*; Edward Flin to the *Castor*; D. Philpot to the *Myrtle*; Richard Welch to the *Surly cutter*; Thomas John Ley to the *Standard*; William Pearce (2) to ditto; Charles Letch to the *Plover*; John Boulton to the *Impetueux*; E. Turner to the *Ruby*; C. Haultain to the *Decade*; Edward S. Cotgrave to the *Achates*; William Webb (2) to the *Dreadnought*; William Nicholson to the *Resolution*; Wm. C. Hillyar to the *Royalist*; John Bucke to the *Impetueux*; Samuel Slout to the *Champion*; John Alexander (2) to the *Glomen*; William M. Wyatt to the *Sparrow-hawk*; Matthew Davenport to the *Childers*; John Roberts (2) to the *Gluckstadt*; John R. Colman

to the Princess of Orange; Edmund Bennett to the Africa; George Young to the Bermuda; Thomas Kingston to the Tyrian; Lewis Campbell to the Phoenix; Dowell O'Reilly to the Tisiphone; Walter Croker to the Alfred; Wm. Broadwater to the Princess; Thomas Carter to the Minotaur; Magnes M<sup>c</sup> Kelly to the Phoenix; Ethelbert Turner to the Rota, commission for the Ruby cancelled; William Hoe Walker to the Euryalus; Charles Augustus Baumgart to the Gibraltar; James G. Harrington to the Eagle; Charles Hill to the Rota; Henry L. Baker to the Eagle; George Elliott to the Dictator; John Greenlaw to the Naiad; John Manu to the Ephira; John Ellis to the Vesuvius.

Lieutenants A. Anderson, H. Garthwaite, Frederick Delmont and T. J. Matthews are appointed captains of the royal marines; and 2d Lieutenants Henry Doswell, G. J. Richardson, W. L. Wigg, and Wm. Gray 1st lieutenants of the said corps.

List of midshipmen passed for lieutenants on the first Wednesday in the month:—William Wade West, Robert Speirs, Edward William Pitt, Thos. Robbins, William Henry Rowcroft, Richard Langdon; William Roberts, Charles Butts, George Peters Browne, Charles Coppen, George Renny, James Reid, Wm. Syfrett, Jos. Churchill, Simon Edward Antram, J. G. Gordon.

#### Surgeons appointed.

Mr. W. H. Bull is promoted to the rank of surgeon, and appointed to the Tyrian sloop; Andrew Gemmel to the Cherokee; Richard Thompson to the Impetueux; Stephen Jones to the Rhodian; John Dickson, from the Zebra, to the Bermuda; Walter Steel, assistant of the Implacable, surgeon of the Achates; John Adams to the Raven; Francis Johnstone to the Helder; H. Baillie to the Lavinia; John Edwards to the Rapid sloop; Cuthbert Eden to the Galgo; William Davis to the Thetis; J. S. L. Michad to the Linnct; Hugh Monk to the Phoenix; James Wade to the Argus; William Dingwall, from the Nemesis, to the Rota; Evan Edwards to the Eagle; H. Hutchison to the Crown prison ship; Joseph Arnold to the Hindostan; William M<sup>c</sup>Laughlin, from the Brunswick, to the Sceptre; Jos. Olliver to the Tigress; James Carroll to the Pluto sloop; L. Armstrong to the Clyde; D. James to the Cerberus; H. Baillie to the Naiad; James Holbrook to the Wrangler; John Adams to the Helder; William Wilson to the Nemesis; James Milligan, from the Trusty, to the Princess of Orange.

Mr. Robert Mulberry, surgeon of the Ville de Paris, who performed the operation on Lieutenant-general Sir David Baird, after the battle of Corunna, is appointed, by the Lords of the Admiralty, to be surgeon of the division of royal marines, at Chatham.

A. Dalrymple, Esq. purser of his Majesty's hospital ship Tromp, is appointed to the Theban, a new frigate.

#### Assistants appointed.

Mr. G. T. Webb is appointed to be assistant surgeon of his Majesty's ship Eagle; Mr. J. Dunthorn, from Plymouth hospital, to the Gibraltar; Wm. Hector to ditto; Wm. Porteous, from the Alpha cutter, to be an hospital mate at Haslar; Wm. Bland, to be an hospital mate at Plymouth; Archibald Robertson to be an assistant of the Caledonia; J. F. Bailey to the Protector gun-brig; H. D. Morrison to be an hospital mate at Barbadoes hospital; Wm. Chrichton to be an hospital mate at Plymouth; Alexander Osborne to be an assistant surgeon on board the Bellona; James Forrie to the Victory; James Carrol to the Martial gun-brig; S. J. Dickenson to the Thetis; and Richard Morgan to be an hospital mate at Haslar.

## BIRTHS.

Lately, at Blackheath, the lady of Captain Thomas Larkins, of the Hon. East India Company's service, of a daughter.

On the 6th of March, the lady of Captain Hawtayne, of the royal navy, of a daughter.

Lately, the lady of Captain Pultney Malcolm, of a son.

In Charles-street, St. James's-square, the lady of Robert Mitford, Esq. brother to Captain Mitford who was unfortunately lost in his Majesty's ship York, of a son.

## MARRIAGES.

At St. Mary-le-bone church, Captain Peter Parker, of his Majesty's ship *Melpomene*, son of the late Vice-admiral C. Parker, and grandson of Sir Peter Parker, admiral of the fleet, to Miss Marianne Dallas, second daughter of Sir George Dallas, Bart.

At Winterborne, in Wilts, by the Rev. Mr. Goddard, Lieutenant Henry Hayward Budd, of the royal navy, to Miss Turkey, daughter to John Turkey, Esq. of that place.

On the 16th of March, at Mary-le-bone church, Captain Woodley Lonsack, of the royal navy, to Miss Gordon, only daughter of the late George Gordon, Esq.—Viscount Melville gave Miss Gordon away.

On the 18th of March, by his Grace the Archbishop of York, Captain T. le M. Gosselin, of the royal navy, to Miss Hadsley, eldest daughter of the late J. R. Hadsley, Esq. of Ware Priory, Herts.

## OBITUARY.

On the 5th of March, at his mother's house in South Wales, Maurice Beauchamp Bissel, Esq. of the royal navy, nephew to Walter Bagenal, Esq. M. P.

Lately, after a long and painful illness, which she bore with unshaken fortitude, Miss Percival, only sister of Lieutenant Thomas Percival, of his Majesty's ship *Valiant*.

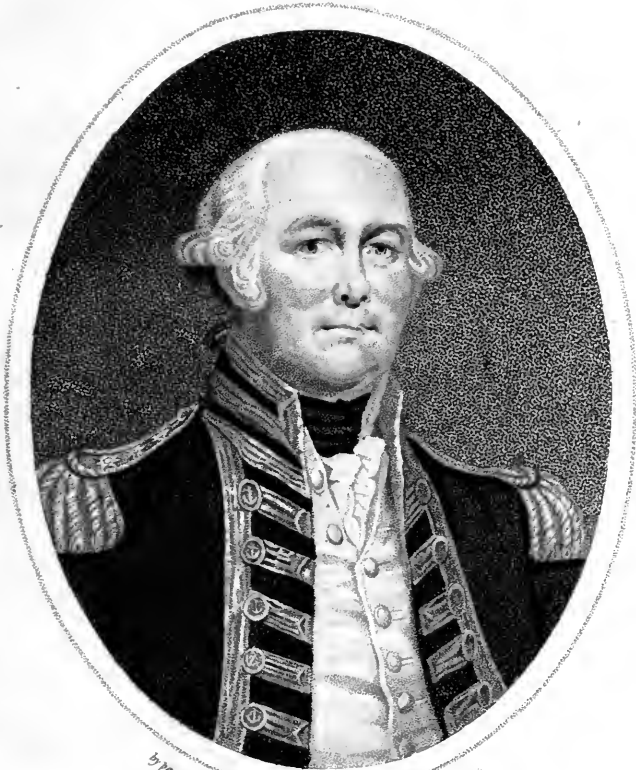
Lately, was unfortunately drowned at Bermuda, by the boat upsetting, Lieutenant Ram of the royal navy, brother of Lieutenant Ram, who fell in the glorious victory, off Trafalgar, on board the *Victory*.

Also, at the same time, Captain Peake, of the royal marines.

On the 4th of March, in consequence of a duel with P. Powell, Esq. the Right Hon. Lord Viscount Falkland, a captain in his Majesty's navy, and premier viscount of Scotland. He is succeeded, in his titles, by his eldest son, who is about five years old.

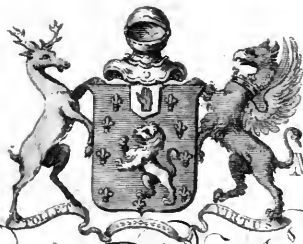
Lately, at Chatham, Mr. Skinner, surgeon of the royal marine infirmary, at that place.

In the royal hospital at Haslar, on the 18th of March, of a typhus fever, Mr. William Bragg, surgeon of his Majesty's prison ship *San Antonio*. He had been upwards of 20 years a surgeon in the royal navy, and was much respected for his gentlemanly conduct.



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SIR CHARLES



MAURICE POLE BARON

Admiral of the Blue Squadron



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MEMOIR OF THE PUBLIC SERVICES

OF

ADMIRAL SIR C. M. POLE, BART. M.P.

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“ Spotless Integrity in a brave and a firm mind.”

**F**EW men have served their country more faithfully than this officer, and still fewer in this age of egotism and vanity; have taken so little pains to make their services known.

Mr. C. Pole, the son of Reginald Pole, Esq. of Stoke Damarell, in Devonshire, and of Anne, second daughter of John Francis Buller, Esq. of Morval, in Cornwall, was born at Stoke on the 18th of January, 1757. He is a descendant from the eminent family of Pole, belonging to Shute, in Devonshire, being great grandson of Sir John Pole, the third baronet, and of Anne, youngest daughter of Sir William Morice, Knt. one of the secretaries of state to Charles II.

Mr. Charles Pole received the first rudiments of his education at the grammar school at Plympton, and thence was entered at the Royal Academy at Portsmouth, June 18, 1770. After having gone through the plan, which is prescribed for the midshipmen brought up at that institution, he embarked with the early patron of Nelson, Captain Locker, in his Majesty's ship *Thames*,\* of 32 guns, in which he served until December 1773; when he was discharged into the *Salisbury*. It was on board this ship that Sir E. Hughes afterwards hoisted his broad pendant, Captain G. R. Walters, and proceeded to the East Indies in 1774. Previous to the sailing of the squadron, Mr. Pole commenced an intimate friendship with a young seaman, Horatio Nelson, who was then in the *Seahorse*, Captain Farmer.—Mr. Pole afterwards received his first commission as lieutenant of the *Seahorse*, then commanded by that most able officer, Captain Panton. Soon after Sir Edward Vernon arrived in India to supersede Commodore Hughes, a war with France commenced, when Lieutenant Pole was removed

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\* NAVAL CHRONICLE, Vol. V. page 112.

from the Seahorse to the commodore's ship the Rippon. The first operations of that campaign in India being the attack of Pondicherry, the squadron proceeded immediately to blockade that port by sea, whilst the army under Sir Hector Munro completely surrounded it by land. On Sir Edward Vernon's approach, the French squadron, under the command of Mons. Tronjolly, was descried on the 8th of August, 1778, consisting of the Brilliant, of 64 guns, Pourvoyeuse, of 36 guns, eighteen-pounders, the Sartine,\* of 32 guns, and two of their country ships armed as men of war. There being such light airs of wind, they could not near the enemy until the 10th, when at 6 A.M. they saw the above-mentioned five ships, bearing down in a regular line abreast. Sir Edward stood for them, forming his line ahead with the Rippon, Coventry, Seahorse, and Valentine India ship, and having the Cormorant sloop in company; and at noon brought to, ready to receive the enemy. At three quarters past noon, the breeze shifting to the seaward gave Sir Edward the weather gage, when he immediately made the signal to bear down upon the enemy, who had formed upon the starboard tack. Mons. Tronjolly afterwards made sail upon a wind to the S.W. and nothing decisive was effected. Mons. Tronjolly, however, left Pondicherry and the coast to take care of themselves. Sir Edward then anchored on the 20th, between Pondicherry and Cuddalore, and on the 25th the Sartine frigate was captured by the Seahorse. During the ensuing siege, Lieutenant Pole was sent on shore to command the seamen and marines that were landed to assist in reducing Pondicherry, which offered to surrender on the 16th of October, 1778, and the articles of capitulation were signed on the 17th. During the siege our ships took three small vessels bound to that port. Lieutenant Pole was immediately afterwards appointed to the command of the Cormorant, which sloop brought home the despatches to England. He arrived there on the 12th of March, 1779. On the 22d he was advanced to post rank, and appointed to his Majesty's ship Britannia, destined for Vice-admiral Darby's flag; in which situation Captain Pole remained, until a favourable

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\* Another French ship is mentioned, but not named in Sir Edward Vernon's official letter, as being seen on the 8th, but she did not bear down with the rest.



opportunity offered of obtaining a more active situation, in the command of the Hussar, of 28 guns. When on a cruise near home, Mr. Beatson in his *Memoirs* \* informs us, that the Hussar, Captain Pole, in 1780, fell in with three French luggers, to which he immediately gave chase. He took two of them, *le Jeune Lion* and *le Renard*, and having twelve guns, eight swivels, and 44 men. Previous to this, Captain Pole had sailed from Corke, as convoy to a fleet of victuallers, with the *Charon*, of 44 guns, and *Licoëne* frigate, which sailed from that port on the 20th of August. Captain Pole was afterwards sent in the Hussar to America, and was scarcely arrived on that station, when he had the misfortune to lose the Hussar on the Pot-Rock in the passage of Hell Gates, whilst under the charge of a pilot. The passage, so called, is a narrow part of the channel of the East River, which communicates with and forms the passage to North Island Sound, N.E. from New York. On his return thither, the commander-in-chief, Vice-admiral Arbuthnot, delivered his public despatches to Captain Pole, for his Majesty's government.

Soon after his return to England, Captain Pole was appointed to the *Success* frigate, then on the stocks at Liverpool, which ship he commissioned; and in 1782 fought a most gallant action in her against the *Santa Catalina*, a Spanish frigate. The following account of which, is given by Mr. Beatson in his *Naval and Military Memoirs* : †

“ At daylight, on the 16th of March, 1782, the *Success* frigate, Captain Charles Morice Pole, in latitude 55 deg. 40 min. N. Cape Spartel bearing E.N.E. distant eighteen leagues, and the wind at S.W. was standing for the Gut, and had the *Vernon* storeship, ‡ bound for Gibraltar, under his convoy, when he discovered a sail right ahead, close hauled on the larboard tack. The weather being hazy, she appeared to be a ship of the line. The two ships made sail from her, on which she gave chase, which continued until half-past two in the afternoon. Captain Pole then perceiving, that the strange sail gained ground on the *Vernon*, shortened sail, dropped astern, came nearer the ship in chase, and then brought to, in hopes of drawing her

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\* Vol. V. page 141.

† Vol. V. page 670.

‡ The *Vernon* carried 22 guns, six-pounders, and had on board Lieutenant-colonel Gladstones, four captains, seven subalterns, and 100 privates, belonging to the regiments in Gibraltar; besides her captain, Mr. John Falconer, two mates, and 30 seamen.

attention from the storeship. The weather clearing up, she was discovered to be a large frigate with a poop; and a little after five, she hoisted a Spanish ensign with a broad pendant; and fired a gun. At six, being within random shot, the Success wore, and stemmed for the enemy's lee-bow, until she had just distance sufficient to weather her, then hauled close athwart her forefoot, and poured her whole fire into her within half pistol shot. The Success passed close to windward, engaging, while the Spaniards, having expected the attack to be made to leeward, were firing their lee guns into the water. The enemy were thrown into great disorder by the first broadside from the Success; and their confusion increased, by a smart fire from the Vernon, which, having wore, came up and engaged very closely. Both the British ships got into most advantageous positions, and poured into their opponent an incessant and well-directed fire until twenty minutes past eight, when she struck. They then took possession of the Santa Catalina, a frigate belonging to the King of Spain, mounting 34 guns, viz. 26 twelve-pounders on the main-deck, and eight six-pounders on the quarter-deck, and having upwards of three hundred men. She was commanded by Don Mignel Tacon, who was a captain in the line, had a distinguishing pendant as such, and was senior officer of the Spanish frigates cruising off the Straits' mouth. He had been furnished with a very particular description of the Success, for which he was particularly instructed to look out, and had been cruising for her three weeks. He had seen the Success and Vernon four times, and chased them twice with his squadron, which then consisted of four frigates and six sail of xebecques, from which he had parted two days before he was taken. He spoke with much displeasure of the behaviour of his officers and men. The enemy had twenty-five men killed, and only eight wounded in the action: the prisoners amounted to two hundred and eighty-six. The Success had only one man killed and four wounded. The Vernon had but one man wounded. Captain Pole was extremely well pleased with the behaviour of his officers and crew, both before and after the engagement. The smallness of their numbers had encouraged the prisoners to form a plan for rising on them, which was fortunately discovered, and, by their alertness, prevented from being put into execution. Lieutenant-colonel Gladstones, of the 72d regiment, who, with several other officers, and about one hundred recruits, was on board of the Vernon storeship, had very great merit, as well as Mr. Falconer, the master of that vessel, and his crew, for the conspicuous bravery and good conduct which they displayed in the action, and for the assistance which they afforded in securing the prisoners. Captain Pole sent his first lieutenant, Mr. Oakley, to take possession of the Santa Catalina, which had suffered severely in hull, masts, and rigging. He was indefatigable in clearing away the wreck. Her mizen-mast had fallen a short time before she struck: her main-mast fell immediately after that, and her foremast must have shared the same fate, if the sea had not been remarkably smooth. Her hull was like a sieve, the shot having gone through both sides. From the disabled state of the prize, small hopes were entertained of being able to conduct her to port. On the 18th at daylight, when the Success had scarcely had time to repair her own damages, which were considerable, in her yards, masts, and sails, and whilst

some of her men were endeavouring to secure the foremast of her prize, six sail appeared in sight: from these, two frigates had been detached ahead, which seemed to be reconnoitring. Captain Pole, unable to combat such a force, ordered the Vernon to make all the sail she could, hoisted out all his boats, sent on board the Santa Catalina for Lieutenant Oakley and the seamen, and gave orders that before leaving her they should set her on fire. She blew up in a quarter of an hour: she was coppered, and was the largest frigate in the Spanish navy.\* The wind being at S.E. the captain made sail from the strange ships: and, as the Vernon was in want of water and provisions, he determined to proceed with her to Madeira. From the reports made to Captain Pole, of the state of the Santa Catalina, it appeared, that if he had not been obliged to set her on fire, she must have sunk; for a gale of wind soon came on, which obliged the Success to lay-to, under a storm-stay-sail."

The strange sail afterwards proved to be his Majesty's ships the Apollo, and Cerberus frigates, with four transports. Captain Pole's friend, the then Captain Sir Horatio Nelson, on perusing the unassuming manner in which the captain of the Hussar spoke of this action in his official letter, observed (when writing to their former commander, Captain Locker), "I am exceedingly happy at Charles Pole's success. In his seamanship he shewed himself as superior to the Don as in his gallantry, and no man in the world was ever so modest in his account of it." And afterwards, in another letter to Captain Locker (who then was Lieutenant-governor of Greenwich Hospital) Captain Nelson added—*Never was there a young man who bore his own merits with so much modesty. I esteem him as a brother.* The Success afterwards made sail for England.

During the peace which commenced in 1783, Captain Pole commanded the Crown guard-ship; and, upon occasion of the Spanish armament, was appointed to the Melampus, at that time the largest and most approved frigate in the navy. While the discussions with the Spanish government existed, he was wholly employed off

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\* Dimensions of the Santa Catalina.

|                                                                    | Feet. | Inches. |
|--------------------------------------------------------------------|-------|---------|
| Length of the keel.....                                            | 133   | 11      |
| Length of the deck.....                                            | 151   | 10      |
| Extreme breadth.....                                               | 39    | 4       |
| Height of the middle port, when victualled<br>for four months..... | 3     | 0       |

Brest to watch the motions of the French. From the *Melampus* he went into the *Illustrious*, and was afterwards appointed to command the *Colossus*, in which ship he accompanied Lord Hood to the Mediterranean, and was present at the surrender of Toulon. He was promoted to the rank of admiral in 1795, and hoisted his flag on board the *Colossus*.

Admiral Pole afterwards proceeded to the West Indies, with his flag on board the *Carnatic*, as second in command, and took an able part in the various important services on which that squadron was engaged. After his return home, he was, in 1798, appointed captain of the Channel fleet under Lord Bridport; and the arrangements made by Admiral Pole for the discipline, health, and support of the fleet, did him the greatest credit, and gave general satisfaction. On the 27th of June, 1799, when Lord Bridport struck his flag, Admiral Pole, as we learn from Captain Schomberg's *Chronology*,\* hoisted his flag on board the *Royal George*, and put to sea from Cawsand Bay, in company with the *Sulphur*, *Explosion*, and *Volcano* bombs. "On the 1st of July he joined Admiral Berkeley off the Isle of Rhe, and the next day proceeded to the attack of the five Spanish ships of the line, which had taken shelter under the protection of the batteries on that island, and a floating mortar battery which was moored in the passage between a shoal and the Isle of Oleron. The squadron having anchored at eleven o'clock in Basque Road, the bomb ketches took their stations under cover of the frigates, commanded by Captain Keates, and opened their fire upon the Spanish ships, which was continued with great briskness for three hours; but with no effect, the Spanish squadron being at too great a distance. The batteries from the Isle of Aix, during this time, kept up an incessant cannonade. The wind dying away, and the enemy having brought forward several gun-boats, the admiral called off the ships engaged, got under weigh, and stood to sea. Soon after Rear-admiral Berkeley returned to Plymouth with three sail of the line and the bomb ketches, whilst Admiral Pole remained off Rochefort to prevent the Spaniards escaping."

Admiral Pole's services were now directed to another object,

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\* Vol. III. page 200.

on being appointed governor and commander-in-chief at Newfoundland, to which station he sailed in 1800, with his flag on board the *Agincourt*, of 64 guns, as vice-admiral of the blue. From this duty, he was called on to succeed his early friend, Lord Nelson, during the month of July, 1801, in the important command of the Baltic fleet: as that great officer, after the fatigue and severe service he had experienced, both during the battle of Copenhagen and afterwards, had transmitted the most earnest solicitations to be relieved. To succeed such an officer, who was the beloved hero of that fleet, and of every other he had commanded, was no common task, nor inconsiderable honour. Admiral Pole sailed in the *Blonde* frigate, and hoisting his flag on board the *St. George*, executed this arduous service with his wonted ability. During the performance of it, he rendered an essential service to his country, by exploring the passage of the Great Belt, which has since been of advantage to our operations in those seas. On his return to Spithead with his fleet, August 10, 1801, his Majesty on the 18th was pleased to confer on him the honour of a Baronetcy, as a mark of his gracious approbation of his conduct. Sir Charles was immediately ordered off Cadiz, where he arrived at the end of August, and where nothing material\* occurred until the signing of the preliminaries of peace, when he returned in December to England.

In 1802 he was elected a member of Parliament for Newark; and when it was deemed necessary to bring in a bill to appoint commissioners for inquiring into the abuses in the civil branches of the navy, Admiral Sir C. Pole was named by the House of Commons chairman of that commission; in which highly distinguished and important situation he remained until February, 1806. Of the labours of that valuable commission it is not necessary to say more, than that the House of Commons passed a vote of approbation of the conduct of its members, which was communicated to them by the Speaker in his usual handsome manner.

In February 1806 he resigned his seat as chairman of the Naval Inquiry, being called by Mr. Grey (now Lord Grey) to take a place at the Board of Admiralty, where Sir Charles rendered

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\* An official letter from him, giving an account of two captures that had been made by his squadron, was inserted in Vol. VI. page 401.

essential service to his profession, and increased that experience or knowledge of the interests of his profession, which he has since so uniformly supported in Parliament. He left the Admiralty in October, on the change which then took place in the administration. During the short period in which he had remained at the Board, it afforded his noble mind particular gratification to assist in that wise measure which was then adopted, of increasing the petty officers of the navy, and augmenting the pay of every class. It was during this time, under the auspices of Mr. Grey, that a considerable superannuation list was added to the captains, commanders, and lieutenants. Under the same auspices, a bill was brought into Parliament enabling the pensioners of the chest to receive their pay at their own homes, as had been recommended by the Commissioners of Naval Inquiry; and the pay of this suffering and meritorious class of men was augmented from 7l. to 18l. per annum.

We come in the next place to consider the public services of this officer, as an eminent and most valuable naval member of the House of Commons; where he has appeared as an example to such of his profession, as may there wish to serve its interests and to support their own independence. The continued exertions of Sir Charles Pole in the House on naval subjects, have acquired him a general and well merited popularity. We can only dwell on some of the most important of his speeches; and this we are the more glad to do, as owing to the press of other matter at the time, we have not hitherto been able to notice these debates as they merited.

In the debate on the Droits of Admiralty (February 11, 1808), on the motion, *that there be laid before the House an account of all captures made at sea by the naval forces of this country, which were claimed to remain, and which did remain, at the disposal of the Crown, since the year 1792, specifying each capture and its amount, with the particular appropriation of the proceeds thereof*—Sir Charles observed, “that all his reflections on the subject convinced him, that the Admiralty Court ought to be upon a new footing.” At the close of this debate, he disapproved of both the original motion and the amendment by Mr. Huskisson, and proposed a motion of his own, by which the gross proceeds\* and

\* COBBETT'S Debates, Vol. X. pages 450, and 460.

net proceeds were required to be stated in distinct columns, &c. Alluding to the delay in the distribution of prize money, he instanced an officer who had received only in the month of May, 1807, his share of prize money for a vessel captured twenty years before.

In the months of February, and March, 1808,\* Sir Charles endeavoured to call the attention of the House of Commons, to the *Appointments in Greenwich Hospital and the Naval Asylum*; and proposed to bring in a bill to preclude the chusing of any, but persons connected with the naval service, or holding situations in either. In this measure he was defeated. The following is the interesting debate which took place on so important a moment to the navy:—

“*House of Commons,† March 8.*—Sir C. Pole, pursuant to notice, rose to submit his motion to the House, founded upon the 14th Report of the Commissioners of Naval Inquiry. The object of the bill which he had to propose, was to carry into effect both the spirit and letter of the charter of Greenwich Hospital. Before he proceeded to make his motion, he begged that the report of the commissioners who had been appointed on a former occasion to inquire into the state of that Hospital should be read. By the charter of the Hospital, which was granted in the 16th Geo. III. it was required, that all the officers of the Hospital should be persons who had served his Majesty in the navy, and had lost limbs or been disabled in the service. The provisions of the charter it appeared had not been complied with; but it was not the object of his bill to interfere with any of the existing appointments or emoluments; its sole purpose being to provide that the charter should in future be complied with, both in letter and in spirit. Another part of his bill would provide for a public saving, by requiring persons holding such offices to give up their half-pay. His bill was also to extend to the institution of the Naval Asylum, which had been established for the encouragement of the naval service: and if ever there had been a time, when they ought to do every thing consistent with economy and the interest of the service for that object, it was the present. These were the clauses which he intended to introduce into this bill; and there was also another, to provide that the bill should not extend to any persons holding offices at this moment, either in the Naval Asylum or Greenwich Hospital, though it was to provide, that in future no persons but such as had served a certain number of years in the navy, or been disabled in the service, should hold any office in either establishment. It had also been his

\* Sir C. Pole was twice returned member for Newark; and has been twice returned for Plymouth, for which place he at present holds his seat.

† COBBETT'S Debates, Vol. X. page 976.

intention to introduce a clause to provide, that all sums granted for the use of Greenwich Hospital, should be paid into the Bank of England; but as he understood that regulations were to be adopted, which would render that clause unnecessary, he should not press it. He therefore moved for leave to bring in a bill for the encouragement of his Majesty's naval service, by regulating the appointment to officers in the Naval Asylum, and in Greenwich Hospital.

Mr. Rose, (Treasurer of the Navy) stated, that immediately after his appointment to the office he then held, he had inquired into the facts stated in the Report of the Commissioners of Naval Inquiry; and that in consequence of the representation made by him to the Admiralty, prosecutions were now carrying on against the persons who had been guilty of malversation in that department. But having said this, he did not think that the Hon. Baronet had made out any case to induce the House to accede to his motion. About thirty years ago, an inquiry had been made into the state and management of Greenwich Hospital; but no legislative enactment was thought necessary. There were various offices, such as that of *Organist*, *Surveyor*, and *Architect*, which persons of naval education would not be competent to fill.\* The Auditor was an officer who required a competent skill in the law. The noble lord who now held that office had succeeded Lord Thurlow, who must be allowed to have been skilled in the law. Besides, the revenues of the Hospital exceeded £60,000l. per annum, and the receiver would require other qualifications than a naval education. As to the question respecting the Naval Asylum, he thought that the Hon. Baronet would do well to wait for the report from the commissioners on that head. He was as desirous as any person, that none but those who had served in the navy, should be employed in the offices of that institution.

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\* We wonder that a person of Mr. Rose's experience, who has been acquainted with many eminent naval characters; and from his situation as Treasurer of the Navy, may be supposed to be possessed of much information on such a subject, should have advanced such an opinion. There are many seamen, who from having been in the various bands belonging to captains of ships, possess a competent knowledge of music, and would certainly fill the situation of *Organist* with credit; or if none could be found amongst the common men, there doubtless might amongst superannuated midshipmen, or even the lieutenants. Some of our great *Architects*, who have figured away and amassed great riches in the fashionable world, have been carpenters; and we see no reason why full as able men might not be found amongst our very skilful ship carpenters, when they are worn out, or have had their health injured in the service of their country. Many of the masters in the navy, who greatly demand attention, would make excellent *Surveyors*. Naval situations should undoubtedly, in point of justice, be always occupied by naval men: and with all our respect for the Hon. G. Rose, we think that the situation of *Treasurer of the Navy* should be expressly given to some eminent naval servant of his country. Sir Evan Nepean, and many others, would fill it with great credit.



for which they would be qualified; and if, when the regulations of the commissioners should be produced, the Hon. Baronet should not be satisfied with them, it would be perfectly competent to him to move for such a measure as the present.

“ Mr. *Whitbread* was of opinion, that many musical persons were disabled in the navy, who might be competent to the office of Organist; and observed, that the Right Hon. Gentleman who had just sat down, and another Gentleman, a member of that House, were proofs that a naval education did not render persons unfit for such offices as those he had mentioned. At any rate *seafaring men might hold sinecure offices as well as any other description of persons*; and it appeared that the barber of the Hospital, Mr. Henry Clew, a Swiss, employed six deputies, and derived an income of 150*l.* per annum from his office, without any duty to perform, but the superintendance of the shaving of the pensioners. He highly praised the labours of the Naval Commissioners, and of the Hon. Baronet in particular, and he was decidedly of opinion, *that no person should be allowed to hold any office in either the Naval Asylum, or Greenwich Hospital, who was not a seafaring man.*

“ Mr. *Lockhart* regretted that the Hon. Baronet had connected the two establishments, which were so different in their object and nature. The Naval Asylum had been instituted by public spirited persons, as strongly attached to the naval service as the Hon. Baronet, who had subscribed a sum of 50,000*l.* for the establishment. The proposal of the Hon. Baronet went to shew a distrust that men having acted under such motives, would not make regulations for its management in the same spirit. Such distrust might excite discontent in the navy, and a lukewarmness in those who had originated and promoted the institution. The commissioners were composed of 17 gentlemen of the navy, and 11 who had not been of that profession. The latter could not dictate any thing inimical to the interests of the navy; and he therefore thought that those who had framed the institution in favour of the navy, should not be deprived of their influence upon it by the vote of the Hon. Baronet.

“ Mr. *Fousnby* observed, that the arguments employed applied only to that part of the motion which concerned the Naval Asylum, and not against that which applied to the carrying into effect the charter of Greenwich Hospital. That charter had, it appeared, been departed from, and therefore there was a necessity for the interference of Parliament. He suggested to the Hon. Baronet, whether he ought not to separate the objects of his bill, and move, in the first instance, for a bill to regulate Greenwich Hospital; and afterwards, if it should be necessary, bring forward a motion to regulate the Naval Asylum.

Sir C. Pole acceded to the suggestion of the Right Hon. Gentleman, and confined his motion to the first object.

“ The *Chancellor of the Exchequer*, as the question had been narrowed, should then only say, with respect to the Naval Asylum, that it would be competent to the Hon. Baronet to move an address to his Majesty for the regulations of the commissioners, and to make them the subject of any fur-

ther proceeding he might think necessary. But as to the remaining part of his motion, he did not think the House could agree to it, without having the charter of the Hospital before it. It was as much the duty of the trustees, under the charter, to correct any abuses that might exist, as it would if an act of Parliament were to pass for the purpose. But the question was, whether it would be desirable, if only a single candidate, who had been connected with the navy, should offer for an office, who might not be as well qualified as other candidates, that any peremptory order for his appointment should be enacted. He contended that there was no necessity for an act of Parliament. The Hon. Baronet himself had been, whilst in the office of a Lord of the Admiralty, in a situation to correct these abuses, and if he had not done so, it was not a matter of blame to him, as he had followed the course pursued by his predecessors; and if any mischief had arisen, it must have been only from inadvertency on his part. The House he was sure would not accede to the motion, until it should have the charter of the Hospital before it.

“*Sir John Newport* contended, that every statement of the Right Hon. Gentleman shewed the necessity of the bill. As abuses existed, it was highly necessary that an act of Parliament should be made to correct them. And many of the trustees would be glad to be protected against the applications of their friends, by the provisions of an act of Parliament. The Hon. Baronet appeared to him to deserve the thanks of the House and the country, for his accurate attention to the interests of a profession to which he was an ornament; and as to the unfitness of naval men for the offices in the Hospital, he never could forget that the late Lord Chancellor had been in that profession.

“*Mr. Pole Carew* contended, that either there were rules in the charter requiring persons holding offices to be seafaring men, or there were not; and that in either case it would be necessary for the House to interfere, to allow qualified persons to be appointed, or to prevent persons not qualified from being appointed.

“*Admiral Sir John Ord* could not agree to the motion, as he thought it could neither be consistent with justice, nor promote the advantages of the institution, to take it out of the hands of the trustees.

“*Sir F. Burdett* was extremely surprised at the opposition given to this bill, which was to remedy gross abuses acknowledged to be existing. All that had been said, applied solely to the bill, the exceptionable parts of which, if any, might be left out. The principal object he had in rising, was to thank the Hon. Baronet for the course he was pursuing in spite of all obstacles. He could not suppose that the House could object to the introduction of the bill, because no negative had been given to the statement of the Hon. Baronet. He never had been more astonished, than at the frivolous objections which had been made to the motion. The object of the bill was to inflict a penalty on those who should violate the provisions of the charter; and he did hope that the House would never come to any determination that would preclude the Hon. Baronet from bringing forward his bill. A division then took place—For the motion, 52—Against it, 78. Majority, 26.”

This measure of Sir Charles Pole being thus defeated, he soon afterwards proposed, and carried an address to his Majesty, praying, he would be pleased to direct, that the charter of Greenwich Hospital should be so amended, or a new charter drawn, which might prevent the recurrence of abuses now complained of. The following is what passed on that occasion in the House of Commons, March 22 (1808):—

“ Sir C. Pole, pursuant to notice, called the attention of the House to some appointments on the establishment of Greenwich Hospital, in which due regard was not had, to the preference that ought to be shewn to persons who had served in the navy. He cited all the commissions relative to Greenwich Hospital, from the first under William and Mary, to shew that such a preference ought always to be given; and concluded with moving an address to his Majesty, praying, that he would be graciously pleased to give directions, that all appointments belonging to the said Hospital, should henceforth be filled with persons who had served in the navy.

“ The *Chancellor of the Exchequer* said, it must be the object of every one to promote as much as possible what the Hon. Baronet was desirous to accomplish. But there were offices, for which persons properly qualified could not be found in the navy, such as Clerk of the Works, who should be an architect; Auditor, who should be a lawyer; Organist, Brewer, Clerk of the Cheque, Surveyor, and others. With these exceptions, he thought no other office should be filled otherwise than from the navy; except when after a months notice in the newspapers, no naval person should present himself with proper qualifications to fill the office vacant. He should propose an amendment, adopting the Hon. Baronet's idea, with this limitation; and he should, in the event of the amendment being adopted, propose an address to his Majesty, praying that he would cause a corresponding alteration to be made in the charter of Greenwich Hospital.

After some observations from Mr. Whitbread, Mr. Rose, Mr. N. Calvert, and Mr. R. Ward, Sir C. Pole agreed to the exceptions proposed by the Chancellor of the Exchequer, and the motions were passed accordingly.”\*

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“ *House of Commons, April 11.*†—Sir Charles Pole rose, in pursuance of his notice, to move a certain Resolution relative to the Royal Naval Asylum, somewhat similar to that which he had lately proposed as to Greenwich Hospital. He knew it would be objected to what he was about to propose, that this charitable institution had been originally supported by private voluntary donations; but it appeared to him to be now under the immediate management of government, the more especially as Parliament had been called on to vote considerable sums of money for its support. No doubt the private donations from other individuals were very important; but still

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\* COBBETT'S DEBATES, Vol. X. page 1243. † *Ibid.* Vol. XI. page 3.

there appeared no reason for separating its mode of management from that of Greenwich Hospital, as described in the charter. Here the Hon. Baronet gave a statement of the most important public and private contributions to this Asylum. He observed, that a very large portion of that called *private contribution*, was given from the Patriotic Fund, which was avowedly for the purpose of relieving the distresses of the relations of those who fell in the naval battles of their country. 'Surely, then,' he exclaimed, 'the offices of this charitable and naval institution could not be better bestowed than upon those who had survived these battles, but unfortunately were disabled. The sum subscribed by the Patriotic Fund amounted to 40,000*l.* and such being the intention of that fund, it surely never could be supposed, that other persons subscribing small sums, could mean that their donations should be bestowed otherwise, than upon individuals connected with the navy. They could never imagine, that they were subscribing towards the relief of persons, such as those already appointed to offices in that Asylum, who were as far removed from the naval service as the Great Mogul. The House was formerly told, that the office of Auditor of Greenwich Hospital must be filled by a lawyer, that Hospital possessing great sugar estates, and also great estates of other descriptions in the north; but in the present case, what was there of law business to transact for the Naval Asylum. It was not, however, a lawyer that had been appointed to the Asylum, but a wealthy clergyman, who, for doing little or nothing, was to enjoy, in addition to other income, a salary of 300*l.* a year as Auditor. Besides which, he was to possess a free house and garden, and a very large sum of money had been laid out in repairing a house for his residence, amounting, he believed, to about 1,700*l.* and added to all this, even furniture to the house. I really, Sir, am convinced the duties of the office I allude to, might be performed by some poor worn out or disabled naval or marine officer, at a salary less than 100*l.* a year; but instead of this, no less than 700*l.* was thus squandered away upon a spiritual gentleman, who had no occasion for any assistance whatever. Another thing he should object to upon this establishment, was, the appointment of a surgeon, *who had never been at sea during his life*, and inducing him by a great salary, to give up his private practice; instead of appointing a naval surgeon, who would be less expensive, and more thankful for the favour bestowed upon him. There were various other appointments, which he thought objectionable, such as the Clerk of the Institution, the Clerk of Instructions, &c. but the chief ones were those I have mentioned, the Auditor and Surgeon. I have no difficulty, Sir, in saying, that the persons who have appointed an Irish clergyman to the office of Auditor of the Naval Asylum, have done wrong, if they knew that he was already possessed of four church livings in Ireland, and a glebe land so extensive as to contain 540 Irish acres. The gentleman he alluded to was Dr. Thomas Brooke Clarke, to whom besides there had been granted several very large sums, by resolutions of the House, as might be seen by their journals.' (Here certain resolutions were read by the clerk at the desire of the Hon. Baronet. Amongst these was the sum of 556*l.* granted to Dr. Thomas Brooke Clarke, *for his trouble in en-*

forcing the residence of the Clergy, whilst he himself intended to establish his residence at the Naval Asylum, instead of being at any of his livings in Ireland.) Had all this been known, continued Sir Charles, when this reverend divine was recommended, I certainly do think he could not have been appointed to that lucrative situation. There are many of the old disabled officers of the navy, with large families, who would have been most thankful and grateful for the appointments of Auditor, Surgeon, or Clerks to the Institution. I shall now, Sir, sit down, with the hope that the Resolution which I shall propose may meet with some consideration; for in doing this we are saving the public money, and adding to the comforts of those really entitled to relief, and who would ever be grateful for the favour bestowed. It is with this view that I propose this Resolution—*That it appears to this House, that the appointment of competent and qualified persons from the naval and marine service, to hold offices and employments in the several departments of the Royal Naval Asylum, will be productive of much advantage to the empire, by materially encouraging the naval service, and diminishing the public expediture.*—This Resolution the Hon. Baronet said, if acceded to, he should follow up with another, for an address to his Majesty, praying that he would be graciously pleased to take the most summary means of carrying that object into effect.—After a long debate the House divided, for the Resolution, 46, against it, 78. Majority, 25.

Previous to the debate\* on the *Rochfort squadron* (May 9th, 1808) which succeeded what had passed in the House on the same evening, respecting the expedition to the Dardanelles, Sir Charles Pole had shewn a laudable anxiety for the fame of a brother officer, by observing, *That the question respecting the Rochfort squadron, ought not to be brought on in the absence of Sir R. Strachan, or of some person qualified and authorised to defend his conduct, as far as it might be implicated in the question.* Mr. Calcraft, in rising to bring forward the motion of which he had given notice, declared that nothing was more distant from his intention, than to throw out the slightest reflection upon the conduct of Sir Richard Strachan, for whose character both as a naval officer and a man, he entertained the highest veneration; and nothing which had fallen from the Right Hon. Baronet went to impute to him any such intention. All that the Hon. Baronet had said was, that the testimony of Sir R. Strachan would be very material in guiding the decision of the House upon the question which he was now bringing before it, and in this he perfectly agreed with him. After going at large into the state of Sir R. Strachan's squadron, as to its means not only of remaining on the blockading

\* COBBETT'S Debates, Vol. XI. page 132.

service on which it had been employed, but also of following the enemy; Mr. Calcraft declared that Sir R. Strachan was reduced to such distress for provisions, that instead of addressing his letters, as he had been in the habit of doing, to Lord Gardner, he wrote directly to the Admiralty, to make his distress known to that Board; a state of distress to which he could not have been reduced without the grossest negligence in that department of government. Mr. Calcraft, after fully discussing this subject, moved five Resolutions, rising out of the question he had brought forward. When, after Mr. Wellesley Pole had spoken in defence of the conduct of the Admiralty, and been called to order by Mr. Tierney, for offering to read a paper not regularly before the House, and Mr. W. Pole had replied,

“ Sir *Charles Pole* arose,—He totally differed from the Hon. Gentleman who had just sat down, both as to the facts themselves, and the inferences which he drew from them. He read extracts from many different letters on the table, by which he shewed that the fleet off Rochfort was very badly provided, and could not have followed the enemy more than three or four days. The power of despatching ships to relieve Sir R. Strachan, it was plain, was not vested in Lord Gardner; else he surely would not have sent off five different and anxious letters to the Admiralty on the subject. He read extracts from a letter dated 11th of December, stating to the Admiralty the distress of the fleet, which letter was answered by the Admiralty on the 18th, sending a supply of provisions in one victualling ship: although this ship was intended for the supply of three squadrons, namely, that off L'Orient, off Ferrol and Rochfort, yet she did not convey more than sixteen days bread for the line-of-battle ships off Rochfort alone. He said, if every pound of bread which had been so sent, had been received by the Rochfort fleet alone, it would not have put it in a situation to follow the enemy. Such inattention on the part of the Admiralty was the greatest blow England could receive, as it would be the greatest triumph the enemy could obtain. That day was perilous to us indeed, when we found ourselves unable to furnish seven sail of the line sufficiently to keep their station. He could not conceive what was meant by sending one store-ship out to supply such a fleet with bread, wine, and water. He could not foretell what would be the decision of the House, but he knew well what would be the sense of the country on such conduct. The House might divide three to one in its favour, but the nation would not be a whit the more convinced. He then read an extract from a letter to the Board of Admiralty, dated the 15th December, in which it was declared, that the fleet was in total want both of sails, water, and every other necessary with which a fleet should be provided. In consequence of such a situation, Sir Richard Strachan was compelled to quit his anchorage, to look out for victuallers. What was the event? The enemy, taking the advantage of his absence,

escaped out of Rochfort, which they never could have done, nor would have attempted, had Sir Richard been sufficiently provided to have kept his station in Basque Roads. At length, however, he did obtain a supply of 346 tons of water, which exactly provided his fleet for 26 days; and although he admitted that the *Superb* and *Colossus* further increased his store, still they did not so increase it, as to enable him to pursue the enemy with safety. On the 28th the Admiralty had an acknowledgment from the fleet of 23 days bread, 45 days water, and 24 days wine; this supply added to the former supplies, made a total of eight weeks and three days provisions; and he would ask, was that a sufficiency for a pursuit, for instance, to the Cape of Good Hope?—The present Board of Admiralty might be actuated by as pure and praise-worthy a zeal as possible; but he lamented their talents were not equal to their zeal. He said as to Sir Richard Strachan's squadron quitting Basque Roads, he believed there was a reason for it, but too serious for him to state in that House. As to the transports which it had been stated were sent to relieve the squadron, although three had been sent, still but one arrived. He complained loudly of the mischief which would ensue, from keeping ships at sea on urgent duty, waiting for the arrival of transports; they should be so situated as totally to feel above contingencies; but here so fatal was the adoption of a contrary course, that even had our blockading admiral seen the fleet which he blockaded standing out to sea on the 21st of January, he could not have chased them twenty leagues from land! From the very weekly accounts laid upon the table for the perusal of the country, it appeared that there was at that time on board the fleet, only bread for 16 days, and water for 25 days!—The Hon. Baronet declared he did not wish idly to declaim against the measures of any man, or set of men, but he solemnly did assert, that had a charge of the nature of this inquiry, been brought before a court martial, with no other justification than what the papers on the table of the House offered, he should have no hesitation in deciding on his oath, that the British squadron off Rochfort had not been supplied in the manner in which the exigency of the service required, and the safety of the country demanded. He could not conceive how men could bring themselves to sport thus with the feelings of a gallant and deserving officer. What must those feelings have been, when, after all his hope, his anxiety, and fatigue, he had seen the French stealing out of Rochfort, unable to follow and defeat them from the unmerited neglect with which he had been treated. The arrival of the *Colossus* and *Superb*, had, however, been much dwelt upon; and after all, even when they divided their supplies among the fleet, what provision had it? Exactly seven days bread, 63 days wine and spirits, and 40 days water! He was ashamed to take up the time and trouble of the House in detailing such broad and simple facts as these, when in truth any observation on the subject was rendered quite unnecessary, by the able statement of the Hon. Gentleman who opened the debate. This was a question to which the House should give all its attention. It involved the dearest interests of the country, whose safety was identified with the welfare of the fleet. As to the new system which the Hon. Gentleman (Mr. W. Pole) had broached to-night, he was

sorry to see any such attempted; if its effects were to be the allowing a ship to remain at sea for eleven months, and when she had remained at home only as many days, sending her out again—if such were to be its effects, he disclaimed and denounced such a measure: the name of the ship so treated was the *Defiance*. He deprecated leaving ships so long, and so ill provided at sea, for such a length of time. He did not profess himself friendly to a vote of censure on the Admiralty, however he might have thought them inefficient; before such a measure was adopted, evidence should be heard at the bar of the House; and then, and not until then, a censure could be warrantably passed on so public and respectable a Board; but what must the squadron off Rochfort think, what must be the feelings of the whole British fleet, and of the country at large, when an impartial and temperate examination of the papers laid on the table of the House by the Admiralty, proved, that the blockading squadron had been cruelly neglected? And admitting for the sake of argument, that every pound of bread, and every gallon of wine, and spirits, which reached Sir Richard Strachan before the departure of the French squadron, had been correctly distributed, still it was most notorious, that the British squadron would not have been in a state to have followed the enemy.”

After a speech from Mr. Ward in defence of the Board, Mr. G. Ponsonby closed the debate by observing, That the Resolution went to say, that Sir R. Strachan was not supplied with provisions, and that was proved by the documents on the table beyond a question. Mr. Ponsonby concluded a very spirited speech by declaring, that he did not charge the Board of Admiralty with intentional neglect, but he charged them with want of judgment.—The House then divided on the previous question.—Ayes, 146. Noes, 69. Majority against the Resolution, 77.

In the same session this indefatigable guardian of the welfare of the British navy, on the 14th of June, 1808, endeavoured to call the attention of the House of Commons to the office of King's Proctor; and moved an address to his Majesty, praying, that he would appoint two or more proctors, in order that the naval service might have an option. The following is the speech which he made on that occasion:—

“ He declared,\* that he rose in pursuance of the notice which he had given, to call the attention of the House and the country to the mode of conducting the business of the navy in the High Court of Admiralty. It was a subject which he had considered of the first importance to his Majesty's naval service, and on which he had more than once endeavoured to express his sentiments to the House, and to urge and pray for amendment; but he was sorry to say, the influence which the Right Hon. and Hon. Member

\* COBBETT'S Debates, Vol. II. page 370.



connected with that Court possessed, had hitherto effectually prevented the alteration required. Yet this should not deter him from exerting his utmost to correct evils which were notorious, and which must continue to exist whilst the Court was conducted as at present.—It was his intention to move two Resolutions, the one purporting that the duties of the King's Proctor, or Procurator General were so numerous, that no one person was equal to discharge them; the other that an humble address be presented to his Majesty, praying that he would appoint three or more persons to be employed as Proctors in the High Court of Admiralty, and High Court of Appeal. It would require little argument to satisfy any impartial mind, with the necessity of these Resolutions, without meaning to cast the smallest censure on the character of the individual who held the office of proctor, or those connected with him. On the contrary, he was ready to give them due credit for exerting themselves to the utmost; but the business of that Court was so increased since the establishment of one proctor was deemed sufficient, that it was impossible it could be executed in a manner to do justice to the individuals in his Majesty's navy. Great delays, enormous charges, and injustice, must be the natural, and is the actual consequence. In the course of the last four years, more than 3000 ships have been libelled by the King's Proctor; on an average, each of those ships may be said to produce three distinct causes, which would encrease them to 9000. Be it always remembered by the House, that the whole of what he was now stating, and about to state, is the special duty of the King's Proctor, *who is exclusively employed for the whole navy of England in all matters of prize, besides all cases in which the interest of his Majesty is agitated; in all appeals to the privy council, as well as in all memorials and reports*: the number of appeal cases in the last four years have not been less than 500, all of which are under his immediate direction, and on many of them very intricate and difficult questions arise; the papers upon the table of the House shew the number of ships libelled in the last four years by the King's proctor, are above 3000; there are other papers on the table which shew the amount of the proctor's bills on ships condemned as droits. If Gentlemen will take the trouble to average those bills, they will find them to give an average of 95l. on each case; but taking the average profit of the proctor's bill at less than a moiety of that sum, the 500 appeal cases at an average of 100l. would produce a sum which he was satisfied the House would deem sufficient for at least three or four King's proctors. To the cases of ships libelled, and appeals to the privy council, must be added the numerous list of memorials and reports, which make a large portion of the profits of the office. But it was not the enormity of the sum that he so much objected to, it was the impossibility of justice being rendered to the British navy, by the system now persevered in, that induced him to offer his Resolutions; and if he were not so fortunate as to succeed this day, he still flattered himself the period was not far off, when his Majesty's government would see the necessity of revising this Court. He was aware he should be told, that vessels captured by men of war, did not belong to the captors, but to the crown; therefore his Resolution and Address were an improper interference

with the prerogative. Most sincerely should he regret such an objection to rendering justice to a most valuable portion of his Majesty's subjects. The delays and expences of the Admiralty Court, and the numerous evils and abuses which have occurred, were so well known to almost every individual connected with the navy, that he had not troubled the House with a long list of them in detail, meaning to rest the expediency of his motion on what must be obvious to every impartial man, in or out of that House; *namely, the impossibility of one Proctor executing the duties allotted to him.* He had never been able to collect any substantial objection to the appointment by his Majesty of three or more learned and discreet proctors, to officiate as King's proctors in the said Courts. With this view of the subject, he should take the liberty of moving the Resolution and Address as before recited."

The Advocate General felt it necessary to oppose the Resolutions, as injurious to the interests of the nation and of the navy itself. Mr. H. Martin supported the motion. Neither the prerogative of the crown, nor the interests of the nation, would be at all injured by the appointment of more than one proctor, for all the proceedings would be as much under the eye of government as before. The proctor considered himself as totally independent of the captors: it would be much better for the navy that they should be enabled to choose a proctor who would be responsible to themselves. Mr. Stephens observed, that the business could not be better managed, than it was by the King's proctor and his assistants. Mr. Bastard, in the course of his speech, replied to some arguments adduced on the opposite side, "It has been said, Sir, that the interests of the navy itself were better provided for by the present practice; but the contrary was the impression universally felt in the navy, though most unwarrantable measures had been employed by the Admiralty to stifle their complaints. I know the fact, because a petition has been put into my hands, complaining of gross abuses, and signed by many of the most respectable persons in the navy; some of whom had withdrawn their names, in consequence of their having been menaced with the vengeance of the Admiralty, and I refused to present the petition afterwards, lest I should thereby draw down that vengeance on the parties." Mr. Whitbread spoke in support of the Resolutions. Sir Samuel Romilly thought that the best time to reform the constitution of a court of justice was when the offices in the court were respectably and unexceptionably filled; because, at such a time, all personal and party motives must

necessarily be excluded. He did not pretend to be intimately acquainted with the mode of proceeding in the Admiralty Courts; but he conceived it to be a very extraordinary principle, and one contrary to that which was recognised in all other courts, that one person, however able and however distinguished, either by his talents or integrity, should engross the whole practice of the Court.

Sir Charles Pole made a short reply, in which he stated, that some causes had been pending in the Admiralty Courts more than ten years; and that a majority had been pending more than seven years. He should think that he was wanting in his duty, if he did not take the sense of the House upon the motion which he had the honour to have proposed. The House then divided upon the Hon. Baronet's motion, Ayes, 16, Noes, 35. Majority, 19.

The next instance in which this valuable and patriotic officer displayed his political courage and vigilance was on the succeeding 17th of July, (1808) when opposing the Grant moved for by the Chancellor of the Exchequer, "Towards carrying on the building of the Naval Asylum at Greenwich."

Sir C. Pole opposed the Grant; for which he said the trustees ought not to have applied to Parliament whilst they had in their hands a sum of 50,000*l.* towards carrying on the purposes of that Institution; no account of the application of which was laid before the House, nor the interest of that sum, which ought also to be applied to the purposes of the establishment. He said, that a great waste of public money already granted had been committed, in paying a large salary and allowances to an useless and unnecessary officer, namely, the Auditor; and expended in building for him a house, with extensive gardens, and offices. There was no such officer in the military Asylum, and he thought this a wasteful profusion of public money; and towards a clergyman too, who possessed two valuable livings in Ireland, upon which it was his duty to reside, and which in the spirit of the Act lately passed in that House, he ought to be obliged to reside. He objected also to the employment of a surgeon with a large salary, house, and offices, who never had been in the navy; because he thought that all officers of a naval institution ought to be naval men, and that this institution, by employing men wholly unconnected with the navy, was rather a discouragement to the navy than otherwise.

Mr. Rose expressed his astonishment, that the Hon. Baronet could expect that a sum of 50,000*l.* which was the donation of private persons, and given expressly on the condition of providing for such children of seamen as they should recommend, was to be applied, in the first instance, for the quite different purpose of carrying on the building now adopted by

his Majesty, and sanctioned by Parliament. He was ready to give the Hon. Admiral credit for the friendship he had always professed towards the navy; but was utterly at a loss to reconcile that profession with the Hon. Admiral's opposition to the means of carrying on the building of an Institution, where a thousand children, the orphans of seamen, were to be provided for, and which must actually be stopt, if the means were not immediately granted for continuing the business of architecture; and this merely because two gentlemen were employed as officers in the Institution, who were not actually naval men. He was utterly at a loss to account for this persevering opposition from the Hon. Admiral, who, while he professed a zeal for the interests of officers in the navy, was actually, in effect, endeavouring to impede objects most interesting to the feelings of those officers. There was a school instituted at Greenwich Hospital, designed originally for the sons of naval officers, to the number of 200. That school was now full, but not entirely with the children of officers, of whom there were but 73, the rest being the sons of common seamen; and for want of room, the son of an Admiral was now obliged to sleep in the same bed with one of those common boys. It was designed to remove from the school to the Asylum, all the children of common seamen, so as to leave the Institution free for the full number of officers' children; and yet to this intention, the Hon. Admiral was, in effect, offering every opposition in his power. As to the gentleman who filled the office of auditor, he was not employed by the present Commissioners, they found him in the employment, while under private direction, and they thought it not right to discontinue him. But he begged leave to say, there was an officer in the Military Asylum to execute the same duties, but he was under the denomination of treasurer. The auditor was personally quite a stranger to him, except in his official capacity, and he had himself inspected the house and garden allotted, and thought them by no means unreasonable for the person who filled the situation. But as to his livings in Ireland, and his own residence there, it had nothing to do with this question, so long as he was obliged by the strict rules of the Asylum, to be constantly resident there, or resign his situation.

“The House then resolved into the Committee, and on the Chancellor of the Exchequer moving for the sum of 35,000*l.* for the Asylum,

“Sir *C. Pole* said, that his motives for persevering were the same which had actuated him with respect to Greenwich Hospital; namely, to preserve the exclusive right of the navy to the official appointments originally intended for them, but which principle had been shamefully violated in the case of Greenwich Hospital. The like violation of principle had commenced in the Naval Asylum, and if it were not resisted in the outset, he should expect shortly to see the governorship there, conferred perhaps upon some German captain of cavalry, and the minor situations filled by Hanoverian subalterns or serjeants, instead of British naval officers. He would not, however, divide the committee.

“Mr. *Windham* vindicated the motives of the Hon. Admiral, without entering into the examination of his objections. The Resolution was then put and carried.”

On the 16th of March, in the present year, 1809, Mr. Robert Ward rose to answer some observations made by Sir C. Pole on a former night, respecting the Pay Captains of the Marines.

“The statement of the Hon. Baronet was totally fallacious. These paymasters were established under the administration of Earl St. Vincent; they were selected from the oldest captains in that service; and in consideration of the duty of paymaster allotted them, they were exempted from all duty afloat, and had nothing else to do than merely to attend courts martial in the places where they were quartered; and instead of having imposed on them the duty of paying the whole body of marines, amounting to 32,000 men, they had not above one-fourth, or perhaps one-sixth of the whole, for the remainder were always afloat, and the pay was only to be issued to divisions occasionally landing: even for this purpose they had paymasters-serjeants allotted them, and had only to controul their accounts. With respect to the stoppages of one day’s pay in a year from the marines to Chelsea Hospital, from which they derived no advantage, he found no stoppage whatever was made from the privates, except for Greenwich Hospital, to the benefits of which they were entitled, in common with seamen; and as to the stoppage of a day’s pay in each year, and the poundage of five per cent. upon the pay of officers, it was handed over to the War Office for the benefit of the Widow’s Fund; which the relicts of marine officers enjoyed in common with those of officers of the line; but those stoppages had never been made since the year 1806, as the pay was issued net, to all officers under the rank of colonel, on the same footing as the other officers of the army.

“Sir Charles Pole said, if the Hon. Gentleman had given this explanation as to the stoppages of pay before, it would have altered his own view of the subject. But he still held the same opinion with respect to the situation of the Pay Captains. He was well informed they had a regular ledger account to keep with every man and boy in the marine service, for which they had no remuneration, although the captains of marine artillery, for only paying their own companies, had 2s. per day additional pay. Besides those old officers, in any branch of the service, would have been entitled to majorities, and many of them now would have been old field officers. Any advantage, therefore, which could be given them, without great expence to the public, ought not to be withheld from a brave class of men, whose existence was scarcely known to their country except by their brilliant services in her cause.

“Mr. Ward explained.

“Mr. Calcraft felt it his duty to state, that it was understood very generally, that the stoppages from the marine troops were as stated by the Hon. Baronet; and it now seemed the power actually did exist for making those stoppages, although it was not exercised to the extent supposed, but confined to Marine officers and towards the Widow’s Fund. But he saw no reason why the Marine Officers should not have a distinct Widow’s Fund of their own.

“ Mr. *Wellesley Pole* said, it was the intention of the present Board of Admiralty to afford to the marine corps every practicable and reasonable indulgence. But there was a mistake with respect to the stoppages from the pay of marine officers in general for the Widow's Fund. No such stoppages were now made but from officers who retired on full pay; and the widows of the marine officers received their pensions at the War Office, paid by the public. With respect to the situation of the Pay Captains, he begged leave to refer the Hon. Baronet to a petition presented by those very officers to the Admiralty, when he himself was at that Board, praying for this very allowance, which the Hon. Baronet now sought to obtain for them, and the answer then given to their petition was, that the berth was a pretty good one, and it was very desirable it should continue to exist; but if they did not like it with full pay, and exemption from all other duty, they might take their turns of service: ever since, they had been pretty well satisfied to remain as they were. With respect to the Compassionate List, for which there was a bill now in progress, it was only for such widows and orphans as were not entitled to any provision otherwise, nor was it ever thought of before the establishment of the present Admiralty Board; and it was his intention in the committee on this bill, to place the widows of marine officers on the same footing in this respect with those of the officers of the navy and army.

“ Sir *C. Pole* had no recollection of the petition from the pay captains just mentioned.

“ Mr. *Hutchinson* said, that an opinion had been very generally entertained by marine officers, that the corps had contributed by stoppages, some 30,000*l.* to Chelsea Hospital, without receiving any advantage.

“ Mr. *Ward* said, that no trace of such stoppages could be found in the navy books since the year 1755.

“ After some further conversation, in which Mr. *Pole*, Colonel *Bastard*, and Sir *Charles Pole* spoke, the House went into committee on the bill, made several amendments, and it was ordered to be reported on the next day.”

On the 21st of March, Sir *Charles Pole* brought another important object before the House, which again shewed a neglect of naval officers in those situations at the Victualling Board, which they had generally been allowed to occupy, and which Sir *Charles* was particularly induced to make, from circumstances that had been brought to light by the report of the Commissioners of Naval Revision.

“ *House of Commons, March 21, 1809.*—Sir *C. Pole*, pursuant to notice, rose to call the attention of the House to the necessity which existed on the part of the Board of Admiralty, of selecting such members only for appointment to this Board as were men of professional experience, ability, integrity, and indefatigable industry, in the duties of their office; and to the inconveniences and losses which obviously had, and unavoidably must continue to

accrue to the public service, and to the country, from the want of due attention to this salutary principle. The Hon. Baronet, in support of his position, recurred to a long series of documents in the Reports of the Committees of Finance and of Naval Revision, and took an historical view of the state of the navy at different periods, in order as well to shew that that state was always affected either by the possession or the want of professional experience in those who at different times undertook its management, and directed its operations, as to prove, that within the present reign, for the want of such experience, ability, and industry in those who at different periods superintended the various branches of naval expenditure, the most gross and flagitious profusion, improvidence, and speculation had prevailed in our dock-yards at home, and our fleets in foreign service; and that the public accounts in that department had been suffered to run into such arrear and confusion, as to render the audit of them totally impracticable, for a series of twenty years together, to the preclusion of all effectual means to check the progress of speculation and fraud. In no one branch of the naval department had this system of inefficiency more mischievously prevailed than in that of the Victualling Board, where, it appeared by one of the latest Reports of the Commissioners of Naval Revision, that accounts to a very considerable extent had continued in arrear for above twenty years without liquidation. But it was not merely of late years that such complaints had existed in this department; for ever since the reign of Queen Anne the Victualling Office accounts had been always in arrear, and at the time of the last Report of the Commissioners of Naval Revision, there were actually accounts to the amount of nine millions unsettled. He trusted, however, that since that Report had been laid upon the table, no new arrears of account had been suffered to accumulate. At a time when the urgent affairs of this country called for great expenditure, and consequently for a heavy pressure of taxation on the people, it was but right and reasonable that the people should be convinced that a scrupulous and efficient vigilance was exerted in every department of office, in order to secure the fair application of every shilling granted for the public service; and his principal motive for now calling the attention of the House to this subject, was, not to cast any blame on the present Board of Admiralty, but in order to record on the Journals of the House a resolution which he should have the honour to propose now, before the Navy Estimates came to be voted, in order to prove that the House coincided with the recommendation stated in the Reports of the Commissioners of Naval Revision. He concluded by moving a Resolution, "That it is the opinion of this House that neither the plan recommended by the Commissioners of Naval Revision, respecting the Victualling Board, nor any other plan can be effectual, if that Board be composed of any other than men of extensive experience, knowledge, ability, integrity, and indefatigable perseverance in their duties."

"Mr. R. Ward spoke at considerable length, in answer to the Hon. Baronet. He said that he should be totally at a loss to understand the real object of the Honourable Baronet's motion from his speech this night, if he had not heard the conversations both within and without those walls, which

had their origin in the suggestions of the Hon. Baronet, and were calculated to throw blame on the present Board of Admiralty. This, he conceived, to be the true motive of the Hon. Baronet for wishing now to enter upon the Journals of the House the Resolution which he proposed; the truth of which no man could deny, and which was the very ground laid for what the present Board of Admiralty had done, towards the very system of reform in the naval department, now urged by the Hon. Baronet. He must, therefore, be excused from imputing the motion of the Hon. Baronet merely to the motives he avowed. He must call things by their right names, and freely avow his own conviction, that the true object of the Hon. Baronet's motion was to cast an indirect censure on the Board of Admiralty; and, therefore, without dissenting from the truth of the Resolution, he would oppose it by the previous question. It would have been more honourable and manly to name the persons to whose appointments he had objected, and thereby give to the friends of those gentlemen the opportunity of defending them fairly and openly. The Hon. Member then named severally the different Members of the Victualling Board, to whose characters he paid high encomiums, and wished the Hon. Baronet to state to which, if to any of them, he could personally object. The persons at that Board, against whom he conceived the Hon. Baronet's motion chiefly directed, were Colonel Welsh and Captain Stuart, and this for no other cause than that they were military men, and therefore in the Hon. Baronet's estimation unfit to sit at the Victualling Board. He (Mr. Ward) however conceived that military experience was as necessary as naval experience to the efficiency of that Board; inasmuch as ever since the year 1793, by a new arrangement of the Board, with increased salaries, additional clerks, and the appointment of a military inspector of provisions, the duty of purchasing victualling stores for the army in foreign stations, as well as for the navy, devolved upon them, although the victualling of both branches of the public force was carried on under distinct departments, was different in kind, and distributed differently on shipboard, and in garrison. The Commissioners of Revision had said there should be some military and some civilians. There could be no objection, nor was there any to Colonel Welsh, other than his being appointed by Lord Mulgrave, and every one but the Hon. Baronet allowed his merits. All he had said of Colonel Welsh was equally applicable to Captain Stuart; and in point of justice the Hon. Baronet ought to get up and state, that they have no abilities and no integrity, if he wished to throw blame on the Admiralty for these appointments. The motion went to charge the Admiralty with blame, without a single argument in support of it. He was, therefore, compelled to move the previous question.

Mr. *H. Martin* said he had never heard more warmth nor less argument than in the speech just delivered by the Hon. Gentleman. The fact was, the Admiralty had dismissed, or allowed to retire, Mr. Marsh, who presided at the Victualling Board, under the pretence of his age and infirmities, because the accounts were in arrear, and had appointed a person much the senior of him they had removed: and the person so appointed



had been longer in the Victualling Office than any other, so that if bad habits were an objection, they applied in full force to him. Mr. Budge had also been removed, without any application on his part; and Mr. Moody, who was allowed to be one of the best accountants in the country; and if it were true that the accounts of the office were so tremendously in arrear as had been represented, it was very extraordinary they should get rid of such a man, who was in all respects so capable of forwarding them.

Mr. *Bas'ard* said he could not but feel indignant at the manner in which the Hon. Gentleman (Mr. Ward) had treated the motion of the Hon. Baronet, to whom he thought the House and the country were highly indebted for bringing it forward, as well as for many other services he had done to the public. Public Boards were not the masters of that House, but ought to be their servants, and liable to their controul; and the Hon. Gentleman would have done well to have recollected the benefits the country had received from a Board, of which the Hon. Baronet had been an active member. The Commissioners of Naval Inquiry had said many reports had been made as to the conduct of the Victualling Board, but not one had been acted on. It was the duty of the House to enforce such a resolution as the present, which might probably prevent such neglects in future. It was not the Hon. Baronet, but the Naval Commissioners who asserted this to be necessary; and though it might be a truism, it came before the House in a much more apposite shape than many others had done. In saying this, he meant no slur on the Admiralty, and the Hon. Gentleman had gone very far out of his way in saying so much on the appointment of Colonel Welsh. He thought the Hon. Baronet was actuated by the best motives: he hoped he would persist in his present conduct, and he should give the motion his cordial support.

Mr. *Wellesley Pole* defended, at considerable length, the several removals, and the appointments made in their stead. He thought, however, that what the Hon. Baronet had now brought forward did not call for what his Hon. Friend (Mr. Ward) had said upon it. He was glad the Hon. Baronet had stated the matter as he had done, which allowed that the system of the Victualling Board was so vicious as loudly to call for alteration and reform. There was, however, another Report, which the Hon. Baronet ought to attend to, viz. the 11th, which particularly related to the outports, and which stated that in the Victualling Board at Plymouth he had been charged with 4000 tons of casks more than by his account he ought to be charged with, and another with 4000 tons of casks less than he ought, and yet both accounts had been passed as right. When the Hon. Baronet looked to the various Boards with so jealous an eye, he could have wished the Hon. Baronet had not suffered his own Report, as a Commissioner of Naval Inquiry, to remain for ten months a mere dead letter, though he was all that time in office, and might have brought it into action; and during that period there were no less than eleven millions of accounts in his office which were never looked to by the Board. Many of those

accounts had been standing 25 years, and many nearly that, and those of 16 had been reported ready for inspection, but no notice had been taken of them by that Board, of which the Hon. Baronet was a member. Mr. Marsh, the Deputy Chairman of the Victualling Board, had been allowed to retire at his own request on three-fourths of his salary. Mr. Moody was as incapable of discharging the duties of his office, as if he was defunct. From all the inquiries he had made, it was universally agreed that he was incapable of leading the Board to carry into effect those reforms which had been recommended by the Naval Commissioners. He had also been allowed, after 49 years service, to retire on three-fourths of his salary; and the Victualling Board was at present constituted in the exact manner recommended by the Commissioners of Revision. The Hon. Gentleman concluded by saying, that as there appeared no shadow of ground for the present motion, he would vote for the previous question.

*Mr. Windham* said, in his opinion, the whole case lay in the short compass of how far it was necessary to remove some officers, and put others in their place; he could not see the necessity of this; but it seemed the Hon. Gentleman thought a reform necessary, and so he began, not by changing principles, but by changing men—a very commodious system of reform; he knew none of the officers but Mr. Marsh, and could see no change in him which could warrant his removal; time, however, might have an effect on his mind, which it had not on his body. He defended the motion of Sir C. Pole.

The *Chancellor of the Exchequer* denied that a change of persons only was intended, but a radical reform of system in the most economical way possible. He contended the Right Hon. Gentleman had formed his opinion on partial parts of the report and deduced therefrom general propositions, which could not be denied in the abstract, but which, when particularly applied, were defective. He would, therefore, support the previous question. He believed Mr. Marsh was a very zealous officer, but he was incapacitated by age from active service. This was also the case with respect to Mr. Moody.

*Mr. Whitbread* defended the motion of the Hon. Baronet, and said he had never heard the present Board of Admiralty praised by any but themselves, with whose testimony on the subject it was not to be expected he should be satisfied. They abused the Hon. Baronet for not doing every thing in ten months, and yet they, at the end of two years, had only commenced a reform.

*Mr. Peter Moore* panegyriced the Hon. Baronet, and defended his motion.

Admiral *Markham* supported the Hon. Baronet's motion, as he thought his arguments fully bore him out.

Sir *C. Pole* shortly replied, and the previous question was then carried without a division.

In the present Session, this truly independent and patriotic Member has been also occupied, with endeavouring to call the

attention of the House of Commons to a subject, which was particularly recommended to him by his late friend Admiral Lord Nelson, *The encouragement of a Marine Corps of Artillery*, to avoid a return of those quarrels which had prevailed in the Mediterranean, whilst Lord Nelson had the command in 1803 : in consequence of some young artillery officers refusing to allow such of their men as were embarked on board the bombs, to assist in case of emergency to support the labours of the crew. Sir C. Pole's object also, in calling the attention of Parliament to the Marine Corps, is to establish a Fund for the orphans of its officers, to augment the field officers, and to put the Royal Marine Artillery on a more rational and respectable plan ; endeavouring that some young men should be purposely educated at Woolwich for that purpose. We trust that we shall have very considerable additions to add to this memoir, both as regarding his professional and senatorial duties, in which we have endeavoured to direct the attention of our readers to a subject, already glanced at by our sensible and worthy Correspondent, E. G. F. *The Parliamentary Duties of Naval Officers*. The subject at the present moment, particularly, is of vast importance, and of great national interest : and we trust our Correspondent will direct and confine his attention to naval parliamentary subjects alone, and a discussion of the various speeches that have been thus made by officers in both Houses.

Such has been, and such we trust will long continue Admiral Sir C. Pole. 'The early associate and intimate friend of the ever to be lamented Nelson ; the great example to all naval officers in Parliament, to whom the profession and the country may safely look up for integrity and independence. By principle a strict disciplinarian, by nature brave and enterprising, yet unassuming ; simple in his manners, open in his character, and uniform in his friendship. This may be the language of eulogy, but it is also the language of truth. We trust he will resolutely stem the current he has so nobly opposed, and support the hitherto-neglected interests of the British navy in the House of Commons. And instead of crouching, like too many whom we could mention, to men in power for professional employment, or holding a situation in Parliament from motives of party or self interest, will keep on his steady course with a press of canvass : and though unfavourable

winds may sometimes retard his progress, or the three deckers of ministry may open their broadsides upon him, and fire stink pots into his rigging; still we trust, like an experienced and able seaman as he is, he will luff up and rake his opposers. We trust that during many succeeding sessions, he will continue to burn blue lights to caution other officers, when he thinks the good old ship is standing into danger; or her crew, like that of a privateer, becoming slovenly and thinking only of prize money, fall to squabbling amongst themselves; and thus forget to scrub the decks, and to square the yards, and allow the purser to serve out oakum for tobacco, and the dust of corrupted maggots for burgoon.

\* \* Sir Charles Pole has been many years one of the Grooms of the Bedchamber to Admiral his Royal Highness the Duke of Clarence.

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#### HERALDIC PARTICULARS.

The family of Pole is of great antiquity in Devonshire. Sir John Pole, of Shute, in that county, was created a Baronet by patent dated 12th September, 1628. His grandson, Sir John Pole, married Anne, youngest daughter of Sir William Morice, of Werington, Knight, and had issue, 1st, William, his successor in the title of Baronet; 2d, John, an officer in the army, who died unmarried; 3d, Charles, who died young; and 4th, the Rev. Carolus Pole, rector of St. Breoch, in Cornwall, grandfather of the present Admiral; which Carolus married Sarah, daughter of Jonathan Rashleigh, of Menabilly, in Cornwall, Esq. by Jane, daughter and at length coheir of Sir John Carew, of Anthony, in the same county, and by her had issue a daughter, Jane, who married Philip Rashleigh, of Menabilly, Esq. and two sons, viz. 1st, Reginald; 2d, John, rector of Faccumb cum Tangley, Southampton, who died unmarried in 1750.

Reginald Pole, the eldest son, father of the subject of this memoir, was of Stoke Damarell, in the county of Devon, and died 11th November, 1769, at the age of 53, leaving issue by Anne his wife (2d daughter of John Francis Buller, of Morval, Esq. which lady died 25th April, 1758) three sons and two daughters, of whom Anne was 2d wife of Charles Cox, Lord Sommers, and Sarah, married Henry Hippley Coxe, Esq. of Stone Easton, in Somersetshire, and died in August 1787. The sons were, 1st, the Right Honourable Reginald Pole Carew, of Anthony, in the

county of Cornwall, one of his Majesty's most honourable Privy Council, and M.P. for Fowey, who was born 28th July, 1753, and assumed the surname and arms of Carew, by Act of Parliament, pursuant to the will of Sir Coventry Carew. He married in November, 1784, *Jemima*, only child of the Hon. John Yorke, 4th son of Philip, 1st Earl of Hardwicke, by whom he had several children.

2d, Sir Charles Morice Pole, Baronet, (so created by patent dated 12th September, 1801) an Admiral in the Royal Navy, born 18th January, 1757, married 8th June, 1792, *Henrietta*, 3d daughter of John Goddard, Esq. formerly of Rotterdam, and late of Woodford Hall, in Essex, and niece of Henry Hope, Esq. late of Amsterdam, but now of Harley Street, and by her has issue, *Henrietta-Maria-Sarah*, born 7th November, 1799.

3d, Edward Pole, Fellow of All Souls College, Oxford.

ARMS.—*Azure*, a lion rampant, *argent*, within an orle of 9 *Fleurs de lis*, *or*.

SUPPORTERS.—Granted by his Majesty's Especial Royal Warrant, dated 2d November, 1801. On the dexter a stag, *gules*, attired, *or*; and on the sinister a griffin, *azure*, beaked, legged, and ducally gorged, *or*.

MOTTO.—*Pollet Virtus*.

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

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### NANTES IN GURGITE VASTO.

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#### GALLANTRY OF THE SANDWICH LUGGER.

ON New Year's Day, a very gallant and severe action was fought by the Sandwich lugger. She fell in with a large French lugger, soon after four o'clock in the afternoon, off the Isle of Bass, which she engaged nearly two hours; and so close was the contest, that the enemy's main-sail caught fire two or three times, from the fire of the Sandwich: it was evidently the intention of the enemy to board, being full of men (it is supposed nearly 100), and for that purpose she ran her bowsprit between the Sandwich's fore and main-masts; but the brisk fire of round and cannister kept up by the brave crew of the Sandwich, prevented her accomplishing this design. At length she disengaged herself,

and sheered off: the Sandwich pursued her, but the weather being dark and heavy, and the wind failing, she out with her sweeps, and made her escape. The long and brisk cannonade kept up by the Sandwich must have made great havoc among the enemy's crew, and it is certain she must have been so much shattered as to reach the shore with difficulty. The Sandwich had one man killed and seven wounded; two of them so dangerously that they are not expected to live. Lieutenant Atkins, the brave commander of the Sandwich, received a ball in the upper part of his right arm, near the shoulder; but it has been extracted. Mr. Phillips, the master, was dangerously wounded; a musket ball entered his right breast, and passed out at his back. The first mate was wounded by a ball passing through his leg.—The Sandwich mounts 14 guns, and had 50 men on board.

#### PRESENT STATE OF MALACCA.

THE fort walls at Malacca, were built by a colony from China, at least three centuries before the Portuguese obtained possession of the place in 1512. They are by no means so strong as has been generally supposed, but they serve to strike terror into the Malays, who have a superstitious veneration for them. Preparations are now making to blow up the works; mines are excavated along the side facing the sea, some of which are charged. Two were exploded with great skill and precision, on the 16th of October, 1807. The wall was completely overturned on both sides, with a very trilling explosion, and without injuring a building or a tree. The country round Malacca to the distance of eight or ten miles from the fort, is a pleasant and most productive spot. The rising grounds are barren and rocky, and the acclivities have been used by the Chinese, for places of sepulture. Redoubts are also raised on the Bocca China, and St. Jonas. On the sides of the hills are innumerable trees of a variety of species, including the sepearce and the arca, or betel-nut tree; other fences of the fields are bamboo, rattan, acacia, &c. Since the English took possession of the place in 1793, the vallies produce rice and sugar canes in great abundance, the cultivation of which, under a settled and permanent government, might be much extended. The revenues bring to the Company 80,000 dollars a year for land rents, taxes, and customs. The latter are farmed, and there is a considerable trade with the buggesses from Borneo, in the season between the monsoons. They also trade with Sumatra, Rhio, and many of the rivers of the Peninsula, both to the east and west, and have

frequent communications with Java; whence they import teak-wood, pepper, and other productions. They procure spars fit for masts from Stack and Arroes, but these growing in a low, marshy country, are of inferior quality. In the river which runs close by the walls of the fort, small vessels of 120 tons have been built. They have good timber, including what they procure from Samarang and Java, and skilful carpenters. Under the lee of the island nearest to the fort, there is a kind of harbour, where in the south-west monsoon, they can carry and secure vessels drawing 16 feet. The cultivators, sugar-makers, distillers, and farmers of the customs are Chinese.

#### IMPROVEMENTS IN THE SANDWICH ISLANDS.

AMONG the extraordinary phenomena of the present age, so fertile in revolutions political and national, may be justly reckoned the formation of a new empire, and the introduction of European civilization into the remote islands scattered over the vast expanse of the Pacific Ocean. We are assured that Tahama, chief or sovereign of the island O-wy-hee, has not only subjected to his dominion the surrounding islands, but is actively employed in extending his power on every side. This chieftain, the Buonaparte of the Pacific, though he can neither write nor read, is, nevertheless, endowed with distinguished abilities, energy, and ambition. Numbers of British and of French renegadoes, or deserters, are employed in facilitating his projects of commerce and of conquest. Already it is certain that he carries on a trade with China, with some of the dependencies of Japan, with the Ladrone islands, and Tinian; nor is it doubted that he will soon navigate the South Sea in the opposite direction, to the western shores of Mexico, Peru, and Chili. However, incredible it may appear, we are assured that he possesses a marine consisting of nine vessels; among which are two armed and copper-bottomed. Tahama, it is believed, will subject the Society and Friendly Islands, as well as many of the others in that quarter of the globe. When we reflect on the geographical position of the Sandwich islands, placed as it were by nature, to connect America with Asia; and competent to carry on the most extensive commerce at once with the Philippines, China, and Japan, on one hand; no less than with California, Acapulco, Lima, and the parts of Chili on the other side of the Pacific; we are lost in contemplating or calculating the results which may take place in the course of a few years from this event. O-wy-hee and

Hayti, may both, in the lapse of the 19th century, occupy a distinguished place in the history of the world; and the dynasties of Tahama or of Pétion, like those of Buonaparte and Murat, may arise to replace the distinguished families that antecedently ruled in Europe or in America.

ADDITIONAL HONOURS CONFERRED ON SIR SIDNEY SMITH BY  
THE COURT OF PORTUGAL.

THE public papers have lately contained many contradictory accounts of the state of affairs at the court of Brazil, but we are as yet very scantily supplied with genuine intelligence; we therefore conceive the following document will be read with interest, as authentic testimony of the sentiments of that court relative to the person and services of the British admiral commanding in those seas. It is somewhat singular that Sir Sidney Smith's conduct should be viewed in so different a light at the Admiralty from what it is by our ally, that he has just been unexpectedly superseded in a manner, which we fear will be considered by the worthy admiral as the most abrupt.

“Palace of Rio de Janeiro, 6th August, 1808.

(COPY.)

“His Royal Highness the Prince Regent, our Sovereign Lord, being desirous to shew the estimation in which he holds the high merit, abilities, and valour of Sir Sidney Smith, rear-admiral and commander-in-chief of his Britannic majesty's naval forces in the Southern Seas; his royal highness has been pleased to grant him the honour of enabling him to bear the arms of Portugal, quartered with his own, and to bear them as the French express it, *on shield and banner*,\* that he, and his descendants, may use them, and in default of issue, his representatives in both the male and female lines: but as the said Sir Sidney Smith cannot do this without his Britannic majesty's licence, his royal highness orders that your excellency will request this faculty through Mr. Canning, his minister of state for foreign affairs, signifying the great pleasure and satisfaction his royal highness will receive by his Britannic majesty's being pleased to accede to this his particular desire. Your excellency will make known this minister's answer as soon as possible. His royal highness flattering himself that this just request will not meet any difficulty. God preserve your excellency.

“D. RODRIGO DE SOUZA CONTINHO.”

“To Don Domingos Antonio de  
Souza Continho. London.

\* *En écusson et bannière.*



DESCRIPTION AND DIMENSIONS OF THE LOWESTOFF UNIMMERGIBLE  
LIFE-BOAT.\*

|                                        | Feet. | Inches. |
|----------------------------------------|-------|---------|
| Length aloft .....                     | 40    | 0       |
| — keel — .....                         | 37    | 0       |
| Breadth a-midships .....               | 10    | 0       |
| Depth .....                            | 3     | 6       |
| Exclusive of a moveable wash strake of | 0     | 8       |

The form the same as the yawls of that coast; the stern post nearly upright.

External gunwales hollow, forming an oblique section of a parabola with the side of the boat, and projecting nine inches from it on each side: these gunwales are reduced a little in their projection towards their ends, and are first formed by brackets and thin boards, covered at top and bottom with one thickness of good sound cork, and the extremity or apex of the projection having two thicknesses of cork, the better to defend it from any violent blows it may meet with in hard service. The depth of these gunwales from top to bottom was fifteen inches, and the whole covered with very strong canvas, laid on with strong cement to resist the water, and that will not stick to anything laid upon it.

A false keel of wrought iron three inches deep, made of three bars rivetted together, and bolted under the common keel, which it greatly strengthens, and makes a very essential part of her ballast; being fixed so much below the floor, it has nearly double the power the same weight would have if laid on the floor, and therefore much preferable to any other ballast that can be used for sailing boats.

Thwarts and gang-board as usual: three masts and lugg sails, and twelve short oars.

In this state, this boat is much safer than any common boat of the same dimensions, will carry more sail, and bear more weather: but to make it completely unimmergible, empty casks, of about twenty-two inches diameter, were ranged along withinside of the gunwales, lashed firmly to the boat, lying even with the tops of the gunwales, and resting upon brackets fastened to the timbers for that purpose; also two such casks in the head, and two in the stern, and all removable in a short time, if desired; there were also some empty casks placed under the gang-board; these would be an addition to the boat's buoyancy if empty, and an increase to her ballast if full.

\* For an account of the first launching of the Lowestoff life-boat, on the 19th of November, 1807, *vide* NAVAL CHRONICLE, Vol. XIX. page 458.

## PLATE CCLXXXI.

**T**HE Island of Bombay, about seven leagues in circumference, is situated in longitude 72 deg. 38 min. east of Greenwich, latitude 18 deg. 57 min. north. It was first settled by the Portuguese, who gave it to Charles II. King of England, as a marriage portion with the infanta Catherine. Its trade flourished exceedingly; but its revenues were inadequate to the expence of keeping it; in consequence of which, and of other political and commercial reasons, the crown made it over to the East India Company, in whose hands it remains.

The principal town is nearly a mile long; and, within these few years, the general appearance of the houses has been considerably improved. The soil is barren, and the water is bad; notwithstanding which, there are some fine groves of cocoa-nut trees on the island, and the gardens produce margoes, jacks, and other Indian fruits.

Salt, in large quantities, is made at Bombay, by letting the sea into pits, and suffering it to evaporate by the heat of the sun.

The air and climate of this island are rather unhealthy, subjecting Europeans, on their first arrival, to fevers, fluxes, scrophulous disorders, &c. Persons seasoned to the country, however, frequently live to a good old age. After the rains, a number of venomous creatures appear, and attain an extraordinary size.

Bombay Castle, of which the annexed engraving, by Baily, from a drawing by W. Westal, is an accurate representation, stands in, and forms part of the Fort of Bombay, which is by far the strongest, and the most regular fortification in India. All the arms, and naval stores, for the Malabar coast, are kept in this castle.

## CORRESPONDENCE.

MR. EDITOR,

**A**S you profess to be a faithful chronicler of naval events for the future historian, you should candidly insert, as indeed you have often done, the different naval documents that have circulated amongst us in manuscript, but are in general little known to the public. In your second volume, page 500, you inserted Lord Nelson's remarks on his ship the Captain, February 14, 1797, which first appeared in the Sun: but you have never in-

serted the letter which those remarks produced from Admiral W. Parker, of the St. George. I have therefore sent you a copy.

LIEUTENANT H.

“ DEAR BINGHAM,

“ *Blenheim, off Cadiz, September 1, 1797.*

“ I have heard some time back, by some of my friends in England, that from a statement of the action of the 14th February, by then Commodore Nelson, I had not that credit that properly belonged to me.

“ I have had no power to do myself the justice I might be entitled to, for want of a sight of that letter, which I did not get until the 20th of July.

“ It is of no moment to me to make any observations further than concerns myself; I have written to him upon the subject, which, least any of my friends may not have considered me in the situation I really stood, in the success of that day from that cause also, I here send you the copy of what I have written, with his answer.

“ He was absent from the fleet at the time I wrote, and when he returned had lost his arm. I had no immediate answer; it was left with the commander-in-chief, by whom he desired it to be delivered to me after he was gone to England, as I was told to prevent a rejoinder; but with assurances that no offence was meant by him to me, and that he never thought it could be understood that both ships had struck to him.

“ This answer is little to the purpose, though after what he had written it could not be much otherwise. He has got my observations as far as respects myself; and I receive in words what I suppose was thought he should not commit to paper, for I believe he had advice upon the occasion.

“ I have no other object or wish than to be considered by my friends in the way I am entitled, or any intention of making comments upon Admiral Nelson's letter, but what concerned my own situation, and the ships he did not mention.

“ Dear Bingham,

“ Your friend and well-wisher,

“ W. PARKER.”

“ P.S. You may shew this, with its enclosure, to any of my friends whom you may suppose have read Admiral Nelson's letter.”

“ MY DEAR SIR,

“ *Blenheim, off Cadiz, 25th July, 1797.*

“ It was not until the 21st of this inst. July, that I saw the letter in the Sun, dated the 20th March, with remarks upon the proceedings of his Majesty's ship the *Captain*, in the action of the 14th February, to the whole of which, from a near situation, I was an eye witness.

“ I very readily admit that you have all the credit that belongs to an able officer and a brave man; but in support of myself, the officers of the *Prince George*, and *Orion* (and *Blenheim*, previous to your acknowledging her) I cannot but express my surprize at the statement contained in your letter.

“ You say, after wearing, that at a quarter past one o'clock you were engaged, and immediately joined, and most nobly supported by the *Culloden*, Captain *Troubridge*, for near an hour. Did the *Culloden* and *Captain* support this apparently, though not really, unequal contest, when the *Blenheim* passing between you and the enemy, gave you a respite, &c.

“ I must here take the opportunity of pointing out to you, that after passing through the enemy's disordered line upon the starboard tack, viz. the *Culloden*, *Blenheim*, *Prince George*, *Orion*, and *Colossus*, the *Culloden* and *Colossus* more to windward than the other three ships, which were in an exact line close to each other, tacked per signal in succession, and stood after the enemy upon the larboard tack in the following order, viz. *Culloden*, *Blenheim*, *Prince George*, and *Orion*, the *Colossus* having lost her fore and fore-top-sail yards, missed stays, and remained astern; during the progress towards the enemy upon the larboard tack, you were observed to wear from the rear of our line, and stand towards the enemy also, the *Culloden* by the minutes on board the *Prince George*, began to engage first, viz. twenty minutes past one o'clock, and you fell in ahead of her some time after, and began to engage at half-past one. Soon after you began, the *Blenheim* was advanced upon the *Culloden*'s larboard quarter as far ahead as she could be, keeping out of her fire, and began also; and not long afterwards the *Prince George* was the same with respect to the *Blenheim*, and *Orion* with respect to the *Prince George*. The *Prince George* began at thirty-five minutes past one, but for some time could not get advanced enough to bring her broadside to bear without yawing, occasionally; the *Orion* in the *Prince George*'s rear began as soon as she could get sufficiently advanced; therefore, so different to your statement, very soon after you commenced your fire, you had four ships pressing on, almost on

board of each other, close in your rear; but the ships thus pressing upon each other, and the two latter not far enough ahead to fire with proper effect, besides having none of the enemy's ships left in the rear for our succeeding ships, at thirteen minutes past one I made the signal, No. 66 (fill and stand on), the most applicable as I thought to the occasion, which, though occasionally shot away, was re-hoisted, and kept flying the greater part of the action.

“ From the time stated that the Prince George began to engage the enemy upon the larboard tack, until the San Josef struck her colours (say about five or ten minutes past four), after falling on board the San Nicholas, the fire of the Prince George was without intermission, except a small space of time, edging under your lee when dividing from the San Josef, her then antagonist, not being able to pass to windward of your ship, and the San Nicholas, then on board each other, viz. your larboard bow upon her lee quarter, the San Josef mizen-mast being gone, and main-top-mast head below the rigging shot away, fell on board the San Nicholas to windward, the Prince George in the mean time edging to leeward of you and the San Nicholas, and advancing sufficiently ahead of the Captain to fire clear of her, re-commenced her fire both upon the San Nicholas and San Josef, from receiving shot from the San Nicholas upon passing ahead of the Captain, then on board of her; this continued pretty heavy eight or ten minutes, until the San Josef struck her colours; then, upon ceasing to fire, we were hailed from the Captain, saying both ships had struck. The Prince George endeavoured to proceed on ahead, leaving the San Josef, as also the other, to be taken possession of by you, assisted by such succeeding ships as the commander-in-chief, who had arrived up, might direct.

“ The first ship that came within my observation, except the five ships alluded to, was the Excellent, whose captain neither requires your testimony or mine in proof of his bravery and good conduct; he closed with the San Isidro at twelve minutes past three, and she soon struck: he had all his sails set, passing on ahead; the Namur some time after came up, fired at some ship in the rear, and passed on ahead also; and about this time the Orion, in my rear, lowered her boat down to take possession of a three-decker (the Salvador), which she had been some time opposed to, after the Prince George had passed her; this was, I think, about the time the Prince George was edging under your lee, and the commander-in-chief arriving up.

“ Of this action, my dear Sir, I felt conscious at the time, and feel so now, that every exertion was used on my part as a flag officer, and by the captain and officers, and company of the Prince George, in which I was embarked, to take and destroy the enemy, and believe me, neither they or myself expected to meet an account so different to the real statement of that action, as is observed in your letter. I am well aware that people in action know but little of occurrences in their rear, yet when a letter is written to be exposed to public view, positive assertions should be made with great circumspection.

“ I observed nothing but gallantry and good conduct in every ship that came under my observation, from first to last, and think myself equally entitled to an acknowledgment of a proportion of the success of that day, with any man present at it.

“ I feel much concern at the occasion of this letter, but remain, &c.

“ W. PARKER.”

“ To *Admiral Nelson*.”

Rear-admiral Nelson's answer, written with his left hand:—

“ DEAR SIR,

“ August 19.

“ I must acknowledge the receipt of your letter of the 25th July; and after declaring, that I know nothing of the Prince George till she was hailed from the fore-castle of the San Nicholas, it is impossible I can enter into the subject of your letter, &c.

“ HORATIO NELSON.”

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*Narrative of the Proceedings of his Majesty's Fleet under the command of Admiral Sir JOHN JERVIS, K.B. and Commander-in-chief, &c. the 14th of February, 1797.*

“ In the night of the 13th we heard the signal guns of the enemy, and at day-light the signal to prepare for battle. The morning being pretty hazy, we did not get sight of them by our frigates until seven o'clock, and then only partially; at thirty-eight minutes past nine, the signal for general chase; at half-past ten a frigate made known, per signal, twenty-five sail of the line were in sight, and soon after, eight sail more; at a quarter past eleven the signal for the order of battle, without regard to the order prescribed, the enemy now being open to our view, and in disordered line upon the larboard tack, the King's fleet upon the starboard; at forty-two minutes past eleven, the signal to cut

through the enemy's line, I being the only flag officer in the van ; this was effected by the Culloden, Blenheim, myself in the Prince George, Oriou, and Colossus, the Culloden passed through, leaving some ships of the enemy between the Prince George and herself, the other four of us were close after each other, which occasioned the enemy's ships left in their rear, though the two headmost were three-deckers, to tack, and soon after they wore about, and made a good deal of sail. At forty-eight minutes past eleven, the signal to engage, which continued during our passing through a number of the enemy's ships upon the contrary tack, in no regular order, close on board of some, and others more distant ; and until eighteen minutes past twelve, when we tacked, per signal, in which time the Colossus lost her fore and fore-top-sail yards, and the enemy a good deal disabled ; and at twenty minutes past one o'clock, the signal to cut back through the enemy's line and engage them to leeward : when we tacked, the two three-deckers tacked after us, and which the rest of the enemy's rear were about to do ; but the commander-in-chief, with the ships of centre and rear, following close, covered us from their attack upon the rear of the ships with me, and obliged them to re-tack, engaging that part of the enemy's fleet, and effectually divided it ; Commodore Nelson, in the Captain, being in the rear of our line upon the starboard tack, tacked, and joined the ships with me in the van. The enemy's van, now consisting of considerably the larger number of their fleet, in great disorder, we got up with, and began to engage upon the larboard tack ; at half-past one o'clock close on board of them ; at forty-three minutes past one, the signal, per my order, for the ships ahead to fill and stand on, and which I found necessary again to repeat at three o'clock ; the commander-in-chief arriving up in the rear of the Orion, my second astern, at a quarter past repeated it also. This part of the action was supported until this time by the Culloden, Captain, Blenheim, Prince George, and Orion, during which time the enemy never formed ; therefore, though we sometimes had the fire of two or three ships together, yet, from their disordered state, our fire had great effect upon them, for it could not be lost, even if it had not the full effect upon the ship we happened to be most particularly opposed to ; they were generally huddled together in a very irregular manner, and I have no doubt but they did each other a great deal of injury. By this time five of them became very much disabled, and at twenty-three minutes past three, the

Excellent, Captain Collingwood, coming up closer with one of them most to windward, and she struck her colours; and at half-past the Victory up astern of the Orion, when one of the three-deckers which we had engaged, and left in a rear very much disabled, struck her colours, I believe, to the Victory; soon after, from the disabled state of the Captain, fore-top-mast gone, she fell on board one of the ships she had been opposed to; but whether from the exact intention of Commodore Nelson, I am to learn, however, he boarded her and made her strike; and a three-decker, bearing a rear-admiral's flag, struck to the fire of the Prince George, and, from her disabled state, fell on board the same Spanish ship Commodore Nelson was on board of, upon the quarter on the other side. The Namur by this time came up to windward and passed between the Prince George, Culloden, and the St. Trinidad, of 130 guns, Don Cordeva, the commander-in-chief, which ship was very much beaten at that time, and in apparently a sinking state. But the support very opportunely given to her by the two three-deckers in the early part alluded to, just arriving up, saved her from the necessity of striking, though it has been asserted she did strike. The four ships that we in the van had left in our rear that had struck, were taken possession of by our succeeding ships: at sun-set the signal to wear and come to the wind upon the other tack, and soon after to form in order of battle, in close order to cover the prizes. Too much cannot be said of the bravery displayed in the conduct of the ships with me, and I certainly feel it incumbent on me to say, that the Captain, Culloden, and Blenheim, but more particularly the two former, bore more of the brunt of the action than the Prince George and Orion, from their being more in the van. The commander-in-chief certainly displayed great naval abilities in conducting this attack, and management throughout, and I do not believe the King has a more competent officer. I am in the full belief that more acts of gallantry and good conduct were displayed than possibly could come within my observation.

“ W. PARKER.”

“ MEM.—The Prince George expended 197 barrels of powder; lost ten men killed and nine badly wounded, slightly wounded innumerable.”

BRITISH NAVY.—Number of their guns, 1,244.

SPANISH NAVY.—Number of their guns, 2,408.



MR. EDITOR,

YOU have given *The Answer that was returned by the Admiralty Board, to the rejected Petitions of the Captains in the Royal Navy, soliciting an increase of Pay, and also The Reply of the Captains to the Secretary of the Admiralty, on that subject*; \* but, as you have not inserted the *Original Memorials of the Captains*, alluded to in those papers, and as many of your readers may wish to see them preserved, I do myself the pleasure of transmitting them to you, for that purpose.

ONE OF THE POOR MAJORITY OF POST CAPTAINS.

*To the Right Honourable the Lords Commissioners of the Admiralty, &c.*

“ We, the undersigned Captains and Commanders of his Majesty’s Navy, finding our pay utterly inadequate, however economically used, to support the rank we have the honour to hold, take the liberty of submitting to the consideration of your Lordships the difficulties under which we labour, and of praying such relief as may enable us to meet the various expences to which, whilst engaged in the arduous service of our country, we are subjected by our absolute duty, and by what may be considered nearly as imperious, the necessity of keeping a suitable table.

“ The deduction of the Income Tax, the extravagant price of every article, and, among other matters of less moment, even the postage of letters ;—the increased value and enlarged consumption of stationery, the rise of servants’ wages, &c. all combine to render it impossible for us to support that respectability of appearance (without which, it is obvious, the service cannot be carried on) otherwise than by a continual and heavy expenditure of the private fortunes of the few who have any ; or by a ruinous accumulation of debts upon the majority of us, who have nothing more than our pay. It may indeed be remarked, ‘ that our entrance into the service was voluntary, and that most of these difficulties are such as might have been expected.’—This argument could have been adduced in times of less importance than the present ; and we beg leave to observe, that the augmented price of provisions, and every other article of life, naturally calls for a corresponding increase of salaries in general :—in addition to which, in our particular case, we have suffered a most material diminution of our accustomed emoluments, by the late deductions from our share of prize-money ; the only source, however precarious and uncertain, from whence

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\* *Vide* page 197 of the present Volume.

we had heretofore hoped for relief, from the difficulties we experience. For this eventual loss, although most important to us and beneficial to others, we receive no compensation; neither would we ask any, were we not compelled by imperious necessity, to lay this our petition before your Lordships, in the confident hope that, through the interposition of your Lordships, his Majesty's paternal care of all his subjects may be graciously extended to us, and afford that relief which we solicit.

“Signed by authority of, &c.”

A general negative was given to the prayer of the above, in consequence of which the following was transmitted:

*To the Right Honourable the Lords Commissioners of the Admiralty, &c.*

“We, the undersigned Captains and Commanders of his Majesty's Navy, emboldened by the distressing insufficiency of our pay, venture, with all possible respect, to lay a statement of our case before your Lordships, and most humbly, but most earnestly, solicit the consideration which it merits.

“Long custom has made it imperative upon the captain to keep a constant table, while serving afloat, as a social intercourse with his officers, and as the best means of knowing them. He who would venture to break through this good custom, however urged by strong necessity, would not only sacrifice a great portion of the respectability of his situation, but that happy connective influence, which generates regard, cements the various links in the service, and not a little tends to regularity and discipline.

“Submitting this most humbly to your Lordships, shall we not be pardoned, if we ask, how, in the present hard times, and with all the accumulated expence of live stock at sea, and unavoidable waste of every other article beyond what it would be on shore, with all practicable economy, can this be done, without involving the whole of a captain's pay for his table alone, and without forcing him, for the rest of his expenditure, to borrow?

“Among the many increased expences, we might enumerate the rise of serjants' wages; and trifling as the articles of postage and stationary once were, they have now swelled to a heavy charge. Stationary has greatly increased in price, while the consumption has been much enlarged; and it is seldom that a captain, on his arrival from sea, has not an enormous postage to pay for letters that do not individually concern him, and which are written by the wives and parents of sailors to solicit tidings of their husbands, or

sons, who have been negligent in their correspondence, and from whose negligence the letters are thus frequently addressed to the captain.

“ We might, perhaps, rest our claim upon the well known fact, that very few years ago, there is scarcely an article of life which might not have been obtained for about half the sum that must now be its purchase ; this, without any other corroborative circumstance, reduces the value of our pay from what it once was to a moiety.

“ But we trust your Lordships will suffer us to observe, pressing as this circumstance is upon means that were before sufficiently slender, when the Income Tax ten per cent. came, it fell upon a great majority among us, who have not private fortunes, with a force that was almost destructive, and the effects of which could alone be palliated for a period, by incurring debts, and living upon hope.

“ There was a time when this hope was not without foundation : an occasional prize did, in former days, not unfrequently reward the toils of a few fortunate individuals ; and although we rejoice at the cause, although we rejoice that naval gallantry, skill, and energy, have swept the seas of the foes of Britain, and given security to these realms, yet, even this event, so happy for our country, is to us, who were the instruments of that happiness, an additional cause of pecuniary distress.

“ And without presuming to canvass what has been so lately done, we may perhaps be suffered to add, that even when a maritime prize is taken, (as fortuitous an event now, as a prize in the lottery) the captain finds a heavy defalcation from the share which was formerly considered his due, not only for the long and persevering service that brought him to the rank he holds, not only as a necessary means to assist in the support of that rank, but because, in the case of the detension, loss, and non-condemnation of a vessel, he alone is the responsible individual, while the other ranks of the navy partake of his success, but are exonerated from his misfortunes.

“ We also most humbly entreat, that your Lordships will take into consideration the pecuniary insignificance and embarrassment to which we are banished when our services are no longer required ; and that an augmentation may be made to our half-pay, proportioned to the period we have served, the rank we respectively bear, and the value of what it was with comparative price of all the articles of life at the time it was first established.

“ Should a supposition be possible, after the innumerable proofs

of the contrary, that in rendering our retirement more respectable and comfortable than the present half-pay will admit, it might damp that ardour for active service which is essential to the welfare of the state, we beg permission to observe, that we can trace but a very few instances indeed, (if any) in which a captain or commander has been less solicitous for professional employment, after the acquisition of fortune, than he was before. It has, we believe, rather proved, that competence has been an additional stimulous to be active in the pursuit of honours; and age or infirmity have alone, in general, checked that perseverance, which is the characteristic of the British Navy, and which the love of our happy country will never fail to support.

“ Urged, therefore, by distress, and emboldened by the melancholy prospect of what must eventually be the consequence of debt to a large majority of naval Captains, who have little or nothing beyond their pay, we humbly entreat that your Lordships will become our mediators with his Majesty, to remove the depressions under which we struggle when retired on half-pay; and that he will be graciously pleased to enable those, while in the active service of their country, by an addition to their full pay, to support the honourable rank they bear; whose pride it is, and whose pride it ever will be, to give glory to the British flag, or die in the defence of it.”

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LETTER XII,

MR. EDITOR,

**A**LTHOUGH at the time when the city address on the Cintra convention met the very memorable repulse, no remonstrance from the petitioners was carried up to the throne, yet some very strong and proper resolutions were entered upon the city journals; and I think it equally proper, that some observations should appear in your CHRONICLE respecting the late sharp refusal of the petition of the captains in the royal navy. Enclosed with this, I send you a letter addressed to the First Lord of the Admiralty, the insertion of which will oblige your Correspondent,

E. G. F.

“ MY LORD,

“ I conclude that although I have no reason in the world to believe that your Lordship has any predilection for naval men, or talents for naval offices, they being so foreign to your habits and education, yet I will conclude, that as you have been taken from

your own profession, to be put at the head of another, you may condescend sometimes to look into the *NAVAL CHRONICLE*; in this expectation, I have thought it the most proper vehicle in which to convey to your Lordship some remarks on a late very important transaction. I know well my Lord what little notice is taken by a great man of a letter which comes to his hands by the usual channel of the post, if the contents are not adulatory or pleasing, but in this open mode of conveyance your Lordship will be certain that my epistle will be read also by many thousands of your fellow subjects, who will pass their judgment on its merit and importance.

It is necessary that I should state why I address my letter to your Lordship, instead of the Board at which you preside. My reasons are, that in the public opinion you reign at that Board with far more absolute sway than any of your predecessors, and I was confirmed in this opinion, by the manner in which the Hon. Secretary to the Admiralty spoke of your fellow commissioners in a late debate of the House of Commons (if rightly detailed in the newspapers); he there calls the *naval Lords Commissioners* your Lordships *naval advisers*! This does appear my Lord something like a *Lord High Admiral* and a *Council*, instead of a commission to several persons to execute an office.

That your Lordship may not mistake the debate alluded to, I will describe it as that on which one of your *land advisers*, and I believe a relative of your Lordship, gave such a notable scold to the truly worthy and respectable Baronet who would check all public abuses if he could. Another reason of my addressing this solely to your Lordship, is the utter impossibility of believing that your *naval advisers* could have joined in opinion with you respecting the answer to the late petition of captains and commanders for an increase of pay, which answer occasions the present letter. I thought, my Lord, that the manner and language of the army had been so correctly disciplined, that such a reply would hardly have been made to the petition of a drum boy, a reply which the gentlemanlike manners of each individual of your Board would have precluded the possibility of his writing, and which confirms a sentiment I have seen somewhere expressed in this work, that a Board in its collective capacity will say and do, what the characters of the members as gentlemen would have utterly prevented their saying or doing separately. But I beg pardon; I forgot that I have been taught by experience, and the Hon. Secretary, to consider your Lordship as possessed of full power, with *naval ad-*

*visers* to apply to if you think proper, although in the present instance I am led to believe that you have not applied for their advice. Your reply then, my Lord, like that lately given to the citizens of London, appears to deny to the British subject the right of petitioning, for if the prayer of the petition alluded to, be indeed *inadmissible*, can we expect that any petition will be deemed *admissible*, unless it was to pray for your Lordship's continuance in office, the return of the late commander-in-chief to power, or thanks to Sir H. Burrard for not fighting. Your reply, my Lord, has driven a most respectable and highly esteemed officer from employ; and in shewing how inimical you are to the officers of the navy, I do not think you will have the applause of your country at large, ever willing to do justice to its prime defenders. Your Lordship's strong military partialities, will hardly allow you to deny that this is a true character. It is true, my Lord, that had it been in my way to have offered advice respecting the petition, there are two points which I should have proposed to omit; the mention of the property tax, and the late regulation of prize-money. With respect to the former, these are times of imminent danger, and necessary deprivation, and it is much to be regretted that princes and nobles do not feel their share of these deprivations, but allow them to crush the middle rank of life with unequal and almost unbearable pressure. My Lord, had the officers of the navy, or any class of men with *life incomes* only, petitioned that the tax should be justly apportioned, and be indeed a *property* tax, that what is worth ten or twelve years purchase, should not pay as much as that which is worth thirty years, it would be right, but the mention of the tax did not come in well on the present occasion. With respect to prize-money, I hold it to be totally irrelevant, and to be considered merely as a gracious gift of the crown, and a reward for arduous service, but has nothing to do with the pay, which should be equal to the maintenance of all ranks of officers in a respectable competency. There are many, very many officers, the nature of whose employ precludes the chance of prize-money, and a large number of most excellent officers also who have gone through the service without the good fortune of meeting a golden opportunity. Now, my Lord, as you deem the prayer of the petition inadmissible, and have thus placed yourself in the gap between the naval officers and justice, for had the petition found its way to the throne there is no doubt of having received it, I will just point out to your Lordship, who of course knows nothing of naval matters, when that pay was established which you tell us has been so effectually

enlarged lately. In 1700, the pay of naval captains was fixed from 1*l.* to 8*s.* per diem, and it is now from 1*l.* 3*s.* to 12*s.* per diem. The half pay in the same time has been, I believe, only increased from 10*s.* and 6*s.* to 12*s.* and 7*s.* per diem, the other emoluments, which form part of a captain's income, remaining the same very nearly. Now I leave your Lordship and our fellow subjects to judge, whether this increase in 109 years is at all adequate to the increased demand. If you know the circumstance, I am aware that you will reply, that now the officers have their wine and spirits free of duty when serving afloat; but you will also recollect, that when the pay was fixed in 1700 there was little or no duty to pay, and duty excluded, perhaps the price of these articles then were not more than a quarter of the present. In the petition which you deem inadmissible, stationary and postage are mentioned, and amidst the official abundance of the former, and never experiencing the latter, your Lordship may not be aware of the great and increased expence of these articles to the petitioners. Since 1700, the business of a captain's clerk's office, and the consumption of stationary, has been quadrupled at least, and every new law which has been made for the benefit of the navy in general, has borne hard upon the captains in that particular. With regard to postage, not only the increase of the number of men in our large ships, and the high rate of postage itself, but some new regulations I understand bear peculiarly hard upon the officers (and particularly of course on the captains) of the navy, as their duty frequently requires their sailing at a moment's warning, and their letters sent after them to the port they are bound to, have an additional charge; not unlikely, their stay at this port may be too short to admit of the letters' arrival in time, but follow them to another, at a still increased expence. This is a case of peculiar hardship, if truly stated, as I believe it to be from information. Your franking privilege, my Lord, exempts you from a feeling knowledge of this burden; and let me request you to consider whether, "under existing circumstances," this said business of franking be not a mean perquisite of title, and pray my Lord do yourself the honour of proposing its abolition; it would be a liberal act, and you will thank me for my advice, which a proper degree of pride would induce you to follow. I will not delay your Lordship any longer than just to remark, that although I have only mentioned captains, the pay of all classes of officers requires attentive consideration, and if I hear of no steps on your

part towards this act of justice, I shall advise a respectful petition to the House of Commons for their interference, on the equitable ground that your Lordship has prevented a petition from reaching the throne. One word more of well meant advice. The refusal to hear or to answer petitions, or perhaps the deeming them *inadmissible*, gave rise to the great mutiny and the election of delegates. At present, because you have to deal with men of liberal and generous minds, genuine loyalty, and firm patriotism, do not try the experiment how much contempt and neglect they *can* bear, because they know *how* to bear like good subjects, and men of honour. Wishing your Lordship speedy and high renown at the head of a division of the army, I remain, &c.

MR. EDITOR,

FROM the general scarcity, and complaint of the high price of oak timber, every substitute that can be proposed for that valuable article merits attention. I therefore beg leave to submit to the public, through the medium of your valuable CHRONICLE, the following observations upon fir-built ships. The writer (M. Ducrest, of Copenhagen) does not specify whether the red or white fir be preferable; but, from the superior elasticity, hardness, and durability of the former, it is presumed that there need be no hesitation in the choice.

I am, &c.

C. D.

“ I built, at Copenhagen, in 1799, a vessel of 500 tons, entirely of fir-planks, one inch and a half thick. For three years successively it has navigated the North Seas, which are reckoned the most boisterous in Europe; and it weathered a tremendous gale in the Baltic in November, 1801, when a great number of merchant ships perished. On entering the port of Havre, the following year, it struck on the pier, and no one on board expected to be saved. However, the ship righted and entered the harbour, without having staved a single plank or sprung a nail.

“ The expence of building this vessel was just half what it would have cost, had it been built of oak. The hull does not weigh above half of that of a common merchantman, which, when of 400 tons burthen, is said to weigh 200 tons. Thus by diminishing the weight we should have, with the same cargo, vessels which, when well constructed, ought to sail as fast as the best frigates. An objection having been made that vessels thus built could not



last long, as the intermediate planks, by wanting air, would heat and soon rot, I had one of the ports opened, and found that the inside planks were much sounder than the others.

“ Building with fir-planks is incomparably more solid than building with squared timber ; and by being as cheap again, we might employ our immense forests in the Pyrennees and the Vosges to great advantage. The danger arising from springing leaks is entirely avoided : and by the lightness of the timber, our armed vessels might be made to sail as fast as our present frigates. In short the use of oak timber might be entirely confined to the navy, consequently we should have it much cheaper ; and the economy in the construction of merchantmen is a very material object, as they might not require any repairs for twelve or fifteen years. Though line-of-battle ships could not be built of fir, yet the navy might use it for vessels armed en flute, and for hospital ships attached to a squadron.”

## NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(*March—April.*)

### RETROSPECTIVE AND MISCELLANEOUS.

IT will be seen, in our succeeding “ *Letters on Service,*” that four sail of the Brest fleet were totally destroyed, in Basque Roads, on the 12th of April (the anniversary of Rodney’s brilliant victory in the West Indies) by the frigates, fire-ships, and bomb vessels of Admiral Gambier’s fleet, under the immediate command of Captain Lord Cochrane. Sir Harry Neale, the captain of the fleet, reached town with this interesting and important intelligence on the 21st ; and, for two succeeding evenings, the Admiralty, Horse Guards, Treasury, Somerset House, &c. were brilliantly illuminated.

Official advices had previously been received of the complete surrender of the Island of Martinique to his Majesty’s arms. Several single actions, of distinguished gallantry, have also recently occurred ; amongst which ought to be particularly noticed the capture of *le Niemen*, French frigate, of 44 guns, by the *Amethyst*, Captain Seymour, who, but a few months ago, after a very brilliant and hard-fought action, succeeded in taking the *Thetis*, another French frigate, of superior force to the *Amethyst*.\*

We much doubt, whether all the vaunted *land* victories of Buonaparte are found to compensate his feelings for the mortification which they

\* A portrait, and memoir of the professional services of Captain Seymour, appear in the present Volume ; *vide* page 89.

uniformly sustain in every movement attempted by the shattered remains of his *naval* force. "Ships, colonies, and commerce," was his anxious cry; for "ships, colonies, and commerce," he seemed willing, and determined, to make almost every sacrifice: how deeply then must he be chagrined, at perceiving their constant diminution; on finding them gradually recede from his view, till, at the last, he may expect them all to vanish into empty air!

Hostilities are understood to have been commenced by Austria against France; the former power having sent forward a formidable force towards the Bavarian frontier.

The United States of America, in a spirit of inveterate hostility towards this country, have passed the Non-Intercourse Act, as a substitute for the Embargo, which has been removed. All commercial intercourse with England and France, on the part of America, is thus precluded; but, as the United States have thought proper to consider Holland as a *neutral* and *independent* State, it is evident that they expect, through that really vassal country, to give France every commercial advantage which she might be able to derive from a direct trade. Now is the time to prove the value and efficacy of the British Orders in Council!

The 1st of May has been appointed for the trial of Rear-admiral Harvey, by court martial, on a charge of breach of discipline. It is said, that upon Lord Cochrane's joining the fleet, Admiral Gambier gave orders, that a boat, boat's crew, and an officer, should instantly be provided by every ship under his command; the whole of the men being required to volunteer. Upon receiving these orders, Admiral Harvey addressed his ship's company, and, after stating the nature of them, declared, that he himself in his own person volunteered, and invited as many as chose to follow his example; in consequence of which the greater part of his officers and men enrolled themselves along with him. A list of these being conveyed to the *Caledonia*, Lord Gambier's flagship, his Lordship is reported to have stated, that these were not generally the kind of volunteers he wanted; as Lord Cochrane was to command the expedition, of which appointment he (Lord Gambier) had himself some reason to complain, inasmuch as it seemed to indicate that there was no officer in his fleet fit to take charge of the service; but that Admiralty Orders to this effect had been received, which of course he must obey. Hereupon Admiral Harvey is stated to have expressed the greatest dissatisfaction, and to have bestowed upon Lord Gambier himself, epithets descriptive of other qualities than those which he has evinced in his profession, such as *Jesuit*, *Methodist*, and *Psalm-singer*; and all this in the presence of Captain Bedford, of the *Caledonia*, who desired to know if it were meant, that this reply should be conveyed to the commander-in-chief: to which the other answering, in the heat of passion, in the affirmative, the communication accordingly took place, and the letter for a court martial was the result.

An expedition is reported to have been sent to Archangel, to destroy several men of war which are building in the dock-yards at that place.

**Letters on Service,**  
*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, MARCH 23, 1809.

*Copy of a Letter from the Hon. Rear-admiral Sir Alexander Cochrane, K.B. Commander-in-chief of his Majesty's Ships and Vessels at the Leeward Islands, to the Hon. W. W. Pole, dated on board the Neptune, off Martinique, the 4th of February, 1809.*

SIR,

Having on the 20th January received a letter from Lieutenant-general Beckwith, informing me that in consequence of some alteration of circumstances he was induced to proceed on the attack of Martinique, and expressing a wish to see me at Barbadoes, in order to make the final arrangements, I lost no time in meeting him there for that purpose; and having embarked all the troops, I committed the principal landing of the army intended to be put on shore at Bay Robert, to Captain Beaver, of his Majesty's ship *Acasta*, who had Lieutenant-general Beckwith, the commander of the forces, with him; Major-general Sir George Prevost, commanding the division, being embarked on board the *Penelope*. By the enclosed letter from Captain Beaver, their Lordships will see that he completed this service, with his usual ability, on the 30th of January, and morning of the 31st, whilst the other division, under Major-general Maitland, was landed on the 30th at Saint Luce, under the superintendance of Captain Fahie, of the *Belleisle*, who had formed the most judicious arrangements for the purpose.

About six hundred men were detached on board his Majesty's ship *York*, under the command of Major Henderson, of the Royal York Rangers, to take possession of the battery at Point Solomon, in order to secure a safe anchorage for the men of war and transports: after effecting this the Rangers pushed on, and invested the fort of Pigeon Island, on which a mortar was brought to bear so early as the 1st instant, but not finding the fire of that sufficient, nine others, including howitzers, were landed, five of which were got up to the top of a commanding height, by the very great exertions of Captain Cockburn, of the *Pompée*, and the seamen under his orders, who ably gave support to Brigadier-generals Sir Charles Shipley and Stehelin, in completing the batteries, which opened last night, at six o'clock, with such effect, as to oblige the enemy to capitulate this morning; and one hundred and thirty-six persons that were in the fort, surrendered themselves prisoners of war. Our loss consisted of two seamen killed, and one soldier of the Royal York Rangers wounded. The enemy's of five killed and several wounded.

In order to cut off the retreat of the enemy, I previously sent the *Æolus* and *Cleopatra* frigates, and the *Recruit* sloop of war, to the upper part of Fort Royal Bay; when this was perceived, the enemy set fire to, and destroyed the *Amphitrite* frigate, of forty-four guns, and all the shipping in the harbour; having, on our first landing, burnt the *Carnation* at Marin, also a corvette at St. Pierres on the following night.

The army under Lieutenant-general Beckwith having advanced towards the heights of Surirey, fell in with the enemy on the 1st instant, who was defeated with considerable loss; since then two actions have taken place, which has given to his Majesty's forces possession of the before-mentioned heights, commanding Fort Bourbon. The enemy upon this abandoned the

lower fort, or Fort de France, having destroyed the guns, and from the different explosions I suppose they have blown up the magazines.

Major-general Maitland reached Samantin on the 2d without opposition, and has since formed a junction with the lieutenant-general. I am now moving the squadron to the Fort Royal side of the Bay, so as to embrace the double view of an early communication with the head quarters of the army, and affording the supplies necessary for the siege of Fort Bourbon on both sides.

From the zeal which has manifested itself in each service, I make no doubt but the batteries will soon be in a fit state to open upon the enemy, and I hope before long, that I shall have the satisfaction to communicate to their Lordships that the fort has surrendered.

The militia who were forced to serve, have returned to their homes.

I have the honour to be, &c.

ALEX. COCHRANE.

*Copy of another Letter from the Hon. Rear-admiral Sir Alexander Cochrane, K.B. &c. to the Hon. W. W. Pole, dated on board the Neptune, off Martinique, the 5th February, 1809.*

SIR,

Having left Carlisle Bay, Barbadoes, about noon on the 28th January, with the expedition for the attack of this island, I had the pleasure, on the evening of the same day, to meet with his Majesty's ship Cleopatra, and the French frigate la Topaze in company; when Captain Pechell gave me the letter, of which the enclosed is a copy, stating the manner of her capture; and on my arrival off here, the Hazard joined with Captain Maude of the Jason's report, which I also enclose.

Captain Pechell, in the Cleopatra, from his advanced position, closed the enemy first, and bore the brunt of the action. He placed his ship in a situation to attack with advantage, and in such a manner as did credit to his intrepidity and judgment, and evinced also the high state of discipline and steadiness of his officers and crew.

Captain Maude, of the Jason, lost not a moment in getting into action, and I had every thing to expect from his zeal and gallantry, which I have witnessed for a series of years.

Particular credit is also due to Captain Cameron, of his Majesty's sloop Hazard, for boldly chasing, with a determination to bring to action, an enemy's frigate of the largest class, before any of the other ships were in sight.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's ship Cleopatra, off Basseterre, Guadaloupe,  
January 23, 1809.*

SIR,

In consequence of separating from his Majesty's ship Jason, and there being no probability of communication either with Captain Maude, or Captain Pigot, of the Latona, and senior officer of the blockading squadron, I beg to inform you, that yesterday, in obedience to the signals made to me by Captain Maude, I chased a ship in the N.N.W. which I shortly afterwards made out to be a French frigate, who, on seeing us, hauled close in shore, and anchored under a small battery a little to the southward of Point Noir, having ascertained that they were securing her (by springs on her cables, and others fast to the trees on shore) as well as her situation would permit, I made every preparation for attacking her, the wind being at this time from the southward and westward, but very light and variable; at half-past two P.M. we got the true breeze, and turned up to windward till within a cable's length of the shore, and half musket-shot distant from

the enemy, which was effected at five o'clock, when his firing commenced. I saw from the shape of the land and the shoal water between us, that I could not close without danger of being raked, I was therefore obliged to anchor in six fathoms and a half, and returned his fire, which fortunately cut away his outside spring, when he swung in shore with his head towards us, giving us the advantage I refused him before; this I so effectually preserved, that he never afterwards got more than half his broadside to bear; we thus engaged for forty minutes, when the Jason and Hazard came up, the former having taken a position on her starboard quarter, and firing her bow guns, the Hazard at the same time directing hers to the fort, the enemy hauled down his colours, finding he was not able to sustain so unequal a combat.

She proves to be the French national frigate *Topaze*, carrying forty-eight guns, eighteen, twenty-four, and thirty-six pounders, commanded by Mons. Lahalle, capitaine de frigate, with a complement of three hundred and thirty men; she has been from Brest forty-seven days, and had on board one hundred troops and eleven hundred barrels of flour for Cayenne, but meeting with superior force off that port, she was obliged to push for Guadeloupe.

Our loss is comparatively small with that of the enemy, having only two killed and one wounded, as his guns were chiefly pointed at our masts and rigging, which he succeeded in cutting very much, most of our fore and main rigging shot away, and had we been under sail must have lost our main-top-mast; on the other side twelve killed and fourteen wounded, as near as can be ascertained, for the instant her colours were hauled down, one-third at least took to the water, and several were either killed or drowned in attempting to effect their escape.

Having thus, Sir, given you the detail, it becomes a pleasing duty to me to represent the zeal with which Captain Cameron, of the *Hazard*, offered his services before the action, and had the wind allowed him to get up sooner, would have attacked the fort, and thereby prevented many of the troops getting on shore.

I am happy, also, in having an opportunity of bearing testimony to the gallantry displayed by the officers and crew of his Majesty's ship under my command; and beg leave to recommend my first lieutenant Simpson to their Lordship's notice; also Lieutenants Puckingham and Lambert as good officers, and every way deserving their Lordship's favour.

I have the honour to be, &c.

SAM. JOHN PECHELL.

Rear-admiral Sir A. Cochrane, Bart. &c.

*A Return of Killed and Wounded on board his Majesty's Ship Cleopatra, in Action with the French National Frigate la Topaze, 22d January, 1809.*

Alexander M'Cloud and John Simms, killed.

John Francis, wounded.

SAM. JOHN PECHELL.

*His Majesty's Ship Jason, off Basseterre, Guadeloupe, January 23, 1809.*

SIR,

I beg leave to acquaint you, that while cruising off Basseterre, in pursuance of your orders, to blockade the French frigate at that anchorage, on the morning of the 22d the *Cleopatra* made the signal for a suspicious sail bearing north, which I immediately directed her to reconnoitre, and soon after made sail in the *Jason* in that direction; she was in a short time discovered to be an enemy's frigate, standing in for the land, where she effected her purpose of anchoring close under a small battery. As I perceived by

the *Cleopatra's* motions, it was Captain Pechell's intention to bring her to action as early as possible, I considered it unnecessary to make any signals to him; and he most fully anticipated my wishes, by bringing his ship to anchor on the frigate's starboard bow, and opened a heavy fire, which was warmly returned and kept up by the enemy, till the *Jason* came to on his quarter, and commenced her fire from the bow guns, soon after which she struck her colours. After silencing the battery she was taken possession of, and proved to be the national frigate *la Topaze*, of forty-eight guns (long eighteens and thirty-two pounder carronades) and four hundred men, many of whom, with some troops she had on board, had escaped on shore from Rochefort, loaded with flour for the supply of the French colonies, commanded by Monsieur Lahalle, capitaine de frigate, and officer of the Legion of Honour.

Captain Pechell speaks in high terms of commendation of the conduct of his officers and ship's company; and I have also every reason to be satisfied with that of those of my own ship, and only regret a fuller opportunity for their exertions was not afforded them.

In justice to Captain Cameron, of the *Hazard*, I conceive it my duty to inform you that (notwithstanding the disparity of force, and the uncertainty of falling in immediately with any of our cruisers) the enemy's ship was chased by him from day-light, and that nothing but the baffling winds prevented his coming into action, and taking the station assigned him.

Being anxious to regain my station off Bassetterre to prevent the escape of the other frigate, which I had in the afternoon despatched the *Cherub* to watch, I left the prize in charge of the *Cleopatra* and *Hazard*; and the service on which I have since been employed not having permitted me to communicate with them, I am ignorant of the number killed and wounded on board the French ship. The *Cleopatra*, I am sorry to say, had two badly wounded (since dead); this ship not a man hurt.

I have the honour to be, &c.

WM. MAUDE.

*To Hugh Pigot, Esq. Captain of his Majesty's Ship  
Latona, and senior Officer off Guadaloupe.*

*His Majesty's Ship Acasta, Bay Robert,  
31st January, 1809.*

SIR,

I have the honour to inform you, that, at day-dawn of yesterday, the division of transports carrying the army under the command of Lieutenant-general Beckwith, were four leagues to windward of the Carvel Rock.

I immediately bore up with it for Bay Robert, being joined in my way thither by the *Ethalion*, *Forrester*, *Ring-Dove*, *Haughty*, and *Eclair*, the *Eurydice* having joined me the preceding evening.

The weather was uncommonly windy and squally, and there was a very considerable swell as far out as *Loup Garou*, neither of the small frigates (the *Cleopatra* or *Circe*) had joined, to go in with the transports, and, not knowing what opposition might be made to a landing, I determined to enter the *Cul de Sac* with all the men of war, that I might effectually protect the landing, if occasion required, which I could not possibly have done had I anchored as far out as *Loup Garou*.

Having therefore placed boats with flags, at a graplin under the edges of the shoals, I led in with the *Acasta*, followed by the *Penelope* and transports, and anchored the whole of them about noon.

This decision, I trust, Sir, you will approve, as it enabled me to land the first and second brigades, amounting to four thousand five hundred men, with a certain proportion of artillery and horses, before sunset, which I could not otherwise have done, and this morning by seven o'clock all the reserve were landed.

To Captains Cochrane of the *Ethalion*, and Bradshaw of the *Eurydice*, I am indebted for arranging the boats for the first landing, and more particularly to Captain Dick, of the *Penelopé*, for superintending that arrangement, and leading in the transports, which he did with great judgment.

From Captain Withers, the principal agent for transports, I received all that assistance in the various arrangements which I had to make, which could be expected from an officer of great zeal and clear comprehension; and Lieutenant Senhouse, whom you did me the honour to appoint as my adjutant for this expedition, rendered me very essential service in carrying on the detailed duties of the squadron. I have the honour to be, &c.

P. BEAVER.

*To the Hon. Sir Alex. Cochrane, K.B. Rear-admiral of the Red, Commander-in-chief, &c.*

*Extract of a Letter from Captain Browne, of his Majesty's Sloop the Plover, to Admiral Young, Commander-in-chief at Plymouth, and transmitted by the latter to the Hon. W. W. Pole, dated at Sea, the 22d instant.*

I beg to report to you, that his Majesty's sloop under my command, this day at 10 P.M. captured, after a pursuit of thirty-six hours, the French ketch privateer, l'Amiral Martin, of Bayonne, mounting four eighteen-pounder guns, with a complement of one hundred and four men.

*Extract of a Letter from Captain M'Kinley, of his Majesty's Ship the Lively, to the Hon. W. W. Pole, dated Villa Garcia, March 15, 1809.*

I beg leave to state to you, for the information of my Lords Commissioners of the Admiralty, that since my last letter of the 6th instant (which I had the honour of transmitting by the *Statira*), on the 7th instant, a body of French troops entered the towns of Carril and Villagarcia, and having killed some old men and women whom they saw in the streets, and set fire to a few houses of the people whom they judge inimical to them, they retreated to Paden.

On the 9th a party of eighty infantry and four cavalry, under the command of three officers from Pontivedra, entered Marin, but a fire being opened on them from this ship and the *Plover*, and the carronade from the launch, they made a most precipitate retreat; the commanding officer on a good horse, and the four cavalry benefiting by their being mounted, left their companions, who outrunning their officers, a captain and lieutenant fell into the hands of the Spaniards, who delivered them to me.

It is with the most heartfelt satisfaction that I can with confidence assure their Lordships that the spirit of the Gallicians is aroused to the most enthusiastic ardour, governed by a cool and determined courage, which the feelings of loyalty and patriotism naturally inspire, and they confidently look for aid to the generosity of the British government speedily to succour them with arms and ammunition to enable them to succeed in the glorious and just cause which they have undertaken, to expel the perfidious invaders of their country.

The enemy is much distressed by a malignant fever; not less than two cart loads are buried daily from the head quarters at St. Iago; the military governor and commanding officer of artillery, with a number of other officers, have fallen victims to it.

Skirmishes daily take place between the peasants and the enemy, which render their procuring provisions both difficult and harassing, and many fall victims to fatigue. In this perpetual warfare, the enemy invariably suffer, particularly on the 2d instant, when one hundred and five Frenchmen were pillaging the convent of St. Bernardo de San Claudio, where Don Ber-

nardo Goncales, with thirty-two Spaniards, attacked them, took many horses laden with pillage, and only sixteen of the enemy escaped. On the 9th, 10th, and 11th instant, the French attacked the peasants of Deza and Trasdeza, sustained by those of Banos and Tabeiros, and were obliged to retreat with the loss of one hundred and fourteen men and an officer.

The appearance of his Majesty's ship has very much gratified the Spaniards, who are incessant in their praise and gratitude to the British government.

On my coming to this place on the 11th instant, I left the Plover at Marin, the French being at Pontevedra, but have received information to-day, that a division of the Spanish army, under the command of the Marquis de Valladares, was attacked on the 11th by Marshal Sault, who has since retired to Tuy, and ordered all his detachments in the vicinity of Vigo to join him by forced marches; I would not therefore detain her longer.

I have the honour to be, &c.

GEO. M'KINLEY.

APRIL 1, 1809.

*Copy of a Letter from Vice-admiral Rowley, Commander-in-chief of his Majesty's Ships and Vessels at Jamaica, to the Hon. W. W. Pole, dated on board his Majesty's Ship Polyphemus, Port Royal, the 24th January, 1809.*

SIR,

I have the honour to enclose, for their Lordship's information, a copy of a letter which I have received from Captain Dashwood, of his Majesty's ship Franchise, giving an account of the capture of the French letter of marque brig P'iphigénie, bound from Bayonne to Guadaloupe, with naval stores and provisions.

I have the honour to be, &c.

B. S. ROWLEY.

SIR,

*His Majesty's Ship Franchise, at Sea, 16th January, 1809.*

I beg to acquaint you, that I have this day captured the French letter of marque P'ephigénie, pierced for eighteen guns, but had only six mounted, and twenty-six men, from Bayonne to Guadaloupe, laden with naval stores and various merchandize. She is coppered, and sails remarkably fast, having been pursued several times during her passage, and led the Franchise a chase of thirty hours in her favourite point of sailing, during which time she threw her guns overboard, and cut away her anchors, in order to effect her escape. She was built at Bayonne, and launched about two months ago; for the express purpose of a privateer in the West Indies, and, in my humble opinion, is calculated for his Majesty's service.

I have the honour to be, &c.

Vice-admiral Rowley, &c.

C. DASHWOOD, Captain.

*Copy of a Letter from Vice-admiral Bertie, Commander-in-chief of his Majesty's Ships and Vessels at the Cape of Good Hope, to the Hon. W. W. Pole, dated on board the Caledon, in Table Bay, the 19th January, 1809.*

SIR,

I have the honour to transmit herewith, for the information of their Lordships, a copy of a letter from Captain Corbett, of his Majesty's ship Nereide, informing me of the capture of the French Imperial corvette la Gobe Mouche.

I have the honour to be, &c.

A. BERTIE.



SIR, *Nereide, off the Isle of France, December 18, 1808.*

The chase of this morning, which I captured at eleven A.M. proves la Gobe Mouche Imperial corvette, pierced for twelve guns, but most thrown overboard during the chase, commanded by Enseigne de Vaisseau Sugor, from the Seychelles, bound to Port Louis with despatches, which he threw overboard, but were saved by the activity of our boat's crew, at least a considerable part of them, which I send herewith. Her complement was eighty men, but from manning prizes off Mozambique last cruise, are reduced to thirty at this time.

I am, Sir, &c.

R. CORBETT.

*Vice admiral Bertie, &c.*

THE LONDON GAZETTE EXTRAORDINARY,

ADMIRALTY-OFFICE, APRIL 12, 1809.

Captain Joseph Spear, of his Majesty's sloop the Wolverine, arrived at this office this morning with despatches from Rear-admiral the Hon. Sir Alexander Cochrane, K. B. commander-in-chief of his Majesty's ships and vessels at the Leeward Islands, addressed to the Hon. William Wellesley Pole, of which the following are copies :—

*Neptunc, Fort-Royal Bay, Martinique,  
February 25, 1809.*

SIR,

By my letter of the 18th, a duplicate of which accompanies this, together with one of the 4th, the Lords Commissioners of the Admiralty will have been informed, that it was intended to open a fire on the enemy from four batteries on the succeeding day, in addition to his own guns turned upon him from Fort Edward, which was accordingly done at half-past four in the afternoon, the time appointed.

The enemy at first returned the fire with spirit, but it gradually slackened until the following morning, and then entirely ceased, except at long intervals, which made it evident he was beaten from his guns.

While the batteries were kept constantly firing on the enemy from the western side, Captains Barton and Nesham, of the York and Intrepid, with about four hundred seamen and marines, continued to be employed in getting the heavy cannon, mortars, and howitzers up to Mount Surirey from the eastern side of the fort, which was a service of the utmost labour and difficulty, owing to the rains and deepness of the roads; but notwithstanding which, a battery of four twenty-four pounders and four mortars was finished by the 22d, and the guns mounted ready for service.

On the following day several more guns were got up, and ready to be placed in an advanced battery, intended to consist of eight twenty-four-pounders; a similar battery was preparing to the westward, and the whole would have been in a state to open on the enemy by the 26th, had not a flag of truce been sent from the Fort on the 23d, with proposals for a surrender, on the principle of being sent to France on parole; but Lieutenant-general Beckwith, the commander of the forces, and myself, not judging it proper to accede to such terms, the batteries, which had before opened their fire, recommenced the attack at half-past eight o'clock in the evening, and continued it without intermission during the night.

The next morning, a little past six o'clock, one of the magazines in the fort blew up with a great explosion, and soon afterwards three flags of truce were hoisted by the enemy, and hostilities ceased on our part.

A letter was then received from the Captain-general Villaret Joyeuse, requesting that commissioners might be appointed on both sides to settle

the terms of capitulation, which was agreed to, and Lieutenant-general Sir George Prevost and Major-general Maitland were named by the commander of the forces; and Commodore Cockburn by me. These officers were met by the general of artillery, Villaret (the Captain-general's brother), and Colonels Montfort and Boyer, in a tent erected for the purpose between the advanced piquets on each side, when the terms were settled and ratified before midnight; a copy of which I have the honour to enclose.

This morning a detachment of troops took possession of the Bouillé Redoubt, and the ravelines and gateway of Fort Bourbon on the land side; and the garrison (a return of which, as well as the rest of the prisoners taken since the commencement of the siege, is enclosed) will be embarked in the course of eight days in transports, and his Majesty's ships *Belleisle* and *Ulysses* will proceed with them as a guard to Europe.

I now beg leave to congratulate their Lordships on the happy termination of a siege, which was, by the uncommon exertions of the army and navy, brought to a close within twenty-eight days from the sailing of the expedition from Barbadoes.

The fire kept up by the batteries was irresistible, the enemy was driven from his defences, his cannon dismantled, and the whole of the interior of the work ploughed up by the shot and shells, within five days after the batteries opened.

Never did more unanimity prevail between the two services than on the present occasion. One sentiment, one wish pervaded the whole; and they looked with confidence to a speedy and glorious termination of their toils.

I had on this service the happiness to act with Lieutenant-general Beckwith, an officer I have long been in the habits of intimacy with, from whose zeal I had every thing to expect, and which the recent events have so fully realized. He did me the honour to consult me on various occasions, and his communications and co-operations were friendly and cordial, which, on all conjunct expeditions, is the surest pledge of success.

I have already informed their Lordships, that I entrusted the whole of the naval arrangements on shore to Commodore Cockburn. His exertions have been unremitting, and his merit beyond my praise. He speaks in terms of high approbation of the able support and assistance he received from Captains Barton, Nesham, and Brenton, whom I had selected to act with him. To all these officers, and the lieutenants and other officers, petty officers, seamen and marines immediately under their commands, I feel truly obliged, for performing the arduous duties imposed upon them. The seven-gun battery at Folville was entirely fought by seamen, from which the enemy suffered severely.

I have also the fullest reason to be thankful to the other officers and men of the squadron employed on the blockade and reduction of the island, for their general activity and emulation.

I subjoin a list of the several returns and papers which I have been able to collect, and send herewith.

For any other information I beg to refer their Lordships to Captain Spear, of the *Wolverine*, an old and deserving commander, whom I have entrusted with this despatch.

I have the honour to be, &c.

ALEX. COCHRANE.

ENCLOSURES.\*

Terms of Capitulation.

Return of the French Garrison.

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\* The Articles of Capitulation, &c. are inserted at the end of Sir A. Cochrane's General Memorandum.

Return of the Batteries erected.  
 Return of killed and wounded in the squadron.  
 Return of the squadron.  
 General Memorandum issued to the squadron.

The return of ordnance, ordnance stores, commissary stores, &c. has not yet been completed.

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Colonies—French Empire—Army of Martinique.

*Head-Quarters, Fort Desaix, February 25, 1809.*

STAFF.

*List of Men capable of being embarked.*

Staff—1 superior officer, 6 officers.  
 26th Reg.—2 superior officers, 30 officers, 450 subalterns and soldiers.  
 82d Reg.—2 superior officers, 50 officers, 1100 subalterns and soldiers.  
 Artillery—2 superior officers, 7 officers, 171 subalterns and soldiers.  
 Artificers—2 officers, 57 subalterns and soldiers.  
 Horse Chasseurs—2 officers, 42 subalterns and soldiers.  
 Engineers—1 superior officer, 2 officers.  
 Colonial Gendarmerie—7 subalterns and soldiers.  
 Seamen—1 superior officer, 23 officers, 242 seamen.  
 Administration—5 superior officers, 19 officers.  
 Total—14 superior officers, 141 officers, 1827 subalterns and soldiers,  
 242 seamen.

BOYER, Chef d'Etat Major-Général.

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*Return of the Batteries erected and intended to be erected against Fort Bourbon, in the Island of Martinique.*

*Batteries completed.*

1. Tartenson—4 thirteen-inch mortars, 4 howitzers.
  2. Folville—4 ten-inch, 3 eight-inch, 4 five and half-inch mortars, 2 howitzer mortars, 7 twenty-four-pounder guns.
  3. L'Arche—1 thirteen-inch mortar, 1 howitzer mortar.
  4. Chilcott Ridge—2 ten-inch mortars, 2 howitzer mortars, 4 twenty-four-pounder guns.
  5. Fort Louis—4 thirteen-inch mortars, 4 twenty-four-pounder guns.
- Total—9 thirteen-inch, 6 ten-inch, 3 eight-inch, 4 five and half-inch mortars, 5 howitzer mortars, 4 howitzers, 15 twenty-four-pounder guns.

*Batteries not completed.*

- Courville—8 twenty-four-pounder guns.  
 Bexons—8 twenty-four-pounder guns.  
 Bexons Advance—1 ten-inch, 2 eight-inch mortars, 1 twenty-four-pounder gun.  
 Fauche—2 eight-inch, 2 five and half-inch mortars.  
 Morne Vannier—3 thirteen-inch mortars.  
 Total—3 thirteen-inch, 1 ten-inch, 4 eight-inch, 2 five and half-inch mortars, 17 twenty-four-pounder guns.

ALEX. COCHRANE.

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*Return of Officers and Seamen killed and wounded whilst serving on shore under the Orders of Commodore Cockburn, at the Reduction of Martinique.*

Neptune—None killed; 2 badly, 1 slightly wounded.

Pompée—3 killed; 3 badly, 3 slightly wounded.  
 Belleisle—None killed; 1 badly, 3 slightly wounded.  
 Amaranthe—3 killed; 4 badly, 2 slightly wounded.  
 Total—6 killed; 10 badly, 9 slightly wounded.

G. COCKBURN, Commodore.

*Names of Officers wounded.*

Amaranthe—Mr. Thomas Wickland, boatswain; Mr. Thompson, gunner, slightly.

Pompée—Mr. James Scott, master's mate, slightly; Mr. Thomas Mills, midshipman, slightly; Mr. John Edevcarn, gunner, badly.

*Names of Men killed.*

Pompée—Robert Rundle, carpenter's crew; Moses Butler, able; Patrick Mackey, landman.

Amaranthe—John Kerr, coxswain; William Roberts, boy.

G. COCKBURN, Commodore.

*Martinique, February 25, 1809.*

*List of the Squadron employed in the Reduction of Martinique.*

*Ships of the Line.*

Neptune, Pompée, Belleisle, York, Captain, and Intrepid.

*Frigates.*

Acasta, Penelope, Ethalion, Æolus, Circe, Ulysses, and Eurydice.

*Sloops, &c.*

Goree, Wolverine, Cherub, Stork, Amaranthe, Haughty, Express, Swinger, Forrester, Recruit, Star, Eclair, and Frolic.

ALEX. COCHRANE.

*Neptune, Fort-Royal Bay, Martinique,  
 February 26, 1809.*

GENERAL MEMORANDUM.

I have great satisfaction in announcing to the squadron the surrender of the Fort Bourbon, which event was finally concluded, and the terms of capitulation ratified, on Friday night; and yesterday the British troops marched in, and took possession of the principal defences of that fortress; by which the sovereignty of this important island has been secured to Great Britain.

When I reflect on the labour and difficulties the commodore, the several captains and officers, petty officers, seamen and marines, have encountered, and on the short time in which this service has been accomplished, I am impressed with the highest sense of their perseverance and courage; and I shall not fail to report the same to my Lords Commissioners of the Admiralty.

I have also viewed with admiration the bravery and discipline of the army; but British troops, led on by such officers as we have had the happiness of serving with in the reduction of this island, are invincible, and it is with no little pride I have witnessed the cordiality which has so uninterruptedly subsisted between the land and sea forces, which, on all combined expeditions, is the surest means of leading to success.

I request that Commodore Cockburn and the several captains will do me the honour to accept my warmest thanks for their exertions, also the other

officers and petty officers, seamen, and marines; and that the captains will communicate the same to the latter in a suitable manner.

ALEX. COCHRANE.

*To the Commodore, the respective Captains,  
Commanders, &c.*

ARTICLES of CAPITULATION between Lieutenant General George Beckwith, Commander of his Britannic Majesty's Land Forces, and Rear-admiral the Honourable Sir Alexander Cochrane, K. B. Commander-in-chief of his Britannic Majesty's Squadron, upon a joint Expedition against the French Colony of Martinique, on the one Part, and General Villaret, Captain-general in the Service of France, on the other Part.

Fort Desaix shall be given up to the troops of his Britannic Majesty on the following conditions.—

Art. I. The garrison of Fort Desaix shall march out in order to be embarked and conveyed to one of the ports of France, between Bourdeaux and L'Orient, on the days and at the hours which shall be agreed upon, with all the honours of war, viz. drums beating, colours flying, and matches lighted, having in their front four field-pieces, with their artillery men. The officers, civil and military, of the marine, and every one belonging to this department, shall be also conveyed to the same port.

Answer.—The Garrison shall march out with all the honours of war demanded, but must ground their arms beyond the Glacis. Officers shall keep their swords. In answer to the rest of this article, it is agreed that the forces of France shall be embarked in proper vessels as prisoners of war: that they shall proceed to Quiberon Bay, under guard of some English ships of war. There an exchange shall take place between the two nations, rank for rank; but from the high respect and esteem with which his Excellency the Captain-general Villaret Joyeuse is held by all, it is admitted, that himself and his Aides-de-camp shall be sent to France free from any restriction.

Art. II. The Captain-general, the Colonial Prefect, the general officers, and those of the staff, of the artillery and engineers, the officers, non-commanding officers and soldiers of the land service, the officers, troops, and crews of the navy, the chief of the civil staff, the commissaries, and others employed in the administration of the marine and colonies, shall carry away their arms, their personal effects and every thing belonging to them:—they shall besides have leave to dispose of their private property of every kind, and full security assured to the purchasers.

Answer.—Granted, excepting in what it differs from the answer to the preceding article.

Art. III. The garrison shall be embarked at the expence of his Britannic Majesty by battalions and companies; each person belonging to the military, or officer or other person employed in the civil staff shall receive, during the passage, the ration allowed to each rank according to the French laws and regulations.

Answer.—Granted, but to be victualled according to the English ration.

Art. IV. The necessary number of carriages and boats for transporting and embarking the personal effects, papers, and other property of the captains general, of the colonial prefect, of the general officers, commissaries, and chiefs of corps, of the officers of the administration of the land and sea service, and particularly the papers of the council of administration of corps, of the paymaster of the colony, and of other persons in civil and military employments. These papers shall not be subject to any search or inspection, under the guarantee, that they contain nothing foreign to the public duties of these agents.

Answer.—Granted, it being understood that this is not to protect public papers or property.

Art. V. The sick and wounded, as well those in the hospitals at the period of the attack of the Colony, as those who have since entered them, shall be attended at the expence of his Britannic Majesty until their cure, and shall share the fate of the garrison. Those who are able, shall be immediately embarked along with it. The sick and wounded remaining, shall be confided to the honour of the English commander. A sufficient number of French officers of health, and an officer of the Civil Staff shall remain to take care of them.

Answer.—Granted.

Art. VI. The garrison of Pigeon Island, as well as all others, officers and agents of the military Civil Staff, who are at this moment out of fort Desaix, shall share the fate of the garrison, and shall be sent back to France in the same manner.

Answer.—It is not objected that the garrison of Pigeon Island shall be treated in the same manner as the rest of the garrison.

Art. VII. The fortifications of fort Desaix shall not be demolished until after a treaty of Peace to be concluded between the two powers.

Answer.—The British government alone can reply to this article.

Art. VIII. There shall be prepared a report of the state of the fort, of its establishments and magazines, which shall be formally compared and signed by the Commissioners charged with the execution of the present capitulation.

Answer.—Granted.

Art. IX. As soon as the present capitulation shall be concluded, the Redoubt of Bouillé shall be occupied, partly by English and partly by French troops. Their number shall be regulated by the Commissioners. The French garrison shall continue to occupy fort Desaix until its embarkation, having its communication with the town free. The period and the mode of evacuating it shall be regulated by the Commissioners. The sick and wounded actually within fort Desaix shall be removed to the Hospital de Franco, and the means of transport shall be provided for this purpose. The garrison, until the moment of embarking, shall be subsisted from their own magazines, and by the French Agents.

Answer.—Granted; but it is required that possession should be given also of the Sally Port of the North Front, and of the Demi Lune, as soon as the articles are ratified by the respective commanders in chief.

Art. X. The officers and all others employed in the military or civil service who are married, may take on board with them their wives and children. Those who have property or business in Martinique shall be permitted to remain there six months. The English commanders will give them every protection for this purpose during their stay in the Colony. They shall afterwards share the fate of the garrison, and be conducted to France at the expence of his Britannic Majesty.

Answer.—Granted, and those officers who remain for a time shall be assisted with passages as convenient.

Art. XI. The officers of health, and all others who have been attached for the moment, and by order, to the service of the French army, shall be permitted to return to their homes without being molested.

Answer.—Granted.

Art. XII. The colonists and inhabitants who wish to follow the fate of the garrison, and to go to France with their property, shall be permitted to do so:—All the individuals, of whatever nation they may be, who are inhabitants of the isle of Martinique, shall not be troubled, molested, or

questioned on account of their political opinion. Those who may have been arrested under this pretext shall be immediately set at liberty.

Answer—Granted.

Art. XIII. The persons and property of all the inhabitants of the island of Martinique shall be respected. The laws which are there actually in force shall be maintained until a peace between the two nations. The organization of the tribunals shall remain as it actually stands. The exercise of the Catholic religion shall be preserved in its present state. Its ministers shall be protected and respected. The national property appropriated for their maintenance shall be strictly applied to that purpose.

Answer—Granted; subject to such alterations as his Britannic Majesty may judge necessary.

Art. XIV. In consideration of the state of distress to which the Colony is reduced, the inhabitants shall remain exempt from all taxes for two years.

Answer—Not granted; but every consideration will be had for the state of the Colony.

Art. XV. The General in Chief of the French army shall be permitted to send immediately an officer to his Majesty the Emperor and King, with the account of the present capitulation. A vessel shall be provided by the English Admiral to convey this officer to Bourdeaux, Rochefort, or l'Orient.

Answer.—Granted.

Art. XVI. If any doubt should arise as to the meaning of any article, it shall be interpreted in the most favourable manner for the French garrison.

Answer.—Granted.

Art. XVII. Hostages of the rank of Field officers, shall be delivered on the part of the English army and fleet, and on the part of the French army, for the reciprocal guarantee of the present capitulation. The officer of the English army shall be restored when the articles relative to the garrison have been executed, and the officer of the fleet after the debarkation of the troops in France, the same shall take place on the part of the French garrison.

Answer.—No hostages are necessary.

Art. XVIII. His excellency Admiral Cochrane shall be invited to receive on board the line-of-battle ships and frigates of his excellency, the Captain General, the Colonial Prefect, and the other officers of the French army.

Answer.—Granted, and a ship of war will be provided for the Captain General and his suite.

Art. XIX. The embarkation of the French troops shall take place at soonest in eight, and at furthest in fifteen days, according as his excellency Admiral Cochrane can prepare the transports.

Answer.—Granted.

Art. XX. The articles of the present capitulation shall be ratified as soon as possible, and not later than this evening at ten o'clock.

Answer.—The present capitulation is signed by the commissioners appointed by Lieutenant-general George Beckwith, commander of the forces of his Britannic Majesty, and by Rear-admiral Sir Alexander Cochrane, K. B. commander in chief of his Britannic Majesty's squadron, on the one part, that is to say, Lieutenant-general Sir George Prevost, Bart. Major-general Maitland, and Commodore Cockburn, and of the commissioners appointed by General Villaret, Captain-general in the service of France, on the other part, that is to say, the General of brigade Villaret

Joyeuse, Colonel Montfort of the 82d Regiment, and Lieutenant-colonel Boyer, chief of the staff.

Done at the advance posts this 24th day of February, 1809.

GEO. PREVOST, Lieutenant-general.

FRED. MAITLAND, Major-general.

G. COCKBURN, Commodore.

VILLARET JOYEUSE, Gen. Brigade.

MONTFORT, Col. 82d regiment.

BOYER, Chief of the Staff.

(Ratified)

GEO. BECKWITH.

A. COCHRANE.

VILLARET, Captain-general.

Colonies—French Empire—Army of Martinique.

*Head-Quarters, Fort Desaix, Feb. 25, 1809.*

GENERAL STAFF.

*List of Men capable of being embarked.*

General Staff.—1 general officer, 6 officers.

26th regiment.—2 superior officers, 30 officers, 450 petty officers or soldiers.

82d regiment.—2 superior officers, 50 officers, 1100 petty officers or soldiers.

Artillery.—5 officers, 171 petty officers or soldiers.

Artificers.—2 officers, 57 petty officers or soldiers.

Horse Chasseurs.—2 officers, 42 petty officers or soldiers.

Engineers' Department.—1 superior officer, 2 officers.

Artillery Department.—1 general officer, 1 superior officer, 2 officers

Colonial Gendarmerie.—7 petty officers or soldiers.

Marines.—1 superior officer, 23 officers, 242 marines.

Civil Staff.—5 superior officers, 19 officers.

Total.—2 general officers, 12 superior officers, 141 officers, 1837 petty officers or soldiers, 342 marines.

The chief of the general staff.

BOYER.

*Return of Ordnance and Stores found in Fort Desaix and its Dependencies, Martinique, Feb. 26, 1809.*

Brass guns.—9 serviceable, 1 unserviceable, 24-pounder (Field-pieces complete)—10; 3 serviceable, 1 unserviceable, 16-pounders—4; 2 serviceable 12-pounders (carriages all good); 3 serviceable, 1 unserviceable, 8-pounders (carriages all good except one)—4; 6 serviceable 4-pounders, (four large chambers).

Brass Mortars.—5 serviceable 12 inch, (1 small); 1 unserviceable 8 inch.

Brass howitzers.—1 unserviceable 8 inch; 5 serviceable 6 inch.

Iron Guns.—17 serviceable, 2 unserviceable, 24-pounders—19; 14 serviceable 18-pounders; 14 serviceable, 3 unserviceable, 12-pounders—17.; 19 serviceable, 2 unserviceable, 8-pounders—21; 3 serviceable 12 inch iron mortars; 4 serviceable 36-pounder iron carronades; 900 serviceable bright muskets, quite new; 500,000 serviceable musket ball cartridges; 1670 barrels of serviceable powder, single of 100lb. each; 60 barrels of serviceable powder, double of 200lb. each.



Carriages.—23 serviceable, 15 unserviceable, 24-pounders—33; 11 serviceable, 10 unserviceable, 8-pounders—21; 5 serviceable, 1 unserviceable, 16-pounders—6; 13 serviceable 5 unserviceable, 12-pounders—18; 15 serviceable, 12 unserviceable, 8-pounders—27; 8 serviceable 4-pounders.

Mortar Beds.—10 serviceable, 3 unserviceable 12 inch—15; 1 serviceable, 1 unserviceable 8 inch—2.

Howitzer Carriages.—1 serviceable, 1 unserviceable 8 inch—2; 5 serviceable, 2 unserviceable 6 inch—7.

Round Shot.—10,000 serviceable 24-pounders; 7,500 serviceable 18-pounders; 1,600 serviceable 16-pounders; 7,500 serviceable 12-pounders; 4,000 serviceable 8-pounders; 600 serviceable 6-pounders; 3,500 serviceable 4-pounders.

Mortar Shells.—1,500 serviceable 12 inch; 1,700 serviceable 8 inch.

Howitzer Shells.—2000 serviceable 8 inch; 600 serviceable 6 inch.

Case or Grape Shot.—200 serviceable 36-pounders; 600 serviceable 24-pounders; 250 serviceable 18-pounders; 120 serviceable 16-pounders; 400 serviceable 12-pounders; 600 serviceable 8-pounders; 800 serviceable 4-pounders; 150 serviceable cartridges filled with powder, for 24 and 18-pounders; 60 serviceable cartridges for mortars; 70 cwt. of serviceable slow match; 200,000 serviceable musket flints; 30 reams of serviceable cannon cartridge paper; 80 reams of serviceable musket cartridge paper; 600 rounds of serviceable ammunition for field-pieces, in 100 boxes, containing 6 rounds each; 700 serviceable tubes; 200 serviceable fuzes; 200lbs. of serviceable saltpetre; 10,000 serviceable empty paper cartridges; 125 dozens of serviceable portfires.

Pidgeon Island.—3 serviceable 36 pounder iron guns; 1 serviceable, 2 unserviceable, 24-pounder iron guns—3; 2 serviceable 8-pounder iron guns; 1 serviceable 12 inch brass-mortar; 2 serviceable 12 inch iron mortars.

Trinité.—4 serviceable 24-pounder iron guns; 1 unserviceable 12 inch brass mortar.

St. Pierre.—14 serviceable, 3 unserviceable, 24-pounder iron guns—17; 2 serviceable 12 inch iron-mortars; 1 serviceable 9 and three-quarter inch brass-mortar.

N.B. Carriages bad; 100 shot for the guns; no powder at any of the out-posts; 1 sponge for each.

Point Negro.—2 serviceable 36-pounders iron guns; 6 serviceable 24-pounder iron guns; 1 serviceable 12 inch iron-mortar.

Gonorau.—2 unserviceable 24-pounders iron guns.

Point Catherine.—4 unserviceable 24-pounders iron guns.

Carparane Redoubt.—3 serviceable 8-pounders iron guns.

Ponicis Redoubt.—2 serviceable 12 pounders iron-guns; 2 serviceable eight-pounders iron-guns.

Morne Virogiee.—2 serviceable 4-pounders brass-guns.

Coumac.—2 serviceable 8-pounders iron guns.

N.B. 30 round shot and 20 case for each piece.

Fort Edward, Guns.—10 serviceable 36-pounders; 14 serviceable 24-pounders; 3 serviceable 16-pounders; 3 serviceable 12-pounders; 2 serviceable 8-pounders.

Mortars.—4 serviceable 13 inch.

Shot.—30,000 serviceable 36-pounders; 76,000 serviceable 24-pounders; 6,000 serviceable 16-pounders; 4,500 serviceable 12-pounders; 120 serviceable 8-pounders; 504 serviceable, 57 unserviceable, loose muskets.—561; 414 serviceable muskets, in Cases; 6,100 serviceable musket flints.

Arsenal.—5 serviceable 4-pounder brass-guns, 2 of them and carriages are in the canal; 5 serviceable 5-pounders brass-swivels; 2 serviceable 8-pounders iron-guns; 3 serviceable 6-pounders iron-guns; 4 serviceable 4-pounders iron guns.

Shot.—500 serviceable 24-pounders; 495 serviceable 18-pounders; 70 serviceable 16-pounders; 706 serviceable 12-pounders; 550 serviceable 8-pounders.

Shells.—26 serviceable 12-inch; 498 serviceable 8-pounders; 1,000 serviceable, 250 unserviceable muskets; 6 unserviceable chests of muskets; 12 kegs and 1 box serviceable musket flints; 1 24-pounder serviceable gun-carriage; 4 4-pounder serviceable gun-carriages; 2 serviceable gins triangle; 2 serviceable limbers; 2 serviceable devil carts; 1 serviceable petard; 17 hogsheds serviceable slow matches.

EDWARD STEUHELIN.

Brig. Gen. Comm. Roy. Artil. W. Indies.

*Fort Royal, Martinique, Feb. 27, 1809.*

*Return of Engineer's Stores found in the Ordnance Arsenal at Fort-Royal.*

Intrenching tools.—3 serviceable earth rammers. 9 serviceable large mats of wood 19 serviceable scaling ladders, joints of 6 feet. 30 serviceable picks. 40 serviceable pick-axes. 40 serviceable mattocks.

Lumber.—250 serviceable of 2 inch running feet plank. 34 serviceable 12 feet long pieces of 4 inch plank. 9 serviceable 24 feet long pieces of 4 inch plank. 8 serviceable sawed scantling pieces. 20 serviceable timber pieces.

Eight serviceable spars, 6 inches diameter, 30 feet long. 5 serviceable pieces of hardwood plank. 950 serviceable staves of white oak. 22 serviceable bundles hazel hoops.

Smith's tools.—13 serviceable and 4 unserviceable spare elevating screws, 3 ton 10 cwt. serviceable in bars of sorts. 25 serviceable spare axle trees. 120 serviceable tires for wheels. 8 serviceable large vices. 8 serviceable anvils. 8 serviceable forge bellows. 8 serviceable tongs. 6 serviceable pineers. 3 serviceable beek irons. 1 serviceable mandril. 3 serviceable sledge hammers.

Gun Carriage Work.—60 serviceable naves for wheels. 57 serviceable fellies for wheels. 100 serviceable spokes for wheels. 3 serviceable cheeks for gun-carriages. 14 serviceable, 20 repairable, and 23 unserviceable spare wheels.

Nine serviceable noingle trees. 1 serviceable grindstone with trough. 4 serviceable grindstones without troughs.

CHARLES SHIPLEY.

Brig. Gen. commanding the Royal Eng. W.I.R.

SAM. LAWRENCE, Comm. of Eng. Stores.

G. B.

*Fort Desaix, February 27, 1809.*

There appears to be about 200 pick-axes, the like number of shovels and spades, and about 50 wheelbarrows, some filled sand bags, &c. dispersed upon the different works.

CHARLES SHIPLEY,

Brig. Gen. and Comm. Roy. Eng. W.I.R.

SAMUEL LAWRENCE, Comm. of Eng. Stores.

G. B.

*Martinique, February 26th 1809.**Return of Provisions, Rum, &c. in Fort Desaix, this Day.*

1300 barrels flour; 2500 pounds biscuit; 300 tierces salt beef; 98 barrels salt pork; 12,600 pounds sugar; 10,000 pounds coffee; 19,000 pints rum; 600 pints brandy; 2,000 pints claret; 2,000 pints vinegar; 1,600 pounds salt; 500 pounds sweet oil; 150 pounds fish oil; 650 cords wood fuel; 1,000 pounds candles.

N.B. Five oxen, strayed, not included in the above.

J. H. VAUX, Assist. Com.

*Return of Sick and Wounded in his Majesty's General Hospital at Martinico, between the 1st and 27th February 1809, inclusive.*

Total.—gun-shot wounds 380, fevers 172, fluxes 244, Ulcers 9, casualties 6, debility 4.—Total 815.

APRIL 12.

*Copy of a Letter from Captain George M'Kinley, of his Majesty's Ship Lively, to the Hon. W. W. Pole, dated on board that Ship, Vigo, the 29th of March 1809.*

SIR,

As I have thought it of importance that my Lords Commissioners of the Admiralty should have the earliest intelligence of the surrender of Vigo, I have despatched Mr. T. Furber, senior lieutenant of this ship, (in a vessel hired for the purpose,) with a copy of my letter on that subject to the Hon. Vice-Admiral Berkeley.

I have the honour to be, &c.

GEORGE M'KINLEY.

SIR,

*Lively, Vigo, March 29, 1809.*

In consequence of a letter I received at Villagarcia from Captain Crawford, of the *Venus*, off Vigo, informing me that the loyal peasantry were in considerable force around the castle and town of Vigo, and that the presence of another frigate would very much contribute to the surrender of that fortress, I joined him on the evening of the 23d instant.

The next morning I went to the head quarters of Don Joao de Almada de Sanzo e Silva, who commanded the patriots. At the instant, a summons was sent to the Governør of Vigo to surrender at discretion, which led to a negotiation between him and the French, which continued till the 26th, when Don Pablo Murillo, commanding a regular force of 1500 men, composed of retired soldiers in this province, arrived, and sent in a summons to surrender. In consequence of which, on the following day, the proposals (No. I.) were brought on board by Don Pablo Murillo, accompanied by three French officers. The answers to them (No. II.) were delivered at five P.M. by Captain Crawford, who concluded the capitulation which I have the honour to inclose; and the whole of the garrison, consisting of a colonel, forty-five officers, and about thirteen or fourteen hundred men, were embarked the next morning.

I should be wanting in every feeling of an officer, were I not to acknowledge the liberal attention and zealous services of Captain Crawford.

It also becomes most gratifying that I am enabled to inform you of the spirit and determination of the Spaniards, to expel from their country, the invaders of all that is dear to a brave and loyal people. No doubt of success could have arisen, had the enemy persisted in holding out, from the able and prompt conduct of Don Pablo Marillo, and the good order of his

troops, the strongest proof of his zeal in the just cause of his king and country, and the ardour of the peasantry is beyond all description.

I have the honour to be, &c.

GEORGE M'KINLEY.

*The Honourable Vice-Admiral Berkeley, &c.*

P.S. I beg to inclose as correct a statement of the French force as time would allow me to procure.

GEORGE M'KINLEY.

No. I.

TOWN OF VIGO,

This day, the 27th of March 1809, at eight o'clock in the morning, the garrison of the town and forts of Vigo, commanded by Monsieur Chalot, Chef d'Escadron, Governor of the Town, assembled and represented by its body of officers, in pursuance of orders from the Governor, for the purpose of entering into an honourable capitulation, according to what is required by the circumstances of the general blockade by land and sea, by the British, Spanish, and Portuguese forces, and of the several summonses which have been made by these forces for the surrender of the town and forts at discretion. The following articles, after having been maturely and deliberately considered and discussed, have been unanimously agreed upon:—

I. The garrison shall march out of the town and forts with their arms and baggage, and with the honours of war.

II. The officers and men shall be embarked in English vessels, and conveyed to the nearest French port, on parole not to bear arms against Spain and her allies until exchanged, or until peace shall take place.

III. The officers, and persons employed in the military, shall keep their arms and the whole of their equipages: they shall take with them their confidential attendants and servants.

IV. The money belonging to the French government, and destined for the payment of the troops of the second corps, shall remain in the hands of the principal paymaster, who is accountable for it. The papers relating to the accounts of the regiments shall be preserved.

V. The troops shall not lay down their arms till the moment of embarking, and then under the protection of the British; that is to say, that each division or section shall successively lay down their arms when respectively embarking.

VI. The inhabitants of the town of Vigo shall be respected.

VII. The two hospitals, containing about three hundred sick, shall be taken care of by the inhabitants of the town, under the British and Spanish protection.

VIII. The place and the forts shall only be delivered up at the moment of embarking, to a number of the blockading troops, consisting of three officers and fifty subalterns and soldiers.

IX. The present capitulation will only take effect when ratified on one part by Monsieur Chalot the Governor, and on the other by the commandants of the blockading land and sea forces, and guaranteed in all its articles by the British commanding officers.

Done at Vigo, the day, month, and year above mentioned,

J. CONSCIENCE, Paymaster.

L'ARMINOT, Captain 36th,

L'APOULLE.

LIMOSIN, Captain.

DE LA MOTTE, Paymaster,

MONTALANT, Officer, 2d Regiment, 7th Legion,

DE WATRONVILLE, Lieutenant 2d.

T. M. VABLANC, Captain of Engineers,

SERIN, Lieutenant.

DE CRAUZOT, Officer 19th.

BELETTRE, Lieutenant.

KELM, Lieutenant.

## No. II.

George M'Kinley, Esq. Captain of his Britannic Majesty's ship *Lively*, and senior officer before *Vigo*, and Don Pablo Murillo, commandant en xefe of the Spanish forces forming the siege of *Vigo*, having considered the articles of capitulation proposed for the surrender of *Vigo* by Mons. Charlot, chef d'escadron, governor of the city, and by the officers of the garrison under his command, have agreed on the following answers to the said articles:—

Answer to Art. I.—The garrison of *Vigo* will be allowed to march out of the forts with the honours of war to the *Glacis*, where they will ground their arms, and surrender themselves prisoners of war, the officers keeping their swords and their wearing apparel.

Answer to Art. II.—Refused.

Answer to Art. III.—Answered in the first article.

Answer to Art. IV.—First part refused; public accounts shall be preserved.

Answer to Art. V.—Answered in the first article.

Answer to Art. VI.—The inhabitants of *Vigo* shall be respected, according to the laws of Spain.

Answer to Art. VII.—The prisoners shall be treated as the laws of humanity require.

Answer to Art. VIII.—On the French troops laying down their arms, the Spanish troops shall march in and relieve the guards, taking possession of the place and forts.

Answer to Art. IX.—One hour after the receipt of the articles of capitulation, they shall be ratified, or hostilities will recommence, and no further conference will be permitted.

The town and forts to be put into the possession of the Spanish troops immediately after the ratification.

Colonel Chalot must be well satisfied, that the power of the combined forces which surround him will make resistance vain, and must himself be responsible for the further effusion of blood.

Given on board the *Lively*, off *Vigo*, March 27, 1809.

GEORGE M'KINLEY.

PABLO MURILLO.

*CAPITULATION of the Town and Forts of Vigo, occupied by the Depot of the Regiments forming part of the Second Corps of the French Army of Spain.*

This day, the 27th of March 1809, at six o'clock in the evening, we, Jacques Antoine Châlot, chef d'escadron, governor and commandant of the French troops in the town and forts of *Vigo*, on one part, and James Coultts Crawford, Esq. captain of the British frigate the *Venus*, deputed by George M'Kinley, Esq. commanding officer before *Vigo*, and Don Pablo Murillo, colonel-commandant of the Spanish troops before the town, on the other, have concluded the articles of capitulation for the French garrison in the town and forts of *Vigo*, in the following terms, viz.

Art. I. The garrison shall march out of the town and forts with their arms and baggage, and with the honours of war.

Answer.—The garrison of *Vigo* will be allowed to march out of the forts with the honours of war, to the *Glacis*, where they will ground their arms, and surrender themselves prisoners of war, the officers keeping their swords and their wearing apparel.

Art. II. The officers and men shall be embarked in English vessels, and

conveyed to the nearest French port, on parole, not to bear arms against Spain and her allies until exchanged, or until peace shall take place.

Answer.—The prisoners shall be conducted to an English port.

Art. III. The officers and persons employed in the military shall keep their arms, and the whole of their equipages: they shall take with them their confidential attendants and servants.

Answer.—Answered in the first Article.

Art. IV. The money belonging to the French government, and destined for the payment of the troops of the second corps, shall remain in the hands of the principal paymaster, who is accountable for it. The papers relating to the accounts of the regiment shall be preserved.

Answer.—Public accounts shall be preserved.

Art. V. The troops shall not lay down their arms till the moment of embarking, and then under the protection of the British; that is to say, that each division or section shall successively lay down their arms when respectively embarking.

Answer.—Answered in the first article.

VI. The inhabitants of the town of Vigo shall be respected.

Answer.—Granted, according to the laws of Spain.

VII. The two hospitals, containing about three hundred sick, shall be taken care of by the inhabitants of the town, under the British and Spanish protection.

Answer.—The prisoners shall be treated as the laws of humanity require.

VIII. The place and the forts shall only be delivered up at the moment of embarking, to a number of the blockading troops, consisting of three officers and fifty subalterns and soldiers.

Answer.—Referred to the first and last articles.

IX. The present capitulation will only take effect when ratified on one part by Mons. Chalot, the governor, and on the other by the commandants of the blockading land and sea forces, and guaranteed in all its articles by the British commanding officer.

Done at Vigo, the day, month, and year as above-mentioned

CHALOT.

J. COUTTS CRAWFORD.

PABLO MURILLO.

*Statement of the French Forces, &c. surrendered by Capitulation at Vigo, 27th March 1809, to his Majesty's ships Lively and Venus, and the Forces of his Catholic Majesty Ferdinand the Seventh.*

46 officers; 958 inferior officers and privates fit for duty; 300 sick.—Total, 1304 men.

447 horses; 62 carriages, covered waggons, and carts. Military chest, containing 117,153 francs in French specie.

The returns of the garrison cannon field pieces, muskets, ammunition, ordnance stores, &c. &c. not yet received, but the whole together, with the horses, carriages, and specie, have been delivered to Don Pedro Murillo, commander in chief of the forces of his Catholic Majesty Ferdinand the Seventh.

GEORGE M'KINLEY.

*Copy of another Letter from Captain M'Kinley, of his Majesty's ship Lively, to the Hon. W. W. Pole, dated March 29, 1809.*

SIR,

I have the honour to inform you, for the information of my Lords Commissioners of the Admiralty, that in the act of embarking the French gari-

son, advice was received of a French force approaching, when Don Pablo Murillo immediately marched, attacked, totally routed them, and made many prisoners, who informed me they were a detachment of 300 men from Fuy, for the relief of Vigo.

I have the honour to be, &c.

GEORGE M'KINLEY.

APRIL 15.

Captain James Lucas Yeo, of his Majesty's ship the *Confiance*, has, with his letter dated at Cayenne, the 9th February last, transmitted to the Hon. William Wellesley Pole, copies of his letters to Rear-Admiral Sir William Sidney Smith, detailing his proceedings in the expedition against the above settlement.

Having, in conjunction with the Portuguese land forces, under the command of Lieutenant-colonel Manuel Marques, taken possession, on the 3th December last, of the district of Oyapok, and on the 15th of the same month, with the *Confiance* and a Portuguese sloop and cutter, reduced that of Approaque; Captain Yeo, together with the lieutenant-colonel, proceeded to the attack of the island of Cayenne with the *Confiance*, two Portuguese sloops, and some smaller vessels, having on board five hundred and fifty Portuguese troops. The following is a copy of Captain Yeo's letter on this subject.

*His Majesty's Ship Confiance, Cayenne Harbour,  
15th January, 1809.*

SIR,

My last letters to you of the 26th ult. informed you of the arrival of the Portuguese troops at Approaque. On the 4th inst. it was determined by Lieutenant-colonel Manoel Marques and myself, to make a descent on the east side of the island of Cayenne. Accordingly all the troops were embarked on board the small vessels, amounting to 550, and 60 seamen and marines from the *Confiance*, and a party of marines from the *Voador* and *Infante* brigs. On the morning of the 6th all dropt into the mouth of the river. In the evening I proceeded with ten canoes and about 250 men, to endeavour to gain possession of two batteries: the one Fort Diamant, which commands the entrance of the river Mahuree, the other Grand Cane, commanding the great road to the town of Cayenne. The vessels, with the remainder of the troops, I entrusted to Captain Salgado, of the *Voador*, with orders to follow me after dusk, to anchor in the mouth of the river Mahuree, and wait until I gained the before-mentioned batteries; when, on my making the signal agreed on, he was to enter the river and disembark with all possible despatch. I reached Point Mahuree at three o'clock next morning, with five canoes; the others being heavy could not keep up. We then landed in a bay half way between the two batteries. The surge was so great, that our boats soon went to pieces. I ordered Major Joaquim Manoel Pinto, with a detachment of Portuguese troops, to proceed to the left, and take Grand Cane; while myself, accompanied by Lieutenants Mulcaster, Blyth, and Read (of the royal marines); Messrs. Savory, William Taylor, Forder, and Irwin, proceeded to the right with a party of the *Confiance*, to take Fort Diamant, which was soon in our possession, mounting two twenty-four and one brass nine-pounder, and fifty men. I am sorry to add, that Lieutenant John Read, of the royal marines, a meritorious young officer, was mortally wounded, as also one seaman and five marines badly. The French captain and commandant, with three soldiers, killed, and four wounded. The major had the same success: the fort mounting two brass nine-pounders and forty men; two of the enemy were killed. The entrance of the river being in our possession, the signal agreed on was made, and by noon all were disembarked. At the same time I received infor-

mation of General Victor Hugues having quitted Cayenne, at the head of a thousand troops, to dispossess us of our posts. Our force being too small to be divided, and the distance between the two posts being great, and only twelve miles from Cayenne, it was determined to dismantle Fort Diamant, and collect all our forces at Grand Cane. I therefore left my first lieutenant, Mr. Mulcaster, with a party of the Confidence, to perform that service, and then join me. On arriving at Grand Cane, I perceived two other batteries about a mile up the river, on opposite sides, and within half gun-shot of each other: the one on the right bank called Treo, on an eminence commanding the creek leading to Cayenne; the other, at the opposite side, at the entrance of the creek leading to the house and plantation of General Victor Hugues, and evidently erected for no other purpose than its defence. At three o'clock I anchored the Lion and Vinganza cutters abreast of them, when a smart action commenced on both sides for an hour; when finding the enemy's metal and position so superior to ours, the cutters having only four-pounders, and many of our men falling from the incessant shower of grape-shot, I determined to storm them, and therefore directed Mr. Savory (the purser,) to accompany a party of Portuguese to land at General Hugues' battery; at the same time proceeding myself, accompanied by Lieutenant Blyth, my gig's crew, and a party of Portuguese troops, to that of Treo; and though both parties had to land at the very muzzles of the guns keeping up a continual fire of grape and musketry, the cool bravery of the men soon carried them, and put the enemy to flight: each fort mounted two brass nine-pounders and fifty men. This service was scarcely accomplished, before the French troops from Cayenne attacked the colonel at Grand Cane. Our force then much dispersed, I therefore, without waiting an instant, ordered every body to the boats, and proceeded to the aid of the colonel, who, with his small force, had withstood the enemy; and after a smart action of three hours, they retreated to Cayenne. At the same time, 250 of the enemy appeared before Fort Diamant; but perceiving Lieutenant Mulcaster prepared to receive them, and imagining his force much greater than it was, they, on hearing the defeat of their general, followed his example. There was yet the strongest post of the enemy to be taken, which was the private house of General Victor Hugues: he had, besides the fort above-mentioned, planted before his house a field-piece and a swivel, with an hundred of his best troops. It is situated on the main, between two and three miles in the interior, at the end of an avenue the same length from the river; on the right of which is a thick wood, and on the left the creek Fouille. I have also to remark, that there is nothing near appertaining to government, or for the defence of the colony. On the morning of the 8th I proceeded, accompanied by Lieutenant Mulcaster, Messrs. Savory and Forder, with some seamen and marines of the Confidence, and a party of Portuguese troops, with a field-piece, to take the said post; but as my only object was to take the troops prisoners, by which the garrison of Cayenne would be much weakened, I despatched Lieutenant Mulcaster in my gig, with a flag of truce, to acquaint the officer commanding, that my only object was to take the post, for which I had force sufficient; and though I might lose some men in taking it, there could be no doubt as to the result: I therefore requested, for the sake of humanity, he would not attempt to defend a place not tenable; but that I was determined, if he made a useless resistance in defending a private habitation, against which I gave him my honour no harm was intended, I should consider it as a fortress, and would level it to the ground. The enemy's advanced guard allowed the flag of truce to approach them within a boat's length; then fired two volleys at them, and retreated. I then landed; but reflecting it was possible this outrage was committed from the



ignorance of an inferior officer, I sent Lieutenant Mulcaster a second time, when on his approaching the house, they fired the field-piece at him. Finding all communication that way ineffectual, yet wishing to preserve the private property of a general officer, who was perhaps ignorant and innocent of his officer's conduct, I sent one of the general's slaves to the officer with the same message, who returned with an answer that any thing I had to communicate must be in writing; at the same instant he fired his field-piece as a signal to his troops, who were in ambush on our right in the wood, to fire, keeping up a steady and well-directed fire from his field-piece at the house. It was my intention to have advanced with my field-piece; but finding he had made several fosses in the road, and the wood being lined with musketry, not a man of whom we could see, and the field-piece in front, I ordered ours to be thrown into a fosse, when our men, with cheers, advanced with pike and bayonet, took the enemy's gun; they retreated in the house, and kept up a smart fire from the windows; but on our entering they flew through the back premises into the wood, firing as they retreated. Every thing was levelled with the ground, except the habitations of the slaves. As we received information that about 400 of the enemy were about to take possession of Beaugard Plain, on an eminence which commands the several roads to and from Cayenne, it was determined between the lieutenant-colonel and myself to be before hand with the enemy, and march our whole force there direct. We gained the situation on the enemy on the 9th, and on the 10th Lieutenant Mulcaster and a Portuguese officer, (Lieutenant Bernardo Mikillis,) were sent into the town with a summons (No. I.) to the general. In the evening these officers returned, accompanied by Victor Hugues's aid-de-camp, requesting an armistice for twenty-four hours, to arrange the articles of capitulation. This being granted, and hostages exchanged, on the 11th the lieutenant-colonel and myself met the general, and partly arranged the articles. A second meeting on the morning of the 12th finally fixed them, (No. II.) and on the morning of the 14th, the Portuguese troops and British seamen and marines marched into Cayenne, and took possession of the town. The enemy, amounting to 400, laid down their arms on the parade, and were immediately embarked on board the several vessels belonging to the expedition; at the same time the militia, amounting to 600, together with 200 blacks, who had been incorporated with the regular troops, delivered in their arms.

It is with pleasure I observe, that throughout the expedition the utmost unanimity has prevailed between the Portuguese and British, and I have myself experienced the most friendly intercourse with Lieutenant-colonel Manoel Marques.

The conduct of Captain Salgado of the *Voader* in the post I assigned him was that of a zealous and energetic officer, and I feel I should do him an injustice were I to withhold my testimony of his merit. I must also acknowledge with satisfaction the services of Lieutenant Joze Pedro Schultz, who landed the *Voader's* marines, and indeed every individual belonging to the Portuguese squadron.

It has always been with the highest gratification to my feelings, that I have had to mention the good conduct of the officers, seamen, and marines of the ship I have the honour to command, but during the whole course of my service I have never witnessed such persevering resolution as they have displayed from the commencement of the campaign to the reduction of Cayenne.

To my first lieutenant, Mr. William Howe Mulcaster I feel myself principally indebted for the very able support I have received from him throughout, though it was no more than I expected from an officer of his known merit in the service.

Lieutenant Samuel Blyth continued his exertions, notwithstanding his wounds, and the assistance I derived from his active intrepidity can never be forgotten.

I must here pay a tribute to the memory of a very zealous and gallant young officer, the late Lieutenant John Read, of the royal marines. His conduct was always exemplary, and whenever we landed, his exertions were most strenuous. He was mortally wounded, as before observed, in leading the marines into fort Diamant. His memory will long be cherished by his brother officers.

To Mr. Thomas Savory (the purser), who has made himself remarkably useful on various occasions, and who, from my having so few officers on so detached a service as this has been, was of the greatest utility to me, I feel myself much indebted.

Mr. James Lauque (master's mate), to whom I gave charge of the gun-boat No. 1, conducted her much to my satisfaction; and James Thompson (gunner's mate), who had charge of the gun-boat No. 2, is entitled to an equal share of commendation.

To Messrs. William Taylor (carpenter), George Forder, and David Irvin, midshipmen, Mr. Thomas Silvester, assistant-surgeon, who gave particular attention to the wounded, my warmest thanks are due.

It is but just that I should take notice of the exertions of Mr. J. Acott (acting) master, who has passed for lieutenant, whom I left in charge of the ship, and who proved himself worthy of the confidence reposed in him. The *Topaze* French frigate appeared in the offing on the 13th, with a reinforcement for the garrison, though with only twenty-five Englishmen and twenty negroes, and no other officers than two young gentlemen, Messrs. George Yeo and Edward Bryant, he contrived, by his skilful manœuvres, to drive her off the coast.

As to the seamen and marines, all praise I can bestow falls short of their merit; from the 15th of December they never slept in their beds; the weather was constantly both boisterous and rainy; the roads almost impassable; and from the time we landed until the surrender of the place they had not the least cessation from fatigue.

I have the honour to inclose a statement of the killed and wounded on board the *Confiance* (twenty-four); also a list of the returns of ordnance, stores, &c. The Portuguese land and sea forces, one killed and eight wounded; French, one captain and fifteen privates killed, and twenty wounded.

I have now, sir, the happiness to congratulate you on the final success of the expedition, and I trust the steps I have taken will insure me your approbation.

I am, &c.

JAMES LUCAS YEO.

To Rear-Admiral Sir William Sidney Smith, K.S.  
Commander in Chief, &c.

*Capitulation, proposed by Victor Hugues, Officer of the Legion of Honour, Commissioner of his Majesty the Emperor and King, Commander-in-chief of Cayenne and French Guyana, and accepted by James Lucas Yeo, Post Captain in his Britannic Majesty's Service, commanding the combined Naval English and Portuguese Forces, and Manuel Marques, Knight of the Military Order of Saint Benoit d'Azic, Lieutenant-colonel in Chief and Director of the Corps of Artillery of Para, commanding the advanced Army of the Portuguese.*

Although the advanced posts have been carried, and that the commissioner of the Emperor and King is reduced with his garrison to the town, he owes it to those sentiments of honour which have always

distinguished him, to the valour and good conduct of the officers and soldiers under his command, to the attachment of the inhabitants of the Colony for his Majesty the Emperor and King, to declare publicly, that he surrenders less to the force than to the destructive system of liberating all the slaves who should join the enemy, and of burning all the plantations and ports where there should be any resistance.

The commissioner of the Emperor commanding in chief, after having witnessed the burning of several plantations, particularly his own, the most considerable of the Colony, had attributed it at first to the casualties of war, and the disorganization of the gangs, and the liberation of the slaves appeared to him a momentary nuisance; but being assured in writing that the English and Portuguese officers acted in virtue of the orders of his Royal Highness the Prince Regent, and in wishing to save the Colony from total destruction, and to preserve his august master's subjects, who had given him so many proofs of their attachment and fidelity, the commissioner of his Imperial and Royal Majesty surrenders the Colony to the forces of his Royal Highness the Prince Regent on the following conditions:

Article I. The garrison shall march out with their arms and baggage, and all the honours of war; the officers shall retain their side arms, and those of the staff their horses. The garrison shall lay down their arms, and engage not to serve against his Royal Highness and his allies during one year.

II. Vessels shall be furnished at the expence of his Royal Highness the Prince Regent, to carry the garrison, the officers civil and military, and all those employed in the service, with their families and effects, direct to France with as little delay as possible.

III. A convenient vessel shall be furnished to convey to France the commissioner of the Emperor commanding in chief, his family, his officers, his suite, and effects, the chief of the administration of finances, the commander of the troops, the inspector, and the commandant of the artillery, with their families,

IV. A convenient delay shall be granted to the officers who have property in the Colony to settle their affairs.

V. The arsenals, batteries, and every thing belonging to the artillery, the small arms and powder magazines, and the provision stores, shall be given up by inventory, and in the state in which they now are, and the same shall be pointed out.

VI. The slaves on both sides shall be disarmed and sent to their respective plantations. The French negroes whom the commanders by sea and land of his Royal Highness the Prince Regent have engaged for the service during the war, and to whom, in virtue of their orders, they have given their freedom, shall be sent out of the Colony, as they can only remain there in future an object of trouble and dissension. The commanders engage, as they have promised, to solicit of his Royal Highness the Prince Regent the replacing of those slaves, or an indemnity in favour of the inhabitants to whom they belong.

VII. The papers, plans, and other articles belonging to the engineer department, shall be equally given up.

VIII. The sick and wounded who are obliged to remain in the Colony may leave it, with all that belongs to them, as soon as they are in a situation to do so; in the mean time they shall be treated as they have been hitherto.

IX. Private property, of whatsoever nature or description, shall be respected, and the inhabitants may dispose of it as heretofore.

X The inhabitants of the Colony shall preserve their properties, and

reside there, conforming to the orders and forms established by the sovereign under which they remain; they shall be at liberty to sell their properties and retire wherever it may suit them, without any obstacle.

XI. The Civil laws, known in France under the title of the Napoleon code, and in force in the Colony, shall be observed and executed until the peace between the two nations; the magistrates shall only decide on the interests of individuals and differences connected with them in virtue of the said laws.

XII. The debts acknowledged by individuals during or previous to the time fixed by the preceding article, shall be exacted agreeably to the basis determined by the same article.

XIII. The papers concerning the controul and matriculation of the troops shall be carried away by the quarter-master.

XIV. Desirous of preserving the spice plantation called La Gabrielle in all its splendour and agriculture, it is stipulated that neither it nor any of the plantation trees or plants shall be destroyed, but that it shall be preserved in the state in which it is given up to the commanders of his Royal Highness the Prince Regent.

XV. All the papers of the stores, of inspection, of the customs, or of any responsibility whatever, shall be deposited in the Secretaries' office, or in any other place that may be agreed on to be referred to when there is occasion: the whole shall be under the seal of the two governments, and at the disposal of his Imperial and Royal majesty.

XVI. The present capitulation shall be written in the three languages, and signed by the three officers stipulating.

At the advanced posts of Bourde, this 12th January 1809.

VICTOR HUGUES.  
JAMES LUCAS YEO.  
MANUEL MARQUES.

*List of Killed and Wounded of his Majesty's Ship Constance, James Lucas Yeo, Esq; Captain, between December 16, 1808, and January 14, 1809.*

Mr. John Read, lieutenant of royal marines, mortally wounded; died January 8, 1809; Mr. Samuel Blyth, lieutenant, dangerously wounded in five places; James Thompson, quarter-master's mate, dangerously wounded; Hans Matteson, able ditto; William Neale, coxswain, ditto; John Le Grandeur ditto; Charles Christopher, killed; Thomas James, landman badly wounded; Thomas Roberts, able, ditto; Samuel Gardner, able, ditto; Nicholas Glowinaw, able, slightly wounded; Thomas Burne, ordinary, ditto; John Wells, ordinary, ditto; Thomas Wolley, landman, ditto; John Sinnot, ordinary, ditto; George Leader, able, ditto.

*Marines.*

William Bateman, private, mortally wounded; died January 14, 1809; Hugh Carrogan, corporal, dangerously wounded; John Lear, private, ditto; David Daniels, private, ditto; Richard Davis, private, ditto; Jacob Osterlony, private, slightly wounded; Robert Luscombe, private, ditto; James Simpson, serjeant, ditto.

Total.—1 killed, 23 wounded.

JAMES LUCAS YEO, Captain.  
THO. SEVESTRE, Surgeon.

ADMIRALTY-OFFICE, APRIL 15, 1809.

*Copy of a Letter from Admiral Young, Commander-in-chief at Plymouth, to the Hon. W.W. Pole, dated the 13th instant.*

SIR,

I have great pleasure in transmitting, for the information of the Lords

Commissioners of the Admiralty, the copy of a letter from Captain Seymour, of his Majesty's ship *Amethyst*, to Admiral Lord Gambier, giving his lordship an account of the *Amethyst* having taken another of the enemy's frigates.

I am, &c.

W. YOUNG.

MY LORD,

*Amethyst, off Ushant, April 12, 1809.*

I have very sincere pleasure in acquainting you of the capture of the *Niemen*, a fine new French frigate of forty-four guns, twenty eight of which are eighteen-pounders on the main deck, and three hundred and nineteen men, copper fastened, two days from Verdun Roads, with six months provisions and naval stores on board, and bound to the Isle of France, commanded by Mens. Dupotet, capitaine de frigate, a distinguished officer, who defended his ship with great ability and resolution.

At eleven in the forenoon of the 5th instant, the wind at east, *Emerald* north within signal distance, Cordovan bearing E. by N. 42 leagues, a ship was perceived in the E. S. E. coming down, steering to the westward; which hauled to the S. S. E. on making us out. She was immediately chased, but at twenty minutes past seven we lost sight of her and the *Emerald*, and had not gained on the chase.

After dark the *Amethyst's* course was shaped to meet the probable route of an enemy, when, at half-past nine, we crossed one, but though within half gunshot at eleven, from which time till one the bow and the stern chasers were exchanging, her extraordinary sailing prevented our effecting any thing serious. From one till past three A.M. on the 6th, the action was severe, after which the enemy's main and mizen-masts fell, his fire became faint, was just silenced, while ours continued as lively as ever, when the *Arethusa* appeared, and on her firing, he immediately made a signal of having surrendered, and proved to be the same frigate recommended to my notice in your lordship's order of the 9th ultimo. She fell on board us once in the contest; she had forty seven killed and seventy three wounded. The main and mizen-masts of the *Amethyst* fell at the close of the action, and she had eight killed and thirty seven wounded.

To render just praise to the brave and admirable conduct of every officer and man of this ship's company (of whom two officers and thirty seven men were absent in prizes, the prisoners from which, sixty nine, were on board; I am perfectly unequal. The great exertions and experience of the first lieutenant, Mr. William Hill, and Mr. Robert Fair, the master, I am particularly indebted for. Lieutenants Waring and Prytherch, of the royal marines, deserve my best thanks.

The prize's foremast fell next day, and I left her in tow of the *Arethusa*, who afforded us in every instance the most prompt assistance, and by Captain Mend's desire I write.

In justice to a most vigilant officer, I have to observe, that from the *Emerald's* situation, even Captain Maitland's skill would not avail him in getting up to the enemy, and the darkness and squally weather in the early part of the night precluded all hope of his keeping sight of the *Amethyst*.

I have the honour to be, &c.

M. SEYMOUR.

Right Honourable Lord Gambier, &c.

*Seamen Killed.*

John Ridgway, ordinary; Magnus Slater, ditto; John Copes, able; George Lime, ordinary; John Calcombe, landman, John Medlyn, ordinary.

*Seamen dangerously Wounded.*

Daniel Butler, ordinary; Gideon Dodgeon, quarter-master's mate; John White, carpenter's crew; James Loug, able; James Carmichael, ditto; Alexander Cooper, armorer's mate; William Mitchell, ordinary; Mr. Boulton, gunner; Mark Tuck, landman.

*Seamen severely Wounded.*

William Woodward, boatswain's mate; James Marsh, landman; John McDonald (1), captain of the maintop; John Fitzgerald, able; John Forsyth, landman; Andrew Grey, yeoman of the sheets.

*Seamen slightly Wounded.*

Mr. Lacey, boatswain; Samuel Roberts, able; Stephen Woodland, ordinary; Chris. Laudebaugh, landman; Charles Field, ditto; Michael Cowry, ordinary; James Tait, able; Anthony Martin, supernumerary; James Campbell, quarter gunner; Anthony de Vos, carpenter's crew.

*Marines Killed.*

Edward Burridge, private; Joseph Foulkes, ditto.

*Marines dangerously Wounded.*

William Binder, corporal; James Burrage, private; James Britain, ditto.

*Marines severely Wounded.*

Mr. S. Prytherch, second lieutenant; John Rutter, serjeant; John Wells, private; William Taylor, ditto; Daniel Mears, ditto; Thomas Bestbeach, ditto; John Baldwin, ditto; Robert Sullinger, ditto.

*Marine slightly Wounded.*

Mr. Henry Waring, first lieutenant.

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Admiral Lord Gambier has transmitted to the Hon. W. W. Pole a letter from Captain Adam, of his Majesty's ship *Resistance*, giving an account of the destruction of a French armed schooner and a *chassé marée*, in the port of Anchové, near Cape Machicaco, on the 8th of March last, by the boats of that ship, under the direction of Lieutenant Corbyn, who had previously carried a battery of four guns, which commanded the harbour.

APRIL 21, 1809.

Sir Harry Neale, Bart. First Captain to Admiral Lord Gambier, commander-in-chief of his Majesty's ships and vessels employed in the Channel Soundings, &c. arrived here this morning with a despatch from his lordship to the Hon. William Wellesley Pole, of which the following is a copy:

*Caledonia, at Anchor, in Basque Roads,  
April 14, 1809.*

SIR,

The Almighty's favour to his Majesty and the nation, has been strongly marked in the success he has been pleased to give to the operations of his Majesty's fleet under my command; and I have the satisfaction to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the four ships of the enemy named in the margin \* have been destroyed at

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\* *Ville de Varsovie*, of 80 guns; *Tonnerre*, of 74 guns; *Aquilon*, of 74 guns; and *Calcutta*, of 56 guns.

their anchorage, and several others, from getting on shore, if not rendered altogether unserviceable, are at least disabled for a considerable time.

The arrangement of the fire vessels placed under the direction of Captain the Right Hon. Lord Cochrane was made as fully as the state of the weather would admit, according to his lordship's plan, on the evening of the 11th inst.; and at eight o'clock on the same night they proceeded to the attack under a favourable strong wind from the northward, and flood-tide, (preceded by some vessels filled with powder and shells, as proposed by his lordship, with a view to explosion), and led on in the most undaunted and determined manner by Capt. Wooldridge, in the *Mediator* fire ship, the others following in succession, but owing to the darkness of the night several mistook their course and failed.

On their approach to the enemy's ships, it was discovered that a boom was placed in front of their line for a defence. This however the weight of the *Mediator* soon broke, and the usual intrepidity and bravery of British seamen overcame all difficulties. Advancing under a heavy fire from the forts in the Isle of Aix, as well as from the enemy's ships, most of which cut or slipt their cables, and from the confined anchorage, got on shore, and thus avoided taking fire.

At daylight the following morning, Lord Cochrane communicated to me by Telegraph, that seven of the enemy's ships were on shore, and might be destroyed. I immediately made the signal for the fleet to unmoor and weigh, intending to proceed with it to effect their destruction. The wind however being fresh from the northward, and the flood-tide running, rendered it too hazardous to run into Aix Roads, (from its shallow water), I therefore anchored again at the distance of about three miles from the forts on the island.

As the tide suited, the enemy evinced great activity in endeavouring to warp their ships (which had grounded) into deep water, and succeeded in getting all but five of the line towards the entrance of the Charente, before it became practicable to attack them.

I gave orders to Captain Bligh, of the *Valiant*, to proceed with that ship, the *Revenge*, frigates, bombs, and small vessels, named in the margin \*, to anchor near the Boyart Shoal, in readiness for the attack. At twenty minutes past two P. M. Lord Cochrane advanced in the *Imperieuse* with his accustomed gallantry and spirit, and opened a well-directed fire upon the *Calcutta*, which struck her colours to the *Imperieuse*; the ships and vessels above-mentioned soon after joined in the attack upon the *Ville de Varsovie* and *Aquilon*, and obliged them, before five o'clock, after sustaining a heavy cannonade, to strike their colours, when they were taken possession of by the boats of the advanced squadron. As soon as the prisoners were removed, they were set on fire, as was also the *Tonnerre*, a short time after by the enemy:

I afterwards detached Rear-admiral the Hon. Robert Stopford in the *Cæsar* with the *Theseus*, three additional fire ships (which were hastily prepared in the course of the day), and all the boats of the fleet, with Mr. Congreve's rockets, to conduct the further operations of the night against any of the ships which lay exposed to an attack. On the morning of the 13th, the rear-admiral reported to me, that as the *Cæsar* and other line-of-battle ships had grounded and were in a dangerous situation, he thought it advisable to order them all out, particularly as the remaining part of the service could be performed by frigates and small vessels only; and, I was happy to find that they were extricated from their perilous situation.

Captain Bligh has since informed me, that it was found impracticable to

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\* *Indefatigable*, *Aigle*, *Emerald*, *Pallas*, *Beagle*, *Ætna bomb*, *Insolent gun-brig*, *Conflict*, *Encounter*, *Fervent*, and *Growler*.

destroy the three-decked ship, and the others which were lying near the entrance of the Charente, as the former, being the outer one, was protected by three lines of boats placed in advance from her.

This ship and all the others, except four of the line and a frigate, have now moved up the river Charente. If any further attempt to destroy them is practicable, I should not fail to use every means in my power to accomplish it.

I have great satisfaction in stating to their lordships how much I feel obliged to the zealous co-operation of Rear-admiral Stopford, under whose arrangement the boats of the fleet were placed; and I must also express to their lordships the high sense I have of the assistance I received from the abilities and unremitting attention of Sir Harry Neale, Bart. the captain of the fleet, as well as of the animated exertions of the captains, officers, seamen, and marines under my command, and their forwardness to volunteer upon any service that might be allotted to them; particularly the zeal and activity shewn by the captains of line-of-battle ships in preparing the fire vessels.

I cannot speak in sufficient terms of admiration and applause, of the vigorous and gallant attack made by Lord Cochrane upon the French line-of-battle ships which were on shore, as well as of his judicious manner of approaching them, and placing his ship in the position most advantageous to annoy the enemy, and preserve his own ship; which could not be exceeded by any feat of valour hitherto achieved by the British navy.

It is due to Rear-admiral Stopford, and Sir Harry Neale, that I should here take the opportunity of acquainting their lordships of the handsome and earnest manner in which both these meritorious officers had volunteered their services before the arrival of Lord Cochrane to undertake an attack upon the enemy with fire ships; and that had not their lordships fixed upon him to conduct the enterprise, I have full confidence that the result of their efforts would have been highly creditable to them.

I should feel that I did not do justice to the services of Captain Godfred of the *Etna*, in bombarding the enemy's ships on the 12th, and nearly all the day of the 13th, if I did not recommend him to their lordships' notice; and I cannot omit bearing due testimony to the anxious desire expressed by Mr. Congreve to be employed wherever I might conceive his services in the management of his rockets would be useful; some of them were placed in the fire ships with effect, and I have every reason to be satisfied with the artillerymen and others who had the management of them, under Mr. Congreve's direction.

I send herewith a return of the killed, wounded, and missing of the fleet, which, I am happy to observe, is comparatively small. I have not yet received the returns of the number of prisoners taken, but I conceive they amount to between four and five hundred.

I have charged Sir Harry Neale with this despatch, (by the Imperieuse) and I beg leave to refer their lordships to him, as also to Lord Cochrane, for any further particulars of which they may wish to be informed.

I have the honour to be, &c.

(Signed)

GAMBIER.

15th April.

P.S. This morning three of the enemy's line-of-battle ships are observed to be still on shore under Fouras, and one of them is in a dangerous situation. One of their frigates (*L'Indienne*), also on shore, has fallen over, and they are now dismantling her. As the tides will take off in a day or two, there is every probability that she will be destroyed.

Since writing the foregoing, I have learnt that the Hon. Lieut.-Colonel



Cochrane (Lord Cochrane's brother), and Lieut. Bissett of the navy, were volunteers in the *Imperieuse*, and rendered themselves extremely useful, the former by commanding some of her guns on the main-deck, and the latter in conducting one of the explosion vessels.

*Names of the Ships in Aix Roads, previous to the Attack on the 11th April, 1809.*

L'Océan, 120 guns, Vice-admiral Allemande, Captain Roland.—Repaired in 1806, on shore under Fouras.

Foudroyant, 80 guns, Rear-admiral Gourdon, Captain Henri.—Five years old; on shore under Fouras.

Cassard, 74 guns, Captain Faure, Commodore.—Three years old; on shore under Fouras.

Tourville, 74 guns, Captain La Caille.—Old; on shore in the river.

Regulus, 74 guns, Captain Lucas.—Five years old; on shore under Madame.

Patriote, 74 guns, Captain Mahèe.—Repaired in 1803.

Jemappe, 74 guns, Captain Fauvau.—On shore under Madame.

Tonnerre, 74 guns, Captain Clement de la Rouciere.—Nine months old, never at sea.

Aquilon, 74 guns, Captain Maingon.—Old.

Ville de Varsovie, 80 guns, Captain Cuvillier.—New, never at sea,

Calcutta, 56 guns, Captain La Tomie.—Loaded with flour and military stores.

*Frigates.*

Indienne, Captain Porteau.—On shore near Isle D'Enet, on her beam ends.

Elbe, Captain Perengier.

Pallas, Captain Le Bigot.

Hortense, Captain Allgand.

N. B. One of the three last frigates on shore under Isle Madame.

*Return of the Names of Officers, Seamen, and Marines killed, wounded, and missing, belonging to the fleet, under the command of Admiral the Right Hon. Lord Gambier, Commander-in-chief, &c. between the 11th and 14th of April 1809, inclusive.*

*Caledonia*.—Mr. Edward Fairfax, master of the fleet; contusion of the hip.

*Cæsar*.—William Flintoft, acting lieutenant; killed.

Thomas Maddox, able; ditto.

John Nelson, able; ditto.

John Ellis (2d), able; missing, and supposed to be drowned.

*Theseus*.—Richard Francis Sewers, master's-mate; severely wounded in the head and hands by powder in the fire ship.

John Podney, marine; wounded in the scrotum.

Thomas Williams, boy; wounded in the hand and arm.

*Imperieuse*.—Henry Crookman, captain of the fore-castle; killed.

Peter Darouk, boatswain's mate; ditto.

John Marsovick, seaman; ditto.

James Mason, seaman; severely wounded.

John Solomon, seaman; slightly wounded.

Mr. Gilbert, surgeon's assistant; ditto.

M. Marsden, purser; ditto.

John Gordon, seaman; ditto.

John Sheridan, seaman; ditto.

- John Hunter, seaman; ditto.  
 John Wheelan, seaman; ditto.  
 Matthew Goud, seaman; ditto.  
 William Meuchenton, marine; ditto.  
 John Budd, marine; ditto.  
*Revenge*.—Henry Johnson, landman; killed.  
 Thomas Cranmer, marine; ditto.  
 Thomas Pessey, marine boy; ditto.  
 James Garland, lieutenant; severe contusion of the shoulder and side.  
 James Cooke (1), ordinary; left thigh amputated, and a very dangerous wound of the right foot.  
 Thomas Whittock, landman; wound in the head.  
 Thomas Tyler, landman; wound of eye.  
 Dennis Grey, ordinary; contusion of back.  
 Thomas Trigworth, ordinary. contusion and wound of right foot.  
 Charles Chew, marine; right thigh amputated, and a very dangerous and extensive wound of left leg and thigh.  
 Thomas Berry, marine; contusion of thigh.  
 John Wiseman, marine; contusion of shoulder.  
 Timothy Burn, marine; contusion of thigh.  
 George Skelly, marine; contusion of shoulder.  
 Joseph Weeks, marine boy; wound of thigh, and contusion of back.  
 John Cooper, marine; contusion of head and arm.  
 James Hughes, corporal of marines; contusion of back.  
 John Ward, marine; contusion of arm.  
*Mediator*.—James Seggess, gunner; killed.  
 James Wooldridge, captain; very much burnt.  
 Nicholas Brent Clements, lieutenant; slightly burnt.  
 James Pearl, lieutenant; ditto.  
 Michael Gibson, seaman; ditto.  
 N. B. The last four blown out of the *Mediator* after she was set on fire.  
*Gibraltar*.—John Conyers, master's-mate; very badly scorched in the face and hands.  
 Total—2 officers, 8 men, killed; 9 officers, 26 men, wounded; 1 man missing.—Total 46.

GAMBIER.

*Received since the above was written.*

- Beagle*.—James Sutherland, seaman; wounded.  
*Ætna*.—Richard W. Charston, midshipman; slightly wounded.

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His Majesty's ship *Laurel* is taken by the French frigate *Cannoniere*, and carried into the Isle of France. It is stated that the killed and wounded on board the *Cannoniere* amounted to 180; the *Laurel* 5 killed and 14 wounded. The *Cannoniere* had 44 twenty-four pounders, the *Laurel* 22 nine-pounders, and was totally dismasted before she struck.

An open boat, with eleven deserters from *Flushing*, was picked up at sea, by the fly sloop of war, and carried into the Downs. They consist of four seamen, two Danish and two Dutch, belonging to the Dutch admiral's flag-ship; the remainder was a corporal's guard, consisting of the corporal and six privates. It appears that the sailors had formed a plan with the soldiers, while on guard, to attempt their escape: in which they succeeded,

without having experienced even a pursuit. These men state, that the fleet in Flushing ready for sea consists of ten sail of the line, all seventy-fours; but that they are very badly manned, as their crews comprise many raw conscripts, and the Danes who had been sent on board were dissatisfied, and persist in their refusal to serve on board French or Dutch ships. The discontent was further increased by a great scarcity of provisions in the fleet. They add, that a great number of seamen and soldiers would gladly follow their example, had they an opportunity. They had been three days and nights at sea, with scarcely any sustenance.

In addition to Shrapnell's shells and Congreve's rockets, another new, and, as is said, more destructive engine for the demolition of ships, was lately presented to the Ordnance Board by Captain Ouseley, of the foreign depot. This thunder and lightning machine has been exhibited at Woolwich, to a vast number of general officers, officers of artillery, and engineers. The experiments were made on a flag-staff, rigged out by several ropes, and representing a mast and rigging. On the first trial the mast and rigging fell to the ground with an instant crash, involved in flames. The second trial was not so perfect, owing to some irregularity in disposing the materials. The fire on the third trial clung to the mast and rigging, and burnt with the same astonishing fury as the first. The other trials were equally successful, in shewing the effect of the model of this engine, which is no larger than a couple of pint decanters united. Captain Ouseley was on the ground, and assisted in the management of it.

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#### Promotions and Appointments.

The King has been pleased to grant the dignity of a baronet of the united kingdom of Great Britain and Ireland, unto Sir Samuel Hood, knight of the most honourable order of the Bath, and rear-admiral of the white squadron of his Majesty's fleet, and the heirs male of his body lawfully begotten, with remainder to Alexander Hood, Esq. nephew of the said Sir Samuel Hood, and the heirs male of his body lawfully begotten.

His Majesty, on the 26th of April, was pleased to invest Captain Lord Cochrane with the honourable order of the Bath.

We have much pleasure in announcing, that the gallant Captain Seymour will shortly be raised to the dignity of a baronet of the united kingdom.

Captain the Hon. Courtney Boyle, commander of the Royal William, bearing the flag of Admiral Sir Roger Curtis, Bart. and son to the Earl of Cork, is appointed; by the Lords of the Treasury, a commissioner of the Transport Board, *vice* G. H. Towry, deceased.

Captain James Prevost, who brought home, in the Saracen, the account of peace having been concluded with the Ottoman empire, is promoted to the rank of post captain.

Captain Charles Pelly is appointed to the *Bucephalus*, at Chatham; Captain Richard Smith, to the *Diligence*, fitting at Woolwich; Captain

Buckland Sterling Bluett, to succeed Captain Prevost in the *Saracen*; Captain Stackpoole to the *Phœbe*; Captain J. Tancock to the *Curlew*; Captain Charles Gill, late of the *Onyx*, to the *St. Domingo*; Captain Searle to the *Frederickstein*, late Danish frigate; Captain G. M. Bligh to the *Pylades*; Captain Sayer to the *Galatea*; Captain L. O'Bland, late of the *Flora*, to the *Africa*, of 84 guns, destined to be anchored in the Baltic, as a protection to the British trade; Captain Simpson, late of the *Wolverine*, to the *Goree*; Captain Richard Spear to the *Wolverine*; Captain F. L. Clay to the *Temeraire*; Captain J. W. Dundas to the *Statair*; Captain Edw. Barker to the *Alonzo*; Captain R. Honeyman to the *Ardent*; Captain Robert Balfour to the *Fury*; Captain A. P. Holles to the *Standard*; Captain Dod, of the *Merope* sloop, to the *Monmouth*.

Captain O'Brien to be private secretary to the Right Hon. Lord Mulgrave, first Lord of the Admiralty, *vice* Captain Moorsom, appointed one of the Lords.

Lieutenant Ellary is appointed to command the *Desperate* gun-brig, in the Downs.

#### Lieutenants appointed.

Lieutenant Michael Bell is appointed to the *Perlin*; John Pike to the *Minotaur*; W. E. Flott to the *Mermaid*; John Wyborn to the *Sceptre*; Lucius H. Gifford to the *Blake*; Daniel J. Woodriff to the *Solebay*; Thomas Ball to the *Clio*; Charles Jolley to the *Rapid*; Whitwell Butler to the *Pheasant*; Thomas Chapman to the *Cossack*; Richard Cox to the *Mosquito*; Jonas Dade to the *Minotaur*; John Orkney to the *Africa*; W. B. Champion to the *Kite*; R. D. Pritchard to the *Avenger*; Samuel Radford to the *Abonkir*; John George Phillips to the *Majestic*; William Ferris to the *Nemesis*; Charles Hill to the *Kota*; George Elliott to the *Dictator*; J. S. A. Dennis to the *Alonzo*; Henry George Massie to the *Africa*; Charles Farvell to the *Ned Ewen*; Walter Croker to the *Alfred*; Lewis Campbell to the *Phoenix*; Thomas Kingston to the *Tyrian*; Thomas Gardiner to the *Rhodian*; John Bucke to command the *Acute* gun-vessel; John Man to the *Ephira*; George Elliott to the *Dictator*; William H. Dickson to the *Ruby*; R. S. Gamage to the *St. Albans*; George Froke, from the *Dolphin*, to the *Africa*; Gordon Stewart, from the *Ariadne*, to the *Ardent*; John Cameron (1), from the *Galatea*, to the *Leyden*; George Williamson to the *Defiance*.

A list of midshipmen passed for lieutenants the first Wednesday in the month — George Simmonds, William K. Nicholas, Charles Somerville, William Martin Collins, Thomas B. Clowes, William Firman, James Storey, William Harricott, Jacob S. Potier, Thomas W. Cope, Hutton Dawson, Robert Harmer, Jos. W. Shepherd, Luke Waller, John Moffatt, Charles B. Douce, John E. Lane, Alexander Galloway.

#### Surgeons appointed.

Mr. Andrew L. Jack is appointed to be surgeon of the *Ardent*; Mr. John Neill to the *Sceptre*; William McLaughlin to the *Victorious*; Alexander Denmark to the *San Antonio*; William Norman to the *Minotaur*; John Williams to the *Perlin*; William Macfarlane to the *Africa*; James Craigie to the *Bromedary*; William Evans to the *President*; James Dickson to the *Lynx*; Jos. Ollier to the *Kite*; P. C. Blackett to the *Thisbe*; Samuel Weatherall to the *Vestal*; John Webb to the *Tigress* cutter; James Carroll to the *Sarpedon*; William Boyce to the *Mermaid*; Bob. Blake to the *Devastation*; Cuthbert Eden to the *Sand-*

wich prison ship; Edward Pett to the Niger; B. W. West to the *Leyden*; Joseph Cullerne to the *Triumph*; David Lewis to the *Ned Elvin*; Charles Stormouth to the *Nemesis*; William Wilson to the *Bucephalus*; George Gilbert to the *Orestes*; James Carroll to the *Alonzo*; Charles Heynes to the *Diligence*; J. S. Hasted to the *Plantagenet*; Francis Forbitt to the *Reynard*; Michael Stewart to the *Carlew sloop*; Alexander Forbitt, from the *Triumph*, to the *St. Domingo*.

#### Assistants appointed.

James Hunter is appointed to the *Victory*; William Cuddie is appointed an hospital mate at Mill Prison; John Corson an hospital mate at Deal; John Melligan hospital mate at Plymouth; Robert Dick assistant surgeon of the *St. Albans*; Patrick Blaike to the *Majestic*; John Craig to the *Ruby*; James Veitch to the *Cerberus*; William Cowling to the *Salvador del Mundo*; James Black to the *Tribune*; J. M. Parrott to the *Sussex* hospital ship; James Soultter to the *Victory*; Anthony Adams to the *Nyaden*; George Swann to be an hospital mate at Forton prison hospital; John Shaw to the *East Indies*, as an assistant surgeon; Anthony Adams to the *Standard*; James Hamilton to the *Statura*; John Callan to the *Defiance*; William M<sup>r</sup> Masters to the *Sceptre*; William Birch an hospital mate at Haslar; S. J. Dickenson assistant to the *Jamaica*; John Farley to the *Euryalus*; Thomas Hayes to the *Diligent* store ship; Charles Sherratt to the *Camel* store ship; William Morgan to the *Rota*; David Lawson an hospital mate at Forton prison hospital; William Boyd assistant to the *Volontaire*; H. B. Rudland to the *Quebec*; John Hatley to the *Surveillante*.

The Lords of the Admiralty have been pleased to direct, in pursuance of his Majesty's order in council of the 13th instant, that the salaries of the officers of the royal hospitals at Deal, Yarmouth, and Pangton, in consequence of their inadequacy, shall be increased as follows:—

The governors at Deal and Yarmouth to have 300*l.* a-year each, and 75*l.* for house-rent.

The physicians to have 600*l.* per annum, and 50*l.* for house-rent.

The surgeons to have 500*l.* per annum, and 50*l.* for house-rent.

The agents, 250*l.* per annum, and 40*l.* for house-rent.

The dispensers, 250*l.* per annum, and 40*l.* for house-rent.

The clerk to the agent, 130*l.* per annum, and 10*s.* 6*d.* per week in lieu of a house.

#### BIRTHS.

On Sunday, the 9th of April, at Brighton, the lady of Captain Kennedy, of the royal navy, of a daughter.

On Monday, the 10th of April, in Portman-square, of a daughter, Lady Emily Drummond, eldest daughter of the Duke of Athol, and wife of Captain Adam Drummond, of the royal navy.

#### MARRIAGES.

On the 13th instant, at Iver church, by the Rev. John Sanford, Spurgeon Farrer, Esq. of Cole Brayfield, in the county of Bucks, to Mrs. Mitford, relict of Captain Henry Mitford, R. N. who was unfortunately lost in his Majesty's late ship the *York*, and daughter of the Hon. David Anstruther, of Huntsmore Park, Berks.

On the 10th of April, at Whitehall, by the Lord Bishop of Norwich, Rear-admiral the Right Hon. Lord Gardner, to the Hon. Charlotte Smith, daughter to the Right Hon. Lord Carrington.

On the 11th of April, Miss Eliza Brathwaite, second daughter of Mrs. Brathwaite, one of the matrons of the royal hospital at Greenwich, to Dr. Locker, only son of ——— Locker, Esq. of Plymouth.

On the 21st of March, at St. Clement's Danes, London, James Popplewell, Esq. of the royal navy, to Miss Mary-Ann Saltwell, eldest daughter of Captain Saltwell, of the Hon. East India Company's service, and of Helsted, in Essex.

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#### OBITUARY.

Lately, at Plymouth, Nicholas Vincent, Esq. senior admiral of the red.

On the 6th instant, at Dover, John Bazely, Esq. admiral of the blue, aged 69.

On Sunday, the 9th instant, of a quinzey, George Henry Towry, Esq. brother-in-law of Lord Ellenborough, and only son of Commissioner G. Towry, deputy-chairman of the Victualling Board, an old post captain, and junior commissioner of the Transport Board. He commanded the *Dido* at the capture of the *Minerve*; and also the *Diadem*, on the 14th of February, 1797. He was an active and valuable officer, and is sincerely lamented by a large circle of his brother officers.

Lately, at Deal, the infant son of Alexander Copland Hutchinson, Esq. surgeon of the royal hospital at that port.

Lately, on board the *Hindostan*, at Spithead, Mr. J. Jackson, surgeon of that ship.

On the 19th of March, at Dublin, Major Daniel Gahan, brother-in-law of Captain T. Bayley, of the royal navy.

Lately was killed, Lieutenant Hamilton, of the *Unicorn*, in one of the boats of that ship, in reconnoitering the French fleet in Basque Roads.

Lately was drowned, in coming on shore at Table Bay, Cape of Good Hope, by the boat upsetting, Captain Culverhouse, R. N. and his wife.

Lately, Mr. Harry Maybee, a surgeon in the royal navy.

Lieutenant John Reid, of the royal marines, was killed at the taking of Cayenne, in storming Fort Diamant and Victor Hugues's house and plantation.

Lately, at Antigua, Mr. Alexander, surgeon of his Majesty's sloop the *Wanderer*.

Mr. William Flintoft, acting lieutenant of his Majesty's ship *Cæsar*, was killed at the attack on the enemy's fleet in Basque Roads, on the 12th instant.

Mr. James Sergess, gunner of the *Mediator* fire-ship, was killed at the same time.

On the 5th of April, at Stonehouse, Devonshire, aged 57, Mrs. Clements, widow of the late Peter Clements, Esq. a captain in the royal navy, and daughter and heir of the late Sir John Dalston, Bart. of the royal marines.



*L. Northcote R.A. pin.*

*H. A. Cook sculp.*



SIR HUGH CLOBERRY

CHRISTIAN, K.B.

Rear Admiral of the White Squadron

*Published March 31. 1809 by J. Gold, 103. Shoe Lane. London.*





MEMOIR OF THE PUBLIC SERVICES

OF THE LATE

SIR HUGH CLOBBERRY CHRISTIAN, K.B.

REAR-ADMIRAL OF THE WHITE SQUADRON.

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" What frequent tears the patriot muse has shed ;  
A nation's tribute to her mighty dead !  
What suns have set in glory's radiant way,  
To gild with cloudless beams a brighter day !"——Cockle.

ACCORDING to a family tradition, the late Admiral Sir Hugh Cloberry Christian was a descendant from the ancient family of Christian, which was seated at Milntown, in the Isle of Man. His father, Thomas Christian, Esq. who died in the year 1751, at the early age of 35, was a captain in the royal navy. His mother was the daughter of Owen Hughes, Esq. of Bangor.

Sir H. C. Christian, who, from his birth, is believed to have been destined for the naval service, was born in Buckingham-street, York Buildings, London, in the year 1747. With the period at which he entered into the naval service, and with his early progress, we are unacquainted ; but he received a lieutenant's commission on the 21st of January, 1771 ; and on the 9th of August, 1778, having previously been advanced to the rank of master and commander, we find him in the Vigilant armed ship, of 20 guns, in the fleet under Lord Howe, off Rhode Island. This was shortly after the time when, in contradiction to all the declarations of the French court, the Comte d'Estaing had appeared, with a large force of line-of-battle ships in complete condition, off Sandy Hook.\* On the 29th of July, d'Estaing's fleet having arrived off Rhode Island, a squadron of his frigates entered the Scaunnet passage, where the Kingsfisher sloop of war and two gallies were at anchor : their commanders, finding that they could not escape, set fire to the vessels, and went ashore with the crews. On the 8th of August, d'Estaing, with a part of his fleet, stood

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\* *Vide* NAVAL CHRONICLE, Vol. I. p. 16.

into the harbour of Newport; and, anchoring between Goat Island and Conanicut, the captains of his majesty's ships, which were lying in the harbour, also found themselves under the necessity of destroying them to avoid capture.\* On the following day, having obtained a reinforcement, Lord Howe made his appearance off Rhode Island; and on the 10th, d'Estaing put to sea, with a fresh breeze from the north-east, and bore down on the British fleet. The English commander edged away, to draw the enemy off the land, in the hope of gaining the advantage of the wind, but it continued adverse. On the 12th, notwithstanding the inferiority of his force, Lord Howe determined to risk an action; but, scarcely had the respective fleets been arranged in the order of battle, when the wind began to blow with great violence, and soon increased to a dreadful gale, in which both the English and French ships were dispersed, without any engagement taking place.

In the succeeding month Lord Howe returned to England; and Captain Christian either accompanied him, or returned about the same time.

On the 8th of December, in this year (1778), he obtained post rank; and on the 25th of the same month, he sailed from Spithead in the Suffolk, of 74 guns, in which Commodore Rowley had hoisted his broad pendant, with the fleet under the command of Lord Shulldham, to escort the trade to America, and to the East and West Indies. The Suffolk proceeded with the West India convoy.

Captain Christian remained some years in the West Indies, where he was engaged in much active and arduous service. In Admiral Byron's memorable action with d'Estaing, off Grenada, on the 6th of July, 1779,† his ship, the Suffolk, sustained a loss of seven killed, and 25 wounded.‡

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\* *Vide* NAVAL CHRONICLE, Vol. XX. page 82.

† *Ibid.* Vol. IV. page 186; Vol. VII. page 10; Vol. VIII. page 189; and Vol. XX. page 341.

‡ The total loss of the English in this action amounted to 183 killed, and 346 wounded; of whom four officers were in each list. The loss of the French, owing to the great number of troops on board their ships, was prodigious; the lowest estimate stating it at 2,700, of which the killed amounted to 1,200.

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

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Suffolk -----	74	{ Rear-admiral Rowley. { Captain H. C. Christian.
Magnificent ....	74	
Vengeance ....	74	———— John Elphinstone.
Stirling Castle... 64		———— Ph. Carket.

The enemy were soon descried, and, after a chase of several hours, were all captured. They proved to be three large French frigates: *la Fortunée*, of 42 guns, and 247 men; *la Blanche*, of 36 guns, and 212 men; and the *Ellis*, of 28 guns, and 68 men; all of which were added to the royal navy.

On the 18th of December, Captain Christian assisted in the destruction and capture of a considerable French convoy, off Martinique.† The convoy was from Marseilles; and the following were the ships, laden with provisions and merchandise, which fell into the hands of the English :—

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Tons.</i>
Le President -----	30	160	550
Le Bethun -----	30	160	550
Le Menagere ‡ -----	30	160	600
L'Hercule -----	30	160	550
Le Mareschal de Brisac ....	22	150	400
Le Juste -----	10	35	200
La Clerie -----	8	35	180
Le Jean Henriette -----	2	30	160

In the spring of 1780, Sir George Rodney joined Rear-admiral Parker, in Gros-islet Bay, St. Lucia; and in the succeeding actions with de Guichen, on the 17th of April, and the 15th and

\* *Vide* NAVAL CHRONICLE, Vol. XX. page 341.

† *Ibid.* page 342.

‡ Taken into the English service, and named the *Albemarle*.

19th of May,\* Captain Christian had the honour of bearing a part. In the first of these actions, the Suffolk had 12 men wounded; in the second, none either killed or wounded; and, in the third, one killed and 21 wounded.

Admiral Rowley having shifted his flag into the Conqueror, Captain Christian was appointed to the *Fortunée*, of 38 guns, one of the French frigates in the capture of which he had formerly assisted. When Sir Samuel Hood's fleet was attacked by de Grasse, at anchor off St. Kitt's, in January, 1782,† the *Fortunée* was one of the frigates attached to the centre division.

On the 9th and 12th of April following, the *Fortunée* was attached to the white division of Sir George Rodney's fleet, in the memorable defeat of de Grasse,‡ but was not present during the action.

On the 21st of July, Captain Christian sailed from Jamaica, with Admiral Pigot's fleet, and on the 5th of September, he arrived at New York. He returned to Port Royal, with Rear-admiral Lord Hood, on the 6th of February, 1783, having been cruising some time off Hispaniola, on the passage. In the succeeding months of March and April he continued to be employed in Lord Hood's squadron, in cruising off Capes François and Nichola Mole. On the 26th of April he sailed from Port Royal, for England, with Lord Hood, and is supposed to have been paid off shortly after his arrival; as we do not find his name mentioned again, till the Spanish armament of 1790, when he was appointed second captain of Lord Howe's flag-ship, the *Queen Charlotte*.§

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

Shortly after this period, Captain Christian left the *Queen*

\* *Vide* NAVAL CHRONICLE, Vol. I. page 377.

† *Ibid.* Vol. II. page 15, *et seq.*

‡ *Ibid.* Vol. I. page 389.

§ *Ibid.* page 18.

Charlotte, and does not appear to have held any subsequent command as a private captain.

On the 1st of June, 1795, he was promoted to the rank of rear-admiral of the blue squadron; and on the 16th of November, in the same year, having hoisted his flag in the *Prince George*, of 98 guns, he sailed from St. Helen's, with a squadron of ships of war, and a convoy of more than 200 sail of transports and West Indiamen, on board of which were embarked upwards of 16,000 troops. The late period of the season to which this expedition, destined against the French and Dutch settlements in the West Indies, had been protracted, occasioned the most disastrous result. On the second night after Admiral Christian sailed, the wind shifted to the westward, and blew a violent gale, which separated the fleet: many of the ships put into Torbay, others into Portland, and some returned to Spithead with the admiral. The gale continued with unceasing fury the whole of the 18th; several of the transports and merchantmen foundered, and were wrecked; and above two hundred dead bodies were taken up on the coast between Portland and Bridport.\*

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

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Glory</i> .....	98	H. C. Christian, Esq. rear-admiral of the blue. Capt. J. Bowen.
<i>Impregnable</i> ...	98	
<i>Colossus</i> .....	74	C. M. Pole, Esq. rear-admiral of the blue. Capt. H. Jenkins.
<i>Alfred</i> .....	74	
<i>Irresistible</i> ....	74	— George Murray.
<i>Trident</i> .....	64	— Ed. O. Osborne.
<i>Dictator</i> .....	64	— Thomas Totty.
<i>Lion</i> .....	64	— Edm. Crawley.
<i>Abergavenny</i> ..	54	— E. T. Smith.

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\* During this tremendous gale, a shock of an earthquake was felt in several parts of the kingdom.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Hindustan . . . .	50	— Thomas Bertie.
Grampus . . . . .	50	— John Williamson.
Malabar . . . . .	50	— Thomas Parr.
Alcmene . . . . .	32	— William Browne.
Babet . . . . .	24	— W. G. Lobb.
Dover (A. T.) . .		Lieutenant T. H. Wilson.
Ulysses (A. T.) .		— G. Lempriere.

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

On the 17th of February, Admiral Christian had the honour of being invested with the insignia of the most honourable military order of the Bath, at St. James's, previously to his going out to assume the chief command in the West Indies.

On the 20th of March, having hoisted his flag in the *Thunderer*, he sailed from Spithead with the following squadron; conveying such of the transports and merchantmen as were ready, to that station:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Thunderer . . . . .	74	Sir H. C. Christian, K.B. rear-admiral of the blue. Capt. J. Bowen.
Invincible . . . . .	74	
Grampus . . . . .	54	— William Cayley.
La Prompte . . . .	20	— John Williamson.
Swallow, brig . . .	18	— George Eyre.
Allbicare . . . . .	16	— George Fowke.
Terror, bomb . . .	8	— R. Winthorpe.
		— Hon. D. Douglas.

Sir H. C. Christian arrived in Carlisle Bay, Barbadoes, on the 21st of April, and joined Admiral Sir John Laforey, who, on the following day, sailed with the fleet of men-of-war and transports,

for Marin Bay, Martinico, where he anchored on the 23d, and resigned the command on the 24th.\*

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

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Thunderer.....	74	Sir H. C. Christian, K.B. rear-admiral of the blue. Capt. J. Bowen.
Canada .....	74	
Vengeance .....	74	— Geo. Bowen.
Minotaur .....	74	— T. M. Russell.
Ganges .....	74	— Tho. Louis.
Alfred .....	74	— R. M'Douall.
Hindustan .....	74	— Thomas Durry.
Madras .....	54	— Thomas Bertie.
Abergavenny ..	54	— J. Dilkes.
Charon.....	54	— Ed. T. Smith.
Beaulieu .....	44	— J. Stevenson.
Arethusa .....	40	— L. Skinner.
Hebe .....	38	— Thomas Wolley.
Undaunted .....	38	— M. H. Scott.
Astrea .....	36	— H. Roberts.
Laurel .....	32	— R. Lane.
Fury.....	28	— R. Rolles.
Bull Dog .....	16	— H. Evans.
Pelican, brig.....	16	— G. F. Ryves.
Victorieuse, do. .	16	— J. C. Searle.
Woolwich (S. S.)	14	— J. Mainwaring.
Tourterelle .....	44	— Dan. Dobree.
Beaver .....	20	— Ed. Fellows.
Terror, bomb ...	16	— S. G. Warren.
	8	— Hon. D. Douglas.

The disposition for landing the troops having been previously arranged, the debarkation of two divisions was speedily effected, with very little opposition, in Choc Bay, under cover of the Vengeance, Ganges, Alfred, Arethusa, Beaulieu, Hebe, Astrea, Pelican, and Victorieuse brig.—Sir Hugh Christian, in his despatch to the Admiralty, dated *Thunderer, Choc Bay, St. Lucia, May 4, 1796*, says :—

“ The time for preparation was but short, the admiral (Sir John Laforey) having proposed to make his arrangement for the expedition in Marin Bay ;

\* Sir John Laforey returned to England in the *Majestic*.

but I felt the necessity of prompt exertion, and therefore ventured upon a hasty arrangement rather than delay the ardour of the troops, or lose time in so advanced a season. The general's plan of attack required support in three separate divisions, by ships of force; the first was to take place in Longueville Bay, at Ance la Cap and Ance Bequene; the second in the Choc Bay; and the third at Ance la Raye, some distance to the southward of the Cul de Sac.

"The first point of landing was commanded by a battery of five guns, placed on the low point of Pigeon Island; and it was supposed that another battery commanded the bay of Longueville.

"I therefore directed the Vengeance, Ganges, Hebe, and Pelican brig, to cover this landing, with instructions for the Hebe to lead into Ance la Cap, the Ganges to support her, and the Pelican to anchor in the Ance Bequene. The Vengeance I kept upon the weather-beam of the Astrea, in order that she might, if necessary, cover the Ganges, by anchoring in the angle of Pigeon Island battery. The position was taken by the three ships with great spirit and judgment: the fire from the ships kept the battery at check, dismounted one of the guns, and the troops landed without opposition. The second division was directed to be led by the Alfred to the anchorage of Choc Bay; the third by Captain Dilkes, of the Madras, supported by the Beaulieu. A strong lee current had driven the body of the transports so far to leeward, that it was not possible to effect the landing in Choc Bay, and the one intended for Ance la Raye was, for the same reasons, deferred; but the Vengeance, Arethusia, and Victorieuse brig were ordered to take the several covering stations in Choc Bay at break of day on the 27th, when the landing was effected at half past ten A.M. and equally without opposition. The signal was made at the same time to Captain Dilkes to put his orders into execution, but this division did not land until the 28th."

At the time here mentioned, the whole of the troops were landed, and they immediately proceeded to the attack of the enemy's different posts, which were of considerable strength, and defended with the greatest obstinacy. At length, driven from one to the other, they retreated into Morne Fortuné.

"The enemy," says the admiral, in his official letter, "retreated from their distant posts, and have entered the Morne Fortuné, which height the general is surrounding and preparing to attack; to assist the measure, I have, in consequence of the general's requisition to that effect, landed 300 seamen, under the command of Captain Lane, of the Astrea, and Captain Ryves, of the Bull Dog.

"The general directed, on the 2d instant, an attack to be made against the batteries on the northern side of the grand Cul de Sac, with a view to obtain that anchorage, and thereby facilitate the landing artillery and erecting batteries: the attack was proposed to take place at day-break on the 3d by three columns, commanded by Major-general Morshead; two of



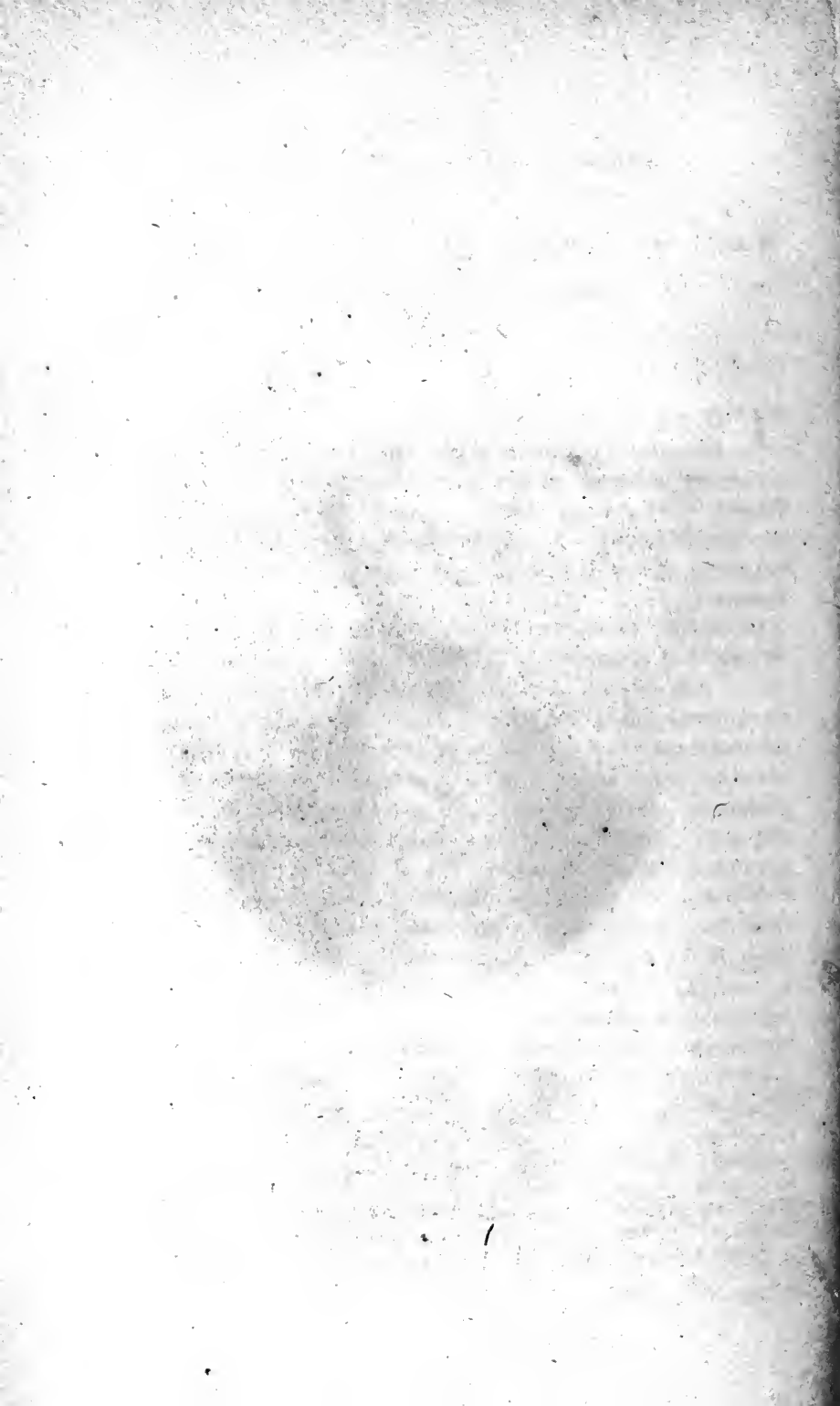


THE RT HON ALAN HYDE

LORD GARDNER

Great Admiral of the Blue Squadron

Published May. 31. 1809, by J. Gold, Shoe Lane, Fleet Street.



MEMOIR OF THE PUBLIC SERVICES  
OF THE  
RIGHT HON. ALAN HYDE LORD GARDNER.

REAR-ADMIRAL OF THE BLUE SQUADRON.

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“A noble scyon of a noble stock.”——ANON.

**T**HE Right Honourable Lord Gardner, whose public services have already reflected so much credit on himself, and on the professional tuition of his late respected father, was born on the 6th of February, in the year 1772. He is the eldest son of the late Admiral Lord Gardner, by Susanna Hyde, the only daughter and heiress of Francis Gale, Esq. of Liguania, in the island of Jamaica.\*

Of the late Admiral, we observed, that, like most persons who have obtained an eminent rank in the navy, he entered into the service at an early period of life. His son, in 1781, while only in his tenth year, commenced his naval progress. He first embarked in the *Duke*, and served in that ship, under the auspices of his father, in the memorable action of the 12th of April, 1782. “On this glorious day, the *Duke* was second to the *Formidable*, the flagship of Sir George Rodney, and Captain Gardner had the honour first to break through the enemy’s line of battle.”† Our young midshipman, who served as captain’s aid-du-camp on this occasion, received an early proof, in his own person, of the dangers to which his profession exposed him; as, in the course of the engagement, he received a wound, which, though it might have been thought lightly of by a veteran, must have been sufficiently alarming to a boy who had only just completed his tenth year.

After the conclusion of the war, Mr. Gardner continued to serve in various ships; and in the year 1787, was promoted to the rank

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\* See the heraldic particulars, relating to the family of Lord Gardner, affixed to our biographical memoir of his father, the late admiral. NAVAL CHRONICLE, Vol. VIII. page 197.—His lordship died at Bath, on the 1st of January, in the present year. *Vide* page 37 of this volume.

† *Vide* NAVAL CHRONICLE, Vol. VIII. page 191.

of lieutenant. In 1789, he was made commander; and in the general promotion of 1790, was farther advanced to the rank of post captain, by commission bearing date November 12, in that year.

Captain Gardner was now appointed, by the Admiralty, to command the *Daphne*, of 20 guns; but was soon removed from that ship into the *Circe*, of 28 guns; in which he continued till the breaking out of the late war with France, when he was appointed to the *Heroine*, of 32 guns.

Early in the year 1793, he proceeded with a squadron of ships, under the command of Rear-admiral Gardner, to the attack of Martinique, in the West Indies;\* but subsequently to the capture of Tobago, which had been effected before the Rear-admiral's arrival, nothing of importance was achieved against the possessions of the enemy, on that station, during the season; and in the autumn, Captain Gardner accompanied the squadron on its return to England †

Remaining in the *Heroine*, he was soon afterwards ordered to India, where for some time he was actively employed in protecting the trade against the enemy's cruisers. Commodore (the late Admiral) Peter Rainier was, at this time, commander-in-chief on

\* *Vide* NAVAL CHRONICLE, Vol. VIII. page 193.

† Rear-admiral Gardner succeeded Sir John Laforey in the command, on the Leeward Island station. Encouraged by the disputes which existed between the Royalists and Republicans, at Martinique, the expedition had been fitted out; and invited by the former, Admiral Gardner, and Major-general Bruce, attempted a descent on the island. On the 16th of June, under cover of the ships of war, the General landed, with a body of about 3000 British troops; but, finding the republican party too strong, he was obliged to reembark, on the 21st, with considerable loss, particularly to the royalists, many of whom could not be taken on board the ships, and were unavoidably left to perish by the hands of their implacable enemies. The *Ferne*, a French ship of 74 guns, commanded by the Vicomte de Riviere, and the *Calypso* frigate, of 36 guns, put themselves under the orders of Admiral Gardner, and saved a number of their unfortunate countrymen from destruction, with whom they proceeded to Trinidad. The ships, commanded by French officers, were taken into the Spanish service. Martinique was taken in the following year, by Sir John Jervis and Sir C. Grey. *Vide* NAVAL CHRONICLE, Vol. IV. page 13.—For a map of the island, by Arrowsmith, accompanied by an historical and descriptive account, *vide* also Vol. XIII. page 474.

the India station.—In the month of July, 1795, the Cape of Good Hope was taken, by Admiral Keith's squadron; and, no sooner was Commodore Rainier\* apprised of hostilities having been commenced against the Dutch, than he disposed of his ships† in such a manner as might most effectually annoy their trade; and, in conjunction with the Presidency of Madras, he adopted the most judicious plans for the reduction of their settlements. His first object, in the accomplishment of which Captain Gardner participated, was to secure the port of Trincomale, and the other valuable possessions which the Dutch held in the island of Ceylon. This service occupies a portion of naval history, not yet, we believe, adverted to in our Chronicle; and, as Captain Gardner was engaged in nearly the whole of the proceedings, occasionally as a principal, the following summary sketch may not be thought un-conducive to the general interest of this memoir.

The expedition against Trincomale having been determined on, Lord Hobart, the governor of Madras, and Commodore Rainier, despatched Captain Gardner in the *Heroine*, with Major Agnew, to Columbo, to explain its object to the governor-general of Ceylon. In the mean time, a body of troops, under the command of General Stuart, with ammunition and stores, were embarked on board the ships of war and transports. The expedition sailed from

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\* The commodore was promoted to the rank of rear-admiral of the blue squadron, in the month of June, 1795.

† The following appear to have been the whole of the squadron at this time under Commodore Rainier's command:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Suffolk . . . . .	74	{ P. Rainier, Esq. Commodore, Captain R. Lambert.
* Arrogant . . . . .	74	— Richard Lucas.
* Victorious . . . . .	74	— W. Clarke.
† Centurion . . . . .	50	— Samuel Osborne,
† Resistance . . . . .	44	— Ed. Pakenham.
† Diomedé . . . . .	44	— Matthew Smith.
† Heroine . . . . .	32	— A. H. Gardner.
† Orpheus . . . . .	32	— Henry Newcome.
Swift . . . . .	16	— J. Doling.

\* Joined in

† At the taking of Trincomale.

† At the taking of Malacca.

Madras on the 21st of July; and, at the same time, the Commodore detached Captain Edward Pakenham, in the *Resistance*, with the *Suffolk's* tender, and a transport, having a party of European and native troops on board, to assist at the reduction of Malacca. On the 23d, the squadron arrived off Negapatnam, where it took on board some additional troops that had been destined for the service, and proceeded thence to the place of its destination, on the 25th. On the 1st of August, the expedition anchored in Back Bay; having been joined, on the preceding day, by the *Heroine*, with Captain Gardner and Major Agnew. The major had brought with him an order, from the governor general of Ceylon to the commandant of Trincomale, to admit 300 of his Britannic Majesty's troops to garrison Fort Ostenburgh; but, when the order was presented, the commandant, under the pretence of an informality in the instrument, refused obedience. Nearly two days having been spent in useless remonstrances, it was resolved to land the troops; and, to facilitate the disembarkation, the ships of war and transports were ordered to move nearer to the shore. In performing this service, the *Diomede*, with a transport in tow, struck upon a sunken rock with such violence, that there was scarcely time to save the crew before she foundered, with all her stores on board. Notwithstanding the most vigorous exertions of the officers and men, who had to encounter much danger from the violence of an extraordinarily high surf, occasioned by a continuance of a strong land wind, ten days had elapsed before the whole of the troops, provisions, and stores were landed.

At length, on the 18th of the month (August) the troops commenced their march, under cover of the guns from the shipping, and without any molestation from the enemy. On the 23d, the batteries were completed; and a fire was opened with such effect, that, before noon, on the 26th, a practicable breach was made. The garrison was then summoned to surrender; but, as the commandant demanded terms which were considered inadmissible, and refused to accede to those which were sent in return, hostilities were necessarily recommenced. Three hundred seamen and marines were also landed, under the command of Captain Smith, late of the *Diomede*, with Lieutenants Page and Hayward, of the navy, and Lieutenants M'Gibbon and Perceval, of the marines, for the

purpose of assisting to storm the breach, should the enemy determine to hold out. In a few minutes, however, the white flag was displayed from the ramparts, and the Dutch commandant accepted the terms which had been offered. Fort Ostenburgh held out until the 31st; but then surrendered on the same terms as those which had been granted to Trincomale.

The loss which was sustained by the English upon this occasion, amounted to one seaman killed, and six wounded; and fifteen soldiers killed; one major, one captain, one lieutenant, one ensign, and 48 men wounded.

The Dutch settlement at Malacca had previously surrendered, by capitulation, to Captain Newcome, of the Orpheus, on the 17th of August.

The next service which occupied the attention of Admiral Rainier, was the expedition against the Molucca Islands; and, when he sailed from Madras, for the purpose of attacking those settlements, he left Captain Gardner as senior officer of his Majesty's ships and vessels on the coast of Coromandel and Malabar.\*

Captain Gardner had now the satisfaction of being entrusted with the conduct of the naval part of an expedition, though only on a small scale, himself.—Early in 1796, he was detached, with the following squadron, to co-operate with a body of troops, under Colonel Stuart, in the reduction of Columbo, on the island of Ceylon:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Heroine.....	32	Captain A. H. Gardner.
Rattlesnake.....	16	——— Edward Ramage.
Echo.....	16	——— Andrew Todd.

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\* On the 16th of February, 1796, Admiral Rainier reduced the settlement of Amboyna, and its dependencies; and, on the 8th of March, Banda was also delivered up to him. In the treasury at Amboyna he found 81,112 rix dollars, and in store, 515,940 pounds weight of cloves. In the treasury at Banda, he found 66,675 rix dollars, 84,777 pounds of nutmegs, 19,587 pounds of mace, and merchandise and other stores of great value. Banda is the principal of a group of islands in the eastern sea, lying to the eastward of the Celebes. Their chief produce is nutmegs, with which they are thought to be capable of supplying the wants of all the world.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Swift .....	16	——— J. S. Rainier.
* Bombay frigate ...	20	
* Drake, brig.....	14	
* Queen, ketch ....	12	
† Bombay Castle ...	24	
† Prince of Wales ..	24	

On the 5th of February, this squadron having anchored off Negombo, about eighteen miles to the northward of Columbo, a small body of troops was landed, under Major Barbert, who immediately took possession of a fort which had been evacuated by the enemy. By the evening of the 6th, the whole army had disembarked. Colonel Stuart then proceeded, with a part of his force, against a strong post on the south bank of the Matual river, which he carried on the morning of the 12th; at which time, Captain Gardner brought the squadron to anchor, about two miles from the fortress of Columbo, where he landed some guns, stores, &c. with the view of commencing and carrying on the siege; and, on the 14th, in conjunction with Colonel Stuart, he summoned the governor to surrender. A capitulation was accordingly agreed to on the following day, by which Columbo, and the remaining possessions of the Dutch in Ceylon, submitted to his Majesty's arms.

Immediately that the object of the expedition had been accomplished, Captain Gardner sent the following despatch home, overland, by his first lieutenant, Mr. John Davies:—

*“ His Majesty's ship Heroine, Columbo Road,  
February 16, 1796.*

“ SIR,

“ Having received directions from Sir George Keith Elphinstone, commander-in-chief of his Majesty's ships and vessels in these seas, to take under my orders the ships of his Majesty, and those of the Honourable United East India Company, named in the margin,† and to co-operate with Colonel Stuart, commander of the land forces, in the reduction of Columbo, it is with peculiar satisfaction I announce to you the surrender of that fortress, with the remaining possessions under the Dutch authority on the island of Ceylon, on the 15th instant. I have the honour to transmit herewith the terms on which these places have become part of his Majesty's dominions.

\* Belonging to the East India Company's Marine.

† East India ships.

‡ Rattlesnake, Echo, Prince of Wales, Bombay Castle, Bombay frigate, Drake brig, Queen ketch, and Swift.



“ The transports having been collected off Negombo, an anchorage eighteen miles to the northward of this place, on the 5th instant, and that fort having been evacuated by the enemy, was taken possession of by Major Barbert on the same day, and the whole of the army landed by the evening of the 6th instant.

“ The inland navigation from Negombo to Columbo not being found adequate to the purpose of carrying the stores, provisions, &c. to the ground necessary for the army to occupy previous to opening our batteries, Colonel Stuart marched, with a part of his force, to possess himself of a strong post which the enemy opposed to him on the south bank of the Matual river, which, from his judicious and able conduct, was happily carried on the morning of the 12th, with little loss on our side, and considerable to the enemy, who fled for protection under the walls of the fort, and enabled the Colonel to take up his final position before Columbo on the evening of the same day.

“ I also anchored, on the morning of the 12th, with the ships of war and transports, about two miles from the fortress, in a very favourable situation for landing the guns, &c. of which there being a sufficient number put on shore, on the 14th Colonel Stuart and myself summoned the fort to surrender, and its success will be fully explained by the articles of capitulation which I have before alluded to, and which I humbly hope may meet his Majesty's approbation.

“ It becomes me, and is a very pleasing part of my duty, to make known to you for his Majesty's information, the zeal and activity which have actuated every description of officers and men employed under my orders; and I am happy to inform you, that three seamen of the Swift, wounded, are the only casualties of the siege. First lieutenant Davies, of the Heroine, an officer of great merit, who has given me every assistance on this service which his relative situation enabled him to do, will have the honour of delivering to you this despatch; and I beg leave to recommend him to your favourable notice and protection.

“ I have the honour to be, &c.

“ A. H. GARDNER.\*

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\* By the articles of capitulation, mentioned in the above despatch, and signed on the 15th of February, the fortress of Columbo was, with its dependencies, surrendered the next morning by Governor Van Angelbeck, to his Britannic Majesty's forces. The garrison was to march out and pile their arms, and become prisoners of war; private property was declared safe, but public property (belonging to the Dutch East India Company) was all to be taken possession of by the captors. The value of the pepper, cinnamon, and other merchandize only, independent of the ships, military and naval stores, was stated in the capitulation at 25 lacks of rupees, at the lowest. The inhabitants of the country, submitting to the dominion of his Majesty, were declared free in their persons and property; the funds of charitable foundations, &c. were to remain untouched, and for their peculiar appropriations; and certain promissory notes recently issued for money borrowed of the servants of the Dutch Company, were engaged to be considered to the amount of 50,000*l.* as a debt of Great Britain.

Captain Gardner also succeeded in reducing the Dutch settlement of Cochin, on the coast of Malabar.

Shortly after the completion of this service, in March 1796, he united himself, in marriage, with Miss Maria Adderley, the daughter of Baroness Hobart; whose husband, Lord Hobart, now Earl of Buckinghamshire, was at that time governor of Madras.\*— This marriage has since been dissolved by Act of Parliament.

Captain Gardner returned to England in the course of the year; and, in January, 1797, was appointed to the *Ruby*, of 64 guns, in which he joined the Channel fleet, under Lord Bridport, when that officer assumed the chief command.† From the *Ruby* he was soon afterwards promoted to the *Resolution*, of 74 guns; and in that ship he continued to serve, in the same fleet, until the conclusion of the war, in 1802, when she was paid off at Chatham.

Except in the event of a general engagement taking place, the commander of a line-of-battle ship has seldom much opportunity of distinguishing himself in the Channel fleet; and, were it not for the satisfaction which arises from a conscientious discharge of public duty, the dull routine of the service would, we conceive, be almost insupportable. It may be thought, however, to reflect some credit upon Captain Gardner, that the crew of the *Resolution*, while under his command, distinguished themselves by their steady and loyal conduct, during the mutiny which broke out in Bantry Bay, at the close of the year 1801.‡ The marines also of that ship were publicly thanked by the Admiralty, for having volunteered their services to reduce the disorderly crews to a proper sense of their duty.

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\* The father of Miss Adderley was Thomas Adderley, Esq. of Innishannon, county of Cork. The lady was an only daughter.

† This was in the month of April, on the resignation of Lord Howe. At that time, Vice-admiral Sir Alan Gardner became second in command. *Vide NAVAL CHRONICLE*, Vol. I. page 23; and Vol. VIII. page 196.

‡ The *Resolution* had been ordered to Bantry Bay, in the month of November, with a detachment from the Channel fleet, under Vice-admiral Sir A. Mitchell, K.B. and, after cruising there for some time, the *Resolution*, *Temeraire*, *Formidable*, *Majestic*, *Vengeance*, and *Orion*, were ordered to the West Indies. In consequence, however, of the mutiny which broke out on board the *Temeraire*, Rear-admiral Campbell's flag-ship, the sailing of those ships was suspended. — *Vide NAVAL CHRONICLE*, Vol. XVI. page 105; and Vol. VII. page 48.

When the present war broke out, Captain Gardner, as an officer of tried abilities, was appointed to the *Hero*, of 74 guns, in which he joined the Channel fleet, then under the command of Lord Bridport.

In Sir Robert Calder's action with the combined fleets of France and Spain, on the 22d of July, 1805, Captain Gardner had the honour to lead the van squadron; and, in so judicious and masterly a style did he perform that service, that his conduct was noticed by the admiral, in his public despatch.\* On this occasion, it will be recollected, the *Rafael*, of 84 guns, and the *Firme*, of 74, were both captured.†

It was afterwards the good fortune of Captain Gardner to be one of the squadron which was detached from the Channel fleet, under the orders of Captain (now Rear-admiral) Sir Richard Strachan; which, it will be well remembered, after a severe battle, on the 4th of November, 1805, captured an equal number of ships, one of which bore a rear-admiral's flag.‡—In this action, as well as in that of Sir Robert Calder, Captain Gardner had the honour to lead; and he was some time engaged with the *Formidable*, the French flag-ship, of 80 guns, before the *Namur*, Captain Halsted, came up with the rest of the squadron. The total loss sustained by the English was small; a circumstance accounted for, by Sir Richard Strachan, by "the enemy firing high, and we closing suddenly;" but Captain Gardner's ship (the *Hero*) had

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\* "The Hon. Captain Gardner, of the *Hero*," says Sir Robert Calder, "led the van squadron in a most masterly and officer-like manner, to whom I feel myself particularly indebted." The *Hero*, on this occasion, had one man killed, and four wounded. *Vide* NAVAL CHRONICLE, Vol. XIV. page 163.

† For the official accounts of this action, the reader is referred to the XIVth volume of the NAVAL CHRONICLE, page 163; for "*Minutes of the Action*," &c. also see Vol. XIV. page 168; for Admiral Villeneuve's despatches to the French government, see Vol. XIV. page 170; and, for a biographical memoir of Sir Robert Calder, with farther particulars, see Vol. XVII. page 99.

‡ M. Dumanoir le Pelley, who was wounded in the action; for the official particulars of which, *vide* NAVAL CHRONICLE, Vol. XIV. page 426, *et seq.*

10 men killed, and 51 wounded; numbers amounting to nearly half the total of each.

For this service, he, with his brave associates, received the thanks of Parliament, and was honoured with a gold medal, similar to that which was first struck, by order of his Majesty, commemorative of the glorious victory of the 1st of June, 1794. A valuable sword was also awarded to him by the members of the Patriotic Fund at Lloyd's.

Continuing in the Hero, Captain Gardner was employed, in the early part of the year 1806, with the squadron under the command of Sir John Borlase Warren, in search of the enemy's squadron which had escaped from Rochefort; and was consequently present at the capture of the *Marengo* and the *Belle Poule*, the former of which bore the flag of Admiral Linois, on the 13th of March.\*

In the year 1807, Captain Gardner was appointed captain of the Channel fleet; an appointment which he continued to hold, till the retirement, from ill health, of the late lamented Lord Gardner, the commander-in-chief.

Soon afterwards (on the 28th of April, 1808) he was promoted to the rank of rear-admiral of the blue squadron, and immediately hoisted his flag on board the *Bellerophon*, of 74 guns; since which he has been employed, with a squadron, in watching the motions of the enemy in the Scheldt; and, at present, he is engaged in the dull, but necessary service, of blockading the Dutch fleet in the Texel. That the enemy may speedily give him an opportunity of fighting, instead of blockading, we have no doubt the admiral, as

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\* Sir John Warren's official account of this action is given in the XVth Volume of the *NAVAL CHRONICLE*, page 433.—It was, we believe, about the 14th of January, that the Admiral sailed from Portsmouth, with a squadron of seven sail of the line, two frigates, two brigs, and a cutter. He arrived off Madeira on the 15th of the following month, and continued cruising for some time off the Cape de Verd Islands. It was on the morning of the 13th of March that two strange sail were descried, which afterwards proved to be the *Marengo* and the *Belle Poule*, returning from the East Indies. An action ensued, which terminated in their capture. Sir John Warren then put into Port Praya, in the island of St. Jago, to refit; and, after encountering a dangerous storm, in which the *Marengo* lost all her masts, he arrived safe at Spithead, with his prizes, on the 14th of May.

well as every one of the brave tars under him, most cordially wishes.

We have only to add, that at the commencement of the present year, on the death of the late Lord Gardner, as has been already stated, the gallant subject of this memoir succeeded to the family honours and estates. May he long enjoy them, to the credit and advantage of himself and of his country.

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#### HERALDIC PARTICULARS.

For a full account of this family we must refer our readers to the life of his lordship's father, in Volume VIII. page 197 ; and in this place have merely to state, that his lordship was born on the 6th of February, 1771, and married in 1796 Maria Elizabeth, only daughter of Thomas Adderley, of Innishannon, in the county of Cork, Esq. some time member of Parliament for that county : his lordship married secondly, on the 10th of April, 1809, the Hon. Charlotte Smith, daughter of Lord Carrington.

His lordship's brother, William Henry, married 20th February, 1803, to Eliza Lydia, third daughter of Colonel Fyers, commanding Royal Engineer at Gibraltar, by whom he has issue Anne-Europa, born 10th December, 1804, and Eliza, born January 17, 1806.

The Hon. Herbert Gardner, another of his lordship's brothers, married 7th November, 1804, the youngest daughter of the late John Cornwall, Esq.

**ARMS.**—Or, on a cheveron, gules, between three Griffins' heads erased, azure ; an anchor erect, with a piece of cable supported by two lions, cheveron-ways of the field.

**CREST.**—A Demi-Griffin, azure, collared and chained, or, supporting an anchor as in the arms.

**SUPPORTERS.**—On either side a Griffin, azure, gorged with a naval coronet, or, the dexter paw resting on an anchor, sable.

**MOTTO.**—*Valet anchora virtus.*

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NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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GALLANTRY OF LORD COCHRANE.

**I**T is not very surprising, perhaps, that the appointment of so young an officer as Lord Cochrane, to a service so important as that in which he recently acquired so much honour, should excite a degree of jealousy in the navy; particularly when it is considered, that he was not even attached to the fleet, under whose commander he was appointed to act. If there were any blame, however, in the appointment, it was by no means imputable to his lordship; who, on the contrary, is entitled to the highest praise, not only for the wisdom of the plan, but for the promptness and efficacy of its execution; and it would be ungenerous in the extreme to deprive him of any portion of that glory, which he has so nobly earned. With this feeling, therefore, and disclaiming every party sentiment on the subject, we transcribe the following article from a Morning Paper. The writer is evidently not over friendly to the present system of naval management; but, without inquiring into the justness of his opinions or allusions on that point, we consider the narrative part of his matter, as relating to the professional conduct of Lord Cochrane, to be too important to withhold from our readers.

“Nothing,” says he, “can be more gratifying to the liberal and the just, than to see the merits of the brave and the benevolent rewarded with the grateful acknowledgments and praise that are due to their intrepidity, and their humane exertions to save and succour the victims of their glory: and yet it too often happens that the jealousy of rivalry for renown, which ought to excite only the emulation that leads to eminence in the career of honour, excites that degree of envy which renders only a cold tribute of applause amidst the confusion of general commendation, withholding those particular instances of valour and worth which cannot be attributable to all, diverting thereby the right current of popular favour, by drawing off the attention of the world from individual and extraordinary actions to general events.

“Such, we are sorry to observe, has been too much the case in the signal service that has been performed by Lord Cochrane at Basque Roads.

“ It is notorious that his lordship’s appointment to the arrangement and conduct of the attack produced a jealous quarrel between the admirals on the station, and that the commanding admiral unwillingly submitted to the directions of ministers; who had, as it will appear by the result, so properly entrusted this important and hazardous enterprise to this intrepid officer; and Lord Gambier’s communication to the Admiralty insinuates, that Lord Cochrane’s appointment might have been dispensed with; for, he says, “ had not their lordships fixed upon him to conduct the enterprize, I have full confidence that the result of *their* efforts would have been highly creditable to them.” But without asking why “ *their efforts*” had not been already exerted, even before Lord Cochrane’s appointment, instead of losing so much time as allowed his lordship to come home, to propose the measure, fit out the explosion ships, and go out to the scene of action, before any such attempt had been made; we shall be content to say, that the particular fact which most entitles Lord Cochrane to his country’s admiration and applause, ought not to have been smothered in the general acknowledgment that his gallantry and judgment “ could not be exceeded by any feat of valour hitherto achieved by the British navy;” for when the circumstances are better known, we doubt not, an admiring nation will agree with us, that although these are large terms, still they are not extensive enough to include the due praise of this “ *judicious*” and “ *gallant officer*,” whose daring spirit, and total disregard of all personal consideration in the performance of this service, were not only *never exceeded*, but perhaps *never equalled before*; and when the intentions of the government of France become known as to the service which has been prevented by the destruction of this squadron, it will be allowed that no exploit was ever performed with more real benefit to Great Britain and Europe. We therefore think it unjust to withhold from the public, that although Captain Wooldridge most truly did “ lead on the *Mediator* fire-ship in the most undaunted and determined manner,” and of whom Lord Cochrane has been publicly heard to speak in terms of unbounded praise, as well as of sincere regret for his severe sufferings; yet it is equally true that Lord Cochrane personally conducted the *explosion* ship, which had been charged by himself in a manner than which nothing was ever contrived to be more dreadful.

“ His lordship caused about 1,500 barrels of gunpowder to be started into puncheons, which were placed end-upward: upon the tops of these were placed between 300 and 400 shells, charged

with fusees, and again, among and upon these were between 2 and 3000 hand grenades. The puncheons were fastened to each other by cables wound round them, and jammed together with wedges; and moistened sand was rammed down between these casks, so as to render the whole, from stem to stern, as solid as possible, that the resistance might render the explosion the more violent.

“ In this immense instrument of destruction, Lord Cochrane committed himself, with only one lieutenant and four seamen; and after the boom was broken, his lordship proceeded with this explosion ship towards the enemy’s line.

“ Let it be recollected, that at this moment the batteries on shore were provided with furnaces to fire red hot shot, and then his lordship’s danger in this enterprise may be properly conceived.

“ The wind blew a gale, and the tide ran three knots an hour. When the blue lights of the fire-ships were discovered, one of the enemy’s signal ships made the signal for fire-ships; which being also a blue light, the enemy fell into great confusion, firing upon her with very injurious effect, and directly cut their cables.

“ When Lord Cochrane had conducted his explosion ship as near as was possible, the enemy having taken the alarm, he ordered his brave little crew into the boat, and followed them, after putting fire to the fusee, which was calculated to give them 15 minutes to get out of the reach of the explosion. However, in consequence of the wind getting very high, the fusee burnt too quickly; so that, with the most violent exertion against wind and tide, this intrepid little party were six minutes nearer than they calculated to be, at the time when the most tremendous explosion that human art ever contrived took place, followed by the bursting at once in the air, of near 400 shells, and 3000 hand-grenades, pouring down a shower of cast metal in every direction! But fortunately our second Nelson was spared; the boat having reached, by unparalleled exertion, only just beyond the extent of destruction. Unhappily this effort to escape cost the life of the brave lieutenant, whom this noble captain saw die in the boat, partly under fatigue, and partly drowned with waves, that continually broke over them. Two of the four sailors were also so nearly exhausted that their recovery has been despaired of. Such were the perils our hero encountered, and which have hitherto been buried in silence. When they reached their ship, the Imperieuse, it is known that Lord Cochrane was the first to go down to the attack, and was for more than an hour the only English man of war in the harbour. His attack



and capture of the *Calcutta*, which had one-third more guns than the *Imperieuse*, has been properly spoken of.

“ The repetition of his explosions was so dreaded by the enemy, that they apprehended an equal explosion in every fire-ship; and immediately crowding all sail, ran before wind and tide so fast, that the fire-ships, though at first very near, could not overtake them, before they were high and dry on shore, except three 74's, besides the *Calcutta*, which were afterwards engaged, taken, and burnt. Seven went ashore, of which *two three-deckers* afterwards got off, *before our ships of the line got in*, and they went up the river. Two of the remaining five were on their beam ends before Lord Cochrane came away, and it was his lordship's opinion, that with proper exertion they might be completely destroyed.

“ And here we think ourselves bound to pay to this most gallant and noble commander, the tribute that is also due to his benevolence, not exceeded even by his bravery; for it is the characteristic of true courage and greatness of mind, when in the midst of the most imminent danger, to save and succour those, whom superior valour has placed upon the verge of destruction.

“ Our Hero soon turned his attention to rescue the vanquished from the devouring elements; and in bringing away the people of the *Ville de Varsovie*, he would not allow even a dog to be abandoned, but took a crying, and now neglected little favourite up into his arms, and brought it away. It may be supposed that he has conveyed this fortunate little trophy into the bosom of his family, where it ought to be ever cherished as an instance of his generous care. But a still greater instance of goodness was displayed in his humanity to a captain of a French 74, who came to deliver his sword to Lord Cochrane; lamenting, that all he had in the world was about to be destroyed by the conflagration of his ship. His lordship instantly got into the boat with him, and pushed off, to assist his prisoner in retrieving some valuable loss; but, in passing by a 74, which was on fire, her loaded guns began to go off; a shot from which killed the French captain by Lord Cochrane's side, and so damaged the boat that she filled with water, and the rest of this party were nearly drowned.

“ A total silence as to the objects this squadron had in view, and which have been prevented by Lord Cochrane's destruction of it, has hitherto deprived the nation of the fair means of justly appreciating the extraordinary advantages which have accrued

along with his addition to our naval glory ; for it has now been learnt, that this squadron was to have gone to Ferrol, where it would have gained a great additional naval strength : from thence proceeding to Toulon, it was to receive on board 40,000 troops, intended to take possession of Cadiz and the fleet ; and after that they were to proceed to the West Indies, to succour Guadaloupe and Martinique ; for which service, one of the seventy-four's that was burnt was laden with six hundred thousand pounds worth of stores and ammunition.

“ But, it has happened fortunately for Spain, and gloriously for Great Britain, that Napoleon's hopes of obtaining “ *ships, colonies, and commerce,*” are now blasted ; whilst the very name of Cochrane will be as dreadful to him as was that of Nelson ; if our ministers will only muster up courage enough to look our old admirals in the face, and permit our young hero to obtain volunteers among the young officers, to burn and destroy every thing that may be within the reach of youthful courage and youthful vigour.

“ It is active spirit, and not helpless seniority, to which our vigilant enemy entrusts the execution of his operations. Pensions are the fit rewards of long service ; but the opportunity of gaining glory should be given to the young, whose bodies are capable of doing justice to the ardent suggestions of their minds.

“ It is to youthful talents that Buonaparte is indebted for the enormous and successful strides which he has made towards universal power. The decrepitude of ancient experience may adapt itself to our councils of war ; but the rapid ardour of youth ought to be employed to execute those daring schemes, by which alone the most daring enemy we ever had to encounter can be defeated.

“ It is to be hoped, that this instance, in which our ministers have, *for once,* successfully entrusted a great enterprize to a meritorious junior officer, will have the effect of calling forth the active efforts of other juniors in the navy, whose emulation has hitherto been damped by the immense distance between them and that post of honour, to which many would aspire if they were likely to reach it, while their personal activity renders them capable of doing justice to a command ; but, to look forward to the hoary state of worn-out bodies before a laurel can be gained, is too chilling a prospect to excite the ardour of youth to a career, which may never enable them to reach the distant goal of glory.

“ Seeing what Lord Cochrane *has* done with his single ship upon the French shores, we may easily conceive what he would

have achieved if he had been entrusted with a sufficient squadron of ships, and a few thousand military, hovering along the whole extent of the French coast, which it would take a considerable portion of the army of France to defend. Thus, and thus alone, may Spain be saved; thus, the coast-ways trade of France, her only but yet considerable commerce, may be annihilated; thus alone an incessant and successful war may be easily maintained upon the shores of France; until her interior, from hitherto unknown want, shall be obliged to rise and shake off the yoke."

FRENCH ACCOUNT OF LORD COCHRANE'S EXPLOIT IN BASQUE  
ROADS.

THE *Moniteur* of the 23d of April contains the following "Report to the Minister of Marine, by Admiral Alemand," dated "on board the Ocean, 12th April, Aix Roads."

"By my last of the 9th, I had the honour to mention that the enemy's force, anchored in Basque Roads, consisted of eleven of the line, six frigates, eleven brigs, and thirty-two transports. On the 10th there appeared also sixteen ships, which appeared to be transports or fire-ships. I struck topmasts on the 11th, when the wind was N.W. The frigates neared the Isle—the fleet of his Majesty lay in two lines, in order that the smallest possible front might be presented to the fire-ships.—They were flanked by a raft 800 toises long. About sun-set it still blew hard, and I gave to each captain the liberty to act according to circumstances.

"About half-past eight o'clock four English ships came to anchor to the westward of the head of the line—they had fire signals, and appeared to be intended for beacons to the fire-ships.

"About nine o'clock a great explosion took place close to the fleet, which was followed by two more. A brig on fire was sent against part of the fleet, and afterwards a number of other brigs and three-masted ships advanced in full sail in flames, which were by the tide kept off some time by the fleet, but at last they reached my line. The first came close to the *Regulus*, and fell on board her starboard side, while a second, also in flames, run on board the *Ocean*. I had ordered the cables to be slipt. to avoid complete destruction. So soon as the fire-ships came close to the bowsprit, the *Ocean* slipt her cable and drove. The fire-ships followed in succession, and came in full sail against the whole of our line, and particularly against the *Ocean*. It was all over with his

Majesty's ship; the flames spread rapidly over her. (The admiral then mentions the efforts to get her away, which was effected). The enemy had three infernal machines and 33 fire-ships, and three-masted vessels, with two ships of the line and frigates, directed against our fleet. All his Majesty's ships and frigates have been delivered from the attack of the fire-ships by slipping their cables."

This Report ends with complaints of the ships' crews; a circumstance which proves the wretched state of French naval discipline.

"The Marine Prefect," observes the *Moniteur*, "has since given notice, that three ships of the line, and one armed *en flûte*, were stranded, and could not be brought off, and were set fire to after the crews had been landed. The enemy were making arrangements for a fresh attack by the next flood, with bombs and fire-ships, but with remarkable tardiness, and they have not been able to prevent the squadron from repairing their damage."

The *Moniteur* concludes with a declamation *against the use of fire-ships!*

#### STATE OF THE FRENCH FLEET,

*By an Officer who left Rochefort on the 24th of April.*

*L'Océan*, of 120 guns, Vice-admiral Alemand, Captain Rowland; on shore as late as the 24th of April, unrigged, lightened and shored up by lower yards, and no probable chance of getting off, having laid there two spring tides.

*Foudroyant*, of 84 guns, Rear-admiral Yourden, Captain Henri; in the same state on the 24th.

*Cæsar*, of 84 guns, Commodore Faure; gone up the river towards Rochefort, much damaged by grounding.

*Tourville*, of 74 guns, Captain Le Caillie; gone up the river, and damaged.

*Aquilon*, of 74 guns, Captain Manyon (died of his wounds); struck to the *Revenge* and frigates on the 12th of April, and burnt by the English.

*Tonnerre*, of 84 guns, Captain Clement de la Rousiere; burnt by the enemy, with the French Colours flying.

*Ville de Varsovie*, of 84 guns, Captain Crevillier; struck to the *Revenge* and frigates, and burnt by them.

*Jemappe*, of 74 guns, Captain Favaur; gone up the river much damaged, having been on shore.

Jean Bart, of 80 guns, Captain Bosée (ordered by Buonaparte to be shot); wrecked on the 26th of February on Lespalles Shoal, while reconnoitring the English fleet.

Calcutta (formerly English), of 50 guns, Captain Lefence; struck to the Imperieuse, and burnt by her.

Regulus, of 84 guns, Captain Lucas, and Patriot, of 74 guns, Captain Mahé, were both on shore; one as late as the 24th, having been there two spring tides; the other supposed to have gone to pieces in a westerly gale, or got off and went up the river in the night.

Indienne frigate, Captain Protoare; burnt by the enemy the 16th of April.

Elbe, ditto, Captain Beranger; Pallas, ditto, Captain Le Bigot; and Hortense, ditto, Captain Allgand; escaped up the river on the night our fireships bore down on the enemy.

#### NEW MACHINE FOR DISCOVERING THE LATITUDE AND LONGITUDE.

CHARLES VISCOUNT DE VAUX has lately taken out a patent for a machine to shew the latitude and longitude at sea, &c.—The chief part of this machine is a hydroscope, which is a double box suspended one in the other, and supported by an axis or horizontal pivot hollowed in the inside, which keeps the two boxes perpendicular in all the motions of the ship. The inside box contains a sort of clepsydra, or double sand-glass, furnished with one or two perpendicular scales; by means of these scales, which cover two sand-glasses, the weight of the sand, falling in due proportion on the bottom one, acts upon a spiral ring fixed perpendicular in the top of the largest box, to which it is joined by some wires, and a hook placed in the centre of each scale: by these means the weight of the sand falling in a certain time, expresses upon a dial in front of the top box, and divided into sixty parts or minutes of a degree, the quantity of miles run by a ship according to its velocity. But the continual variation of that velocity is expressed upon another dial placed upon the side of the frame, which supports the double box. A globe of an equal specific gravity with the water is plunged in the sea, about the middle of the ship, which has a communication with the inside of a room in the ship where the hydroscope stands, by a cord or chain through a cylinder. A cord or chain passing over a pulley or crank enters the tube or pivot of the boxes. In this tube the chain joins a band or rod of brass, which passes through a brass collar, in which the sand descends from one

glass to the other. The band of brass has a longitudinal opening equal to the extent of the attraction of the globe upon another spiral spring, placed horizontally in the same tube on the other side of the brass collar; so that the greatest velocity of a ship being supposed to be twelve miles in an hour, the ship going at that rate, a globe of six inches in diameter cannot receive in the water a greater resistance than twelve pounds, or one pound per mile, as the spiral spring shews upon its rod. The rod of the spiral spring expressing twelve pounds, or twelve miles, not coming out of the spring more than four-tenths of an inch for that weight, or for that resistance of the water upon the globe than the longitudinal opening made in the band or rod, which passes through the communication between the two glasses, permits the sand to fall according to the velocity of the ship, and stops it entirely if the ship is at rest. If this hydroscope is used on land instead of the sea, or in a ship merely for a time-keeper, then the sand will always run at the same rate, and express regularly the time upon the interior circle of the dial divided in twenty-four parts, and it will be suffered to wind, that is, to turn the box or clepsydra every twenty-four hours.

By the same principles of the weighing clock, the same dial which serves on the side of the hydroscope for weighing the resistance of the fluid, or the run of a ship, if this dial is taken separately, with its spiral spring, is a convenient machine to use instead of scales for weighing any commodities: it requires no weights, nor any other scales; it never entangles like scales, and is said to be as sure and convenient as it is ornamental. This machine will likewise become an excellent perpetual log when the globe is used with it. It may also be made to measure the strength of the wind, in which case the clepsydra might be used separately as a good time-keeper.

The next part of the Count's invention is the elastic cable, for stopping the ship or other vessel at sea, in order to calculate the alteration that such current can occasion on the course of the ship, as these elastic cables can be used on a small scale, with a boat, as well as with the ship. Hence may be calculated the course of the ship.

The Count deduces from the course of the ship the lee-way, which is accounted for in this invention for the longitude by the means of a little glass tube, such as that for a barometer. This glass tube is fixed across the ship, to a little opening or valve on each side, very little under the level of the water: the centre

of that rises perpendicular along the frame of the hydroscope, where a scale expresses the degree of the lee-way of the ship by the water rising in that perpendicular glass tube, in the proportion of the lee-way.

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## CORRESPONDENCE.

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### NAVAL TRANSACTIONS ON THE COAST OF PORTUGAL.

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“ *Sic vos, non vobis.* ”——VIRG. Vit.

AS long as the present *etiquette*, respecting the admission of naval reports to the honours of publication “ *by authority* ” shall prevail at the Admiralty, the NAVAL CHRONICLE is our only resource for rescuing from oblivion a multitude of praise-worthy services performed by squadrons, by single ships, and by individual officers, which might otherwise never come to the knowledge of the nation in whose cause our gallant “ sons of the waves ” are daily encountering difficulty, danger, and death. Owing to this deficiency of some *semi*-official medium of publicity for naval transactions, when they do not happen to be signalised by success in battle, one grand incentive to military virtue is lost ; the profession is bereaved of the benefit of many a bright example ; the sailor’s appropriate reward falls a prey to party, or becomes the perquisite of office ; and no inconsiderable chasm is left in the naval history of Britain.

These form the principal motives for transmitting to this respectable repository the following memoranda by an eye witness of the proceedings of a squadron, which, it is true, had no opportunity of measuring its force with an enemy : but it was commanded by an officer, from the very selection of whom some estimate may be formed of the degree of importance attached to its destination.

The court of Portugal, after consuming several weeks in fruitless attempts to propitiate Buonaparte, found itself at length, towards the close of 1807, much in the state, described by American travellers, of birds fascinated by the rattlesnake. Thus, when the French army had reached Salamanca, the Regent of Portugal proclaimed this palinody :—

“ It having ever been the object of my earnest attention to observe the most perfect neutrality during the present war, from a sense of the ac-

knowledgeed benefits thereby resulting to the subjects of this crown; finding, however, that I can no longer preserve it, and considering how interesting to humanity is a general peace, I have determined to accede to the cause of the Continent. Therefore, uniting myself with his Majesty the Emperor of the French and King of Italy, and with his Catholic Majesty, to the end of contributing, as far as shall depend upon me, to the acceleration of a maritime peace, I hereby command that the ports of this kingdom be shut against the ships of Great Britain, whether ships of war or merchant vessels. So be it understood.

“*Mafra, 20th October, 1807.*”

(Signed) “THE PRINCE.”

The proclamation, of which the above is a translation, was sent by Mr. Warre, deputy consul at Oporto, to Lord W. Stuart, captain of the *Lavinia* frigate, and by him forwarded to Admiral Lord Gardner, on the 9th of November. Notwithstanding the presence of a British legation at Lisbon (whose doings on this occasion have been conspicuously rewarded in the person of a certain noble diplomatist) it does not appear that our government had any previous warning of such an extraordinary change in the politics of our *quondam* ally; since it was only about the time the mischief was actually going on at Lisbon, that the appropriation of a naval force to the Tagus was taken in hand at the Admiralty; and not until the 27th of October that a commission passed the Board, appointing Rear-admiral Sir Sidney Smith commander-in-chief of a squadron on this particular service.

That officer had been recently recalled from the Mediterranean; and at this time was not only in an invalid state of health, but almost crippled by a hurt suffered on his knee in Egypt. He nevertheless came forward with his characteristic alacrity, and by the 6th of November was already at Plymouth to take command of such of his squadron as was then assembled in Cawsand Bay, consisting of the ships as per margin.\* The *Hibernia*, 120, had been ordered on this service as flag-ship, and Captain C. M. Schomberg had been sent with a commission for that ship to Plymouth, she being supposed to be cruising with the Channel fleet; but it so happened that they had been blown by westerly gales into Torbay, where Captain S. joined her on the 7th, and was by the commander-in-chief immediately ordered to sail for Sir Sidney Smith's rendezvous at sea! without being allowed to call at Plymouth, although the *Hibernia* passed that port in sight upon the 8th. The rear-admiral therefore was under the necessity of hoisting his flag, *pro tempore*, in the *London*, 98, and on Wednes-

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\* London, Marlborough, Bedford, Monarch, Elizabeth, and Solebay.



day afternoon, 11th November, weighed anchor from Cawsand Bay, spoke the Ferrol squadron under Captain Sir R. King, on Saturday morning, and on the Monday following (16th) reached the station off the Tagus. On making the land, it not being thought fit to pass the bar in contempt of the proclamation of the 20th of October, the admiral's secretary (Mr. Speare) was detached in one of those small craft nicknamed by sailors "*beancods*," to open some communication with our establishments at Lisbon. This gentleman, after being exposed to stormy weather in an open boat 15 hours, delivered his despatches secretly to Lord Viscount Strangford, his Majesty's secretary of legation and *chargé-d'affaires* in the absence of the minister, Lord R. Fitzgerald. All idea of migrating to South America was at an end, and the government was so anxious to be freed from the contamination of an English representative, even *functus officio*, before the arrival of their new inmates, that passports had been delivered to his Lordship as long back as the 9th November; and he had been pressed to take a passage to Gibraltar in one of her most faithful Majesty's frigates. He therefore decided to return with the admiral's secretary on board the flag-ship, which he did, without taking leave, on the 18th, leaving Mr. Consul Gambier, to do his best for the liberty of the factory, and for the release of three English vessels embargoed in the river: an agent for prisoners of war was also appointed, with the approbation of the Portuguese government. On the other hand, the admiral declared the Tagus, Setubal, and Oporto in a state of blockade: but in adopting hostile measures did not neglect the powers of persuasion, and continued to cultivate an amicable correspondence with the ministry at Lisbon, tending to convince their wavering minds of the futility of such timid policy in averting the scourge of French invasion. At length, on the 25th of November, his activity and perseverance was rewarded by receiving a notification from the minister of state, M. Aranjó, that the Regent had resumed the intention to emigrate. In consequence of this hostilities were suspended, and the admiral sent the *Confiance* into the Tagus, under a flag of truce, to convey those solemn pledges of safeguard adapted to the crisis, and which from an officer of Sir Sidney Smith's chivalrous fame could not fail to dispel doubt and fear. Lord S. who was waiting on board the flag-ship for a conveyance to England, took the opportunity of accompanying Captain Yeo, to revisit Lisbon for the final settlement of affairs connected with his late mission, and to pay his respects at court.

Wind and tide would not allow the frigate to enter the Tagus till late in the evening of the 28th, so that it was near midnight when Captain Y. and Lord S. reached the capital. They found the royal palace a solitude; \* the Queen being already embarked, in consequence of General Junot having passed Abrantes, and even pushed his patrols to the vicinity of the metropolis. †

During this time the admiral was waiting with such solicitude the issue of the mission by the *Confiance*, that he manned and armed a Spanish prize lugger, and on the 28th sent her in with a message to Captain Y. purporting that under certain circumstances he was to annul the flag of truce and immediately act against the French, sending off pilots to the squadron; which Sir Sidney said he would bring in abreast of, or above, the city, making a dash at the batteries with his marines *en passant*, and then seconded by an indignant population, dispute every inch of ground with the invader, concluding with the peculiar emphasis of the defender of Acré, "*Lisbon surely must be as defensible as Buenos Ayres!*"

It was not, however, the fortune of the gallant knight to repeat the achievement of Palestine on that day; as, on standing into Cascaës bay, the next morning (29th), daylight disclosed to our anxious eyes, the interesting sight of the Portuguese navy conducting a numerous fleet to place them under the convoy of that very force, whose duty, but a few hours before, would have been to destroy instead of to protect. The weather was serene; and the spectacle of the meeting of the two fleets, under a reciprocal salute of 21 guns, magnificent beyond description.

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\* Some time in June last, at Rio de Janeiro, the Prince of Brazil, talking over European news, in a circle of which two captains and a lieutenant of our navy formed part, expressed himself somewhat indignantly at the London Gazette, (see NAVAL CHRONICLE, Vol. XVIII. page 505) making him appear under the tuition of the English *Chargé-d'affaires*, explaining that he had taken his decision to evacuate Portugal on the 25th November, in consequence of a letter from the admiral on the 22d; that he embarked on the 27th, tried to sail on the 28th, but the wind was adverse, and would not let him leave the Tagus till the 29th. In point of fact, concluded the Prince, emphatically, "*Je n'ai vu Milord S. qu'après le passage de la barre, J'ai sçu qu'il étoit abord la Méduse, avec M. D' Aranjó; et je me suis levé à 4 heures pour le recevoir; mais il n'est pas venu. Et le vent étant bon, je faisois lever l'ancre comme j'éu avois déjà donné l'ordre; le premier Anglais que j'ai vu à cette époque étoit le Capitaine Schomberg, envoyé de la part de l'Amiral.*"

† For the proclamation notifying this event, dated 27th November, see NAVAL CHRONICLE, Vol. XVIII. page 296.

The admiral immediately went on board the ship bearing the royal standard of Portugal (then no longer flying on the European continent) to pay due homage to the Sovereign. His reception was marked by all honours due to a British admiral, and by every distinction the individual merited; the interview taking place with a dignity suitable to the solemnity of the occasion.

Although the weather had favoured our operations during the morning, it changed during the day to a storm from the westward, which not only interrupted the variety of arrangements necessary for a voyage undertaken so precipitately; but obliged all the ships to carry a press of canvass, and claw off a lee shore with split sails. The distress and annoyance that must have been suffered during the night by our Portuguese friends, may be conceived, when it is recollected that most of their ships were hurried out in an imperfect state of equipment, overloaded with stores and baggage, and crowded with passengers in a promiscuous throng, of all conditions, and of every age and sex. The judicious dispositions of the admiral were however so well seconded by the skill and activity of the captains and officers of our squadron, that although some dispersion was unavoidable, yet the royal charge was never lost sight of by the flag-ship, all the convoy, but the lame ducks, were collected in the course of the two next days, and not a single instance of loss happened finally.

Thus was the service upon which we were sent performed within a single fortnight; and, even in these eventful times, it may be questioned whether events of equal moment ever succeeded each other with such rapidity in that space of time. One of the most ancient monarchies of the old world translated to the new.—The house of Braganza (comprehending two members of the Bourbon family)\* snatched from the longing but disappointed eyes of the French legions, under the auspices of that warrior who had already saved an empire from the grasp of their tyrant; here foiled by the only officer who had ever defeated him. We sailors remembered with just pride that the sole conqueror of Buonaparte was our leader, and an Englishman; however it may suit the policy or the temper of this or that administration to forget that the MAN is Sir Sidney Smith. †—*Sic vos, non vobis!*

\* Donna Carlota Juuquina de Bourbon, Princess of Portugal and Brazil, sister and presumptive heiress to Ferdinand VII. accompanied by her cousin, Don Pedro Carlos de Bourbon-y-Braganza, Infante of Spain.

† It is remarkable that on this occasion the admiral was acting in concert with a minister who had been his fellow prisoner in France, (M. Aranjó

As soon as the weather permitted, the utmost attention was paid to the present comfort and future safety of the illustrious voyagers and their loyal followers. Every comparative luxury that the flag-ship afforded was devoted to the royal family. Every necessary that could be spared from the others was liberally shared with the Portuguese fleet. Their own provisions were more equally distributed, and the crowd of emigrants were mustered and classed by ranks and families under the management of our officers. The painstaking required to go through such details at sea can hardly be imagined by landmen. When all was accomplished, during a run of 100 leagues to the westward, the admiral took his leave, to rejoin that division of his squadron left to observe the Tagus, making the charge of the Brazil convoy over to the able and judicious captain of the Marlborough (G. Moore). On the 7th of December, the *Confiance* parted company for England, with despatches. Lord S. still the admiral's guest, went home in her; and the *Hibernia* (now the flag-ship) returned to the station on the 24th. The revolutionary flag was flying on the forts and batteries along the coast of Portugal, and the following authentic particulars were learnt concerning the enemy's occupation of Lisbon.

The apparent tranquility of the people on the day of the royal family's departure, was threatened with disturbance that very evening (29th November) by some soldiers of the regiment of Peniche; who after receiving orders to embark, and not finding room on board, returned on shore in a disorderly manner, throwing away their colours; but their serjeants collected them, and got them back to their quarters. Towards three o'clock in the afternoon, the workmen of the arsenal, harangued by an *Ex-Commissary*, also assembled in a riotous manner, and talked of going to meet the enemy; but the patrols of the police dispersed these tumultuous assemblies, and the day passed peaceably, owing to the

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having been confined as a state prisoner at Paris by the Directory, in 1796) and was opposed to a general who was the first with whom he had exchanged shot in Syria. Junot commanded the vanguard of the French army marching along the coast to attack Acre in 1799, when he was surprised in the night by Sir S. S.'s guard-boats at the mouth of the brook Kishon, near Mount Carmel. He was, moreover, not long afterwards taken on his passage to France with despatches, by Sir Sidney's cruisers, and remained some weeks his prisoner, or rather his guest, for "our Christian knight" retaliated the persecution of the Temple Tower, by the hospitality of *Le Tigre's* cabin.

firm conduct of this corps; that, and the good order maintained by the Count de Novion, quieting the apprehensions of well disposed persons. The French advanced guard, which reached Saccarem, a small town two leagues from Lisbon, in the course of the day, might from those heights have been witnesses of the scene at the mouth of the Tagus. Notwithstanding the army had been harassed by forced marches and by bad weather, in a country the most mountainous, and intersected by torrents, of all Portugal, General Junot might have brought this corps into Lisbon that night: but it appeared, as well from the conversation of the officers as from certain expressions which escaped him, that he was afraid of coming on with such a handful of men, and finding the English and Portuguese united to oppose him. That apprehension seems to have dictated this his first proclamation:—

“ Inhabitants of Lisbon! My army is going to enter your walls. It came to save your Prince from the influence of England: but this Prince, so respectable for his virtues, has allowed himself to be led astray by the evil counsellors who surround him; and is gone to throw himself into the arms of his enemies; they caused him to tremble for the safety of his person; his subjects have been counted for nought; and your interests have been sacrificed to the cowardice of courtiers. Inhabitants of Lisbon! Remain quiet in your houses. Fear not either my army or me: we are to be dreaded only by our enemies: and are terrible only to the wicked. The great Napoleon, my master, sends me to protect you. I will protect you.

“ JUNOT.”

The effect of this address was aided by the terror which usually precedes a French army, and the public mind was sufficiently disposed to submission. The Regency sent off express after express to Junot to receive his orders; while the latter despatched frequent messengers, as well to the French consul (Mr. Herrman) who had preceded him by three days, as to Novion: of the former he required information as to the obstacles he feared; to the latter he inculcated the greatest care of the public tranquillity, desiring him to meet the army with some squads of his horse patrolle, to serve as guides with the different columns. In effect, Junot's advanced piquets under his aid-de-camp, Granseigne-D'Hauterive, had by 7 A.M. taken post at Arroyos, and thence, making a circuit by the Val de Preire, St. Isabella, and the bridge of Alcantara, pushed on to Belem, and to the forts of St. Julian and Cascaes. The general was received at the entrance of the city by the Marquis d'Abrantes. The division he led, although called 5,000 men,

certainly could not muster more than half that number effective, whereof one regiment of chasseurs, a battalion of grenadiers, and a small detachment of Spanish Hussars belonging to the Queen's regiment. It was afterwards discovered that this division had not more than half a dozen rounds of ammunition, without either cannon or *caissons*, both being left behind on impassable roads; moreover, the soldiers were too exhausted by fatigue and privations to have withstood an attack; having sometimes marched for two days together, by parties of three and four men, without shoes, almost without apparel, and debilitated by the dysentery. Most of the troops being conscripts from 16 to 18 years old, and the marches having been doubled and tripled; and moreover, from the frontiers to Abrantes, not having found either provisions or fuel, the cottages being deserted by their inhabitants, a great number died by the way, and others, who straggled in search of food, either lost themselves in the mountains, or were assassinated by the peasantry. Besides, the torrents, swelled by rains, the rivers Erga, Zézéré and Ponsul, overflowed, and the plains of Golgau flooded, had so separated the troops, that Junot said 100 men making a stand on any one of those rivers, would have stopped him for a week. When he advanced towards Belem, and saw the last of the emigrant vessels under sail, he immediately ordered the tower to open its fire upon them: three of the hindmost were stopped, a fourth escaped. The troops sent into the forts St. Julian and Bugio, having neither grape nor round shot with them, finding the guns spiked, and the powder thrown into the water, could not have made any resistance. And it is to be observed, that the natives having soon recovered their fright, caused by the mere name of the French, began to feel ashamed of having let themselves be overrun by a handful of boys, against whom the national troops would have been quite sufficient. However, as their fears subsided, the Portuguese became moved by compassion, and were seen to receive and shelter great numbers of the French soldiers, less from policy than pure charity. And it must be admitted, that the poor conscripts shewed none of the insolence and presumption of their officers, who, considering their pay as mere subsistence, and speculating on war as the means of fortune by pillage and promotion, treated with the utmost severity the soldiers who partaking of neither, marched by force, obeyed from fear, and lived only in the hope of deserting home again. The generals thought to get rich at once, and seemed quite disappointed at not meeting the booty they expected. The officers had

made their account for here and there a few shot, just to give them the right of sacking the different towns. In default of which they made themselves amends by living at free quarters, so licentiously as was not to be restrained, either by an order of the adjutant-general, Thiebault, nor even by a second proclamation, of the commander-in-chief, who at the time he was forbidding his subalterns to require any thing from their hosts but food and firing, was setting them the example of levying contribution on his own, Mr. Quintella; appropriating to himself the plate, furniture, and other personal property of the Prince, also seizing the baggage, &c. left at Lisbon by the Duke of Sussex.

It took near eight days to assemble the French army in and about Lisbon. It was at first in three divisions, commanded by Generals de la Borle, l'Oison, and Grain-d'orge. The first named by Junot, governor of the city, quartered his troops in the barracks and convents—the second commanded at Mafra, Peniche, and along the coast—the third occupied the forts of Cascaes, St. Julian, Bugio, and Belem. General Kellerman commanded the cavalry, of a very motley description; and of the infantry, not above four regiments had seen service, the others were third battalions of recruits; amongst the staff, Thiebault, l'Oison, and Grain-d'orge (arrived from Poland) were the only officers of repute. In short, Junot admitted he never saw an army so disorganised. Such were the conquerors of Portugal, and such the faithful picture of their conquest, when Sir Sidney Smith resumed the blockade of the coast.

The proceedings of the squadron now became diversified only by the routine of events incidental to that line of service; amongst which, providing the means of subsistence, became an object of daily and increasing anxiety. The squadron was victualled from England, and watered by sending the ships in rotation to Gibraltar, to the Berlingas Islands, to the Bayonna Isles at the entrance of Vigo (an enemy's port, where a very little exertion on the part of the Spaniards might have prevented it), and even as far as the Azores and Madeira. On the 9th of January, the first convoy of victuallers arrived: but had the member for Rochester pointed his parliamentary telescope our way, he would have perceived that famine was as much the order of the day at the Tagus, as off Rochefort.\* On the 15th a ship hove in sight, which we hoped was the Hindostan storeship, with fresh supplies for our wants;

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\* See NAVAL CHRONICLE, Vol. XIX. page 250—222.

but to the disappointment of the hungry sailors, and to the surprise of every body, it proved to be the *Minotaur*, with the flag of a vice-admiral (Sir C. Cotton), appointed commander-in-chief on our station, not to *relieve* but to *supersede* Sir S. Smith. The vice-admiral shifted his flag to the *Hibernia* next day, exchanging his predecessor into the vacant two-decker. This arrangement was but just completed, when a gale of wind came from the eastward, which lasted with increased violence till the 23d, blowing the squadron, in a great measure, off the station, and producing the unpleasant discovery, that the *Minotaur*, fresh from home after a nominal thorough repair, and fitted for six months foreign service, had suffered so much during the gale, and was in a state so far from efficient, that the rear-admiral reported to the commander-in-chief his opinion, that the service, as well as the honour of his flag, would be compromised by keeping it in a non-effective ship; and with the vice-admiral's assent shifted to the *Fondroyant*. The *Minotaur*, leaking and pumping, was patched up as well as could be done at sea, in order to save appearances of force for the present, with a Russian fleet of superior numbers lying at single anchor in the Tagus, and the knowledge of a French squadron of equal force being out. One really cannot help thinking that the catastrophe of the *Blenheim* ought to have served as a warning at home not to make ships undergo the ceremony of docking without doing justice to them; and then hurry them out when hardly a safe conveyance for the very stores and provisions loaded upon them, abstracted from the superior consideration of the valuable lives thus risked by the apathy of office.

We considered ourselves rather fortunate in a gale having blown off shore, and consequently with, comparatively speaking, smooth water; otherwise the *Minotaur* might have been lost; and also that the Rochefort squadron had neither fallen in with any of the disabled ships when dispersed, nor attempted joining the Russians, which very feasible manœuvre would have established a temporary superiority more than a match for us.

The first occurrence of any interest after the gale, was the return of the *Confiance* from England; which fell in with the squadron on the 24th January. We found her gallant commander promoted by government to post rank, as a compliment for his having carried home the news of the 29th November. By him the rear-admiral had the satisfaction of receiving despatches from the Admiralty, conveying (in terms of courtesy and encouragement, that it is to be wished naval officers were more accustomed to



receive from "My Lords Commissioners") high approbation of the rear-admiral's whole conduct in the management of the service committed to his charge, and in the execution of the various orders he had received from time to time.

If the Admiralty did not go beyond praise in marking satisfaction at the conduct of their officer for what he did do, the same reproach does not lie at the door of the F. O. in rewarding its agent for what he did not do. To be sure we were not a little astonished in the squadron when we came to read in our newspapers the new *Lusiad* by a diplomatic pen;\* and the romance of the *Penates* of Braganza, so eloquently narrated to the *country gentlemen* by a ministerial orator. Our astonishment was not lessened at afterwards finding a passenger in our squadron nominated privy counsellor, promoted to the rank of minister, and dubbed knight of a "military" order, all in the twinkling of an eye, for his presumed or assumed influence over the cabinet of Portugal, in its choice between safety and destruction; while we, on board ship, had all along ignorantly ascribed the scene in which we were the actors, first to Buonaparte, and next to Sir Sidney Smith.

We shall now resume the thread of occurrences on shore, it being proper to ascertain the state and position of the enemy, up to the time of the naval command thus changing hands. When Junot had re-united his army, he began to think of hoisting the French flag as well on the Castle as at the different forts. A grand parade was ordered for Sunday, 13th December. It was composed of 100 cavalry, about 600 grenadiers, chasseurs, and *Vélites*, with four battalions of infantry. Previous to the close of the ceremony, the French colours were displayed amidst salutes of artillery. This caused some murmurs amongst the populace, whose discontent was increased by the rumour (which happened too true) that some soldiers had robbed a church, and killed a Portuguese captain near Santarem. As soon as the troops had marched off, some voices were heard to cry, "Portugal for ever! Long live the Marquis of Alorna!" This nobleman, who happened to be then near the spot, on horseback, was, although *incognito*, recognised and followed by the people, who seemed to designate him as their chief. But he, declining that dangerous

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\* Quære. In framing *bulletins* (out of France) is it quite fair to suppress part of an officer's despatches, and substitute the augmentation, amplification, and embellishments of a spectator, *dated* at the scene of action, but written at the place of publication?

honour in a moment so tumultuous and ill organised, made haste to escape. General Junot addressed his troops on the parade, praising their discipline, and promising to make an honourable report of them to his Sovereign, concluding by the cry of "*Vive l'Empereur!*" which was repeated by all the officers, and about a third of the soldiers. In the evening the Opera was opened to the public, *gratis*; but there was hardly any company in the boxes but courtizans, or in the pit, but the French officers and a few Russians. Between the acts the French flag was suspended over the royal box, occupied by Junot, amidst the cries of *Vive l'Empereur!* from the officers, set a going by their general's emissaries.

While this farcè was performing in the theatre, the mob was collecting in groups in the Plaza de Rosio, at the marine arsenal, and along the river side: the French sentinels were stabbed with knives, stones were thrown at the patroles: a serjeant and some privates were killed, and an officer mortally wounded. The drums then beat to arms, the garrison assembled, and cannon were placed at head quarters, on the Plaza de Commercio, and at the arsenal, so as to enflade the different avenues; while Novion, with the police guards, went to the Rosio, and haranguing the rioters, prevailed on them to disperse. A part of the people went to the barracks of the regiment of Peniche, demanding arms and support; but the regiment refused; not from any want of indignation at the sight of their national banner being supplanted by a foreign one; but that they could not feel confidence in a scheme evidently so ill managed. When the troops turned out, stones were thrown, and a few shot fired; by which some persons were killed on both sides. The night was passed in alarm; and in the morning some more acts of violence were committed; but the garrison being under arms, the guards quadrupled, and the regiments cantoned in the neighbourhood having marched in, tranquility was gradually restored by Tuesday, the 15th. Two Portuguese were taken into custody, and menaced to be shot; but it does not appear that they were executed. During the riot Junot evinced a good deal of disquietude, believing it more serious than it was; the cannon always afterwards remained pointed, and two frigates were armed as floating batteries, one to command the avenues leading to the great square of Commerce, and the other near Belem Tower. He likewise ordered some booths and standings for the sale of goods on this same square to be cleared, and to serve as huts for dragoons; in short, took every precaution for his personal safety,

and for that of his staff, that a well founded distrust of the people he had to deal with could suggest : of which the following general order of the 4th December may serve as a sufficient sample :—

“ Whereas, under pretence of the chace, assassinations are daily committed, and the intention of the general-in-chief being to destroy the game in the grounds where it may do mischief, but with method, the right of chace and of carrying fire-arms is hereby abolished throughout Portugal, especially on the Crown Manors. Therefore, every person, non-military, who shall be found armed, either with a gun or pistol, sporting without a licence, signed and sealed by General de Laberde, commandant of Lisbon, shall be regarded as a vagabond, an assassin on the highways, and as such, taken before a court martial ordered to assemble for this purpose. The council of regency, the commissioners of the French government, the general commandant of Lisbon, the mayors (corregidors) and magistrates of all classes, are charged with the execution hereof, which shall be printed and posted throughout Portugal.”

Ever after these measures the Portuguese became more cautious ; but their anger and enmity for not being loud were not the less deep. Most of the Portuguese troops were removed from Lisbon, leaving there only the police guard, the regiments of Peniche, and of La Lippe ; ten French officers were incorporated with the first, and one of them was a son of Madame Tallien, by her first husband. Junot named the Marquis d'Alorna commander of the Portuguese troops distributed in the provinces of Alentejo, Beira, and Tra-los-montes. He ordered all recruits of less than six months standing, and old soldiers of more than eight years, to be discharged. This, and the encouragement to quit the service given to all so disposed, reduced some of the national regiments to mere skeletons. Moreover, the Portuguese army was to undergo an entire new organization, upon a smaller scale ; in the course of which, the horses of the Portuguese cavalry were by a sort of slight of hand, turned over to the French dragoons ; and certainly not before it was necessary, for seldom or never was cavalry seen in a worse condition ; the French cast horses not fetching more than two or three cruzados \* at auction. Amongst Junot's pro-

\* When King Alfonso V. made a vow to go to the Holy Land, he caused a gold coin to be struck, bearing on one side St. George's cross, with this Legend, “ Adjuvatorium nostrum in nomine domini ;” on the reverse, an escutcheon, with the King's arms, placed on the cross of the military order of *Avis*, and inscribed, “ Cruzatus Alfonzi quinti regis ;” the value of this was 400 reis. The Portuguese have preserved the name of Cruzado in a coin of later date, both of gold and silver, which is worth 480 reis. In account the former denomination is understood, unless otherwise expressed. The rei itself is an imaginary money like the French *denier*, and of little more value.

clamations the favourite resource of confiscating English property was not forgotten, our merchants who remained behind were arrested, although mostly naturalised by law or long residence. In the number was Mr. Stevens, proprietor of the only glass manufactory in the country, and above 60 years old; and this notwithstanding he had paid his quota in the contribution of 2,000,000 cruzados, levied the day after the army entered Lisbon. Junot answered the representations made for his release, that he had no other ways and means. For the same unanswerable reason a native merchant named Antonio José Pereira, for neglecting to make due declaration of a vessel from Ireland with provisions, entered before the port was closed, lost his ship and cargo, besides being fined ten times the value. Another, Mr. Bandeira, accused as an accomplice, was fined near 30,000*l.* sterling. Mr. Consul Hermann, named administrator of the finances, had nothing to do with the department of English confiscations: this was placed under the direction of Mr. Joufre (Junot's brother-in-law) and Mr. Legoix (his secretary) whose places were considered as very lucrative. But generally speaking, there was not a commissary or general in the army who made a secret of their being come to Portugal for no other purpose than to make their fortunes. General de Laborde sold his licences for game; and after living at M. d'Aranjo's, carried off ten carriage loads of furniture. When the generals were not attached to any lucrative branch of administration, they made no scruple of plundering the houses they were quartered in, and these scenes of robbery sometimes gave rise to disputes among the French officers, which would have been comical if they had not been so villainous.

The Regency continued in office; but without the power of action, unless in concert with Hermann, or under Junot's orders. A decree was passed for levying another contribution of 40 millions; but it was attended with difficulty as to the Spaniards, who claimed the revenues of those provinces occupied by their troops, a mutual aversion existed between the officers of the two nations, and also influenced in some degree the Russians, many of whom did not disguise their disgust at the insolence and presumption of their Gallic comrades; insomuch that even the general and admiral were somewhat estranged, and quarrels sometimes ensued between the junior officers at places of public entertainment. Those of that nation did not attend the *fête* given by Junot on the anniversary of Louis XVIth's death (21st January.)

The French regiments often changed quarters, both in town and

country, which appeared to multiply their numbers; but they were not believed to amount to much more than 15,000 between Peniche and Lisbon; and even comprising those cantoned at Santarem, Tomar, Abrantes, and Castel-Branco, not to exceed 22,000; but a reinforcement of 5,000 was expected in February, as the army in Spain increased: among the regiments was a Hanoverian, a Swiss, two battalions of Italian light infantry, with a corps composed of all nations, and called Regiment of the South. The Spaniards occupied Algarva and Setubal, with 7,000 men, under General Solano; besides 10,000 under Lieutenant-general Teramo, in Minho. The French army not healthy, the mortality averaged at about 30 per week, assassination included. Finally, let the following decree suffice to compleat this view of Frenchified Portugal:—

“ The governor of Paris, first aid-de-camp of his Majesty the Emperor of the French, King of Italy, &c. &c. &c.

“ Desirous as far as depends upon him of *protecting* all the classes of citizens, especially the most distressed; and considering of what importance the fishery in the port of Lisbon is to the consumption of this great city; but also feeling it necessary to check the abuses which might result from the unlimited exercise of that calling, outside the bar especially, with reference to communication with the English squadron, ENACTS. ARTICLE I. All fishing boats shall be numbered by the quarters they belong to, from No. 1 upwards, with the letter A for Lisbon; the same signs, with B for Belem, and so forth; the numbers and letters to be one foot long, painted in white on the bows and sterns of the boats. ART. II. Every master shall be furnished with a muster roll, containing the number of his boat, the letter of his district, his name, place of abode, as well as the names of his crew. This document will serve as his passport for the batteries and guard-boats; who will, in case of finding any supernumerary, arrest the same, and seize the boat, which shall be condemned as lawful prize to the captors; the only means of preventing the passage of strangers. ART. III. The magistrates of the respective districts shall register the name of the owner so as to ascertain the property in case of any breach of these rules, and the muster roll shall not be delivered to the master but on the exhibition of the register; a copy of this decree shall be sent to the judges and syndics that they may not pretend ignorance. ART. IV. Another register shall be kept on board the floating battery, in the same form, tallying with the muster rolls. ART. V. All fishing boats to assemble every Saturday on board the floating battery, to be reviewed by M. Billard, lieutenant of the navy, commanding the said battery, and especially charged with this service, in order to ascertain that all the registered fishermen are actually present. The muster roll shall be taken away from those boats where a single man shall be missing, till the absentee shall be legally accounted for. ART. VI. Any boat found navigating contrary to the pre-

ceding regulations, shall be seized and sold for the benefit of the captors. ART. VII. Any boat which shall have communication with the English squadron to be seized. The commandants of the forts, and the naval officers charged with this duty, reporting the delinquents. ART. VIII. All boats to return within the bar before sunset, under the penalty of 40 francs for the first offence, 120 for the second, confiscation of the vessel, and corporal punishment for the third. ART. IX. All commanding officers of forts and of batteries shall be apprised of the present regulations; and they shall receive from the naval commander-in-chief, copy of a muster roll, to compare in case of need with those of the fishermen in their respective quarters. ART. X. The commander-in-chief of the navy is specially charged with issuing the muster-rolls, affixing the numbers and letters, and in general with the execution of the present decree; which shall be printed and posted.

“ Given at the palace of Head Quarters, at Lisbon, 5th January, 1808.

(Signed) “ JUNOT.”

The general's uneasiness at the proximity of his old Levant acquaintance, prompted him further to answer one of the rear-admiral's flags of truce by a laconic and peremptory note, that none should henceforward be admitted in any of the harbours of Portugal. On which occasion, it is a justice due to the Russian admiral, Seniavin, to record, that his Excellency adopted a less unbecoming stile.

While these things were passing on shore, the state of the squadron was growing critical as to provisions, and more particularly as to water. The arrival of the long looked for Hindostan on the 2d of February, brought but a partial relief; for that ship was so full of naval stores that she could only stow provisions for the squadron equal to about one week's allowance. The Defence and Elizabeth had been sent off to Madeira for refreshments; Plantagenet and Conqueror to the Bayonnas for water; but these could not be well expected back in less than a fortnight; and we had but for three weeks left; consequently, notwithstanding the expence was curtailed to the very utmost, we found ourselves by the 7th of February getting so near our last drop, that it became matter of serious calculation whether we should not be off, which must have been the case had not the Elizabeth joined on the 11th. Let party prejudice or official pride seek to disguise the truth and shift responsibility as they may, blame certainly does attach to some of our public offices, for letting two of our squadrons before the enemy at once be so hard run for the necessaries of life as Sir C. Cotton's and Sir R. Strachan's. The

latter being under the necessity of clearing the Mediator \* store-ship in a gale of wind at east, was blown out to sea, so as to allow of the enemy slipping out without his perceiving them; and they stole quite away owing to the Phœnix not coming immediately to him.

On the 13th of February the French gun-vessel stationed as guard just within the entrance of the Tagus, to superintend the fishery, in pursuance of Junot's decree of the 5th January, was boarded and carried by Captain Yeo's counter-guard boats, under Messrs. Trist and Largue, master's mates of the *Confiance*,\* who went above the Frenchman's station to reconnoitre the Russian fleet, and dropt down with the stream as from Lisbon; convincing the watch upon deck that the post was not tenable by cutting their heads with English cutlasses, and bringing their astonished officer on board the flag-ship, with the following instructions in his pocket:—

“Magendie, captain and commanding officer of the navy of H. I. and R. M. and officer of the legion of honour.

“Instructions for M. Gandolphe, ensign of the navy, commanding the gun-vessel, No. 1, hereby ordered to get under way from Lisbon, and keep cruising from Belem to fort St. Julian, in order to look after the fishing boats, in conformity to his excellency the general in chief's decree of the 5th instant (of which a copy is annexed).

He is enjoined to come in every evening (as well as the fishing boats) and to take a position that will secure him against any surprise on the part of the English cruisers on the outside of the bar. He will take in eight day's provisions, and come up to Lisbon every Saturday to revictual, and will send a report to me of any thing remarkable that may have occurred during the week. I need not recommend to him, in case of his perceiving any movements on the part of the enemy indicating an attack or debarkation, to come in directly and apprise the captain of the *Charlotte*, under whose command he is to remain. For the rest I rely upon his knowledge, zeal, and observation, in the execution of his excellency's decree, as far as it may concern him, and also for his not committing himself in any manner.

(Signed)

“J. J. MAGENDIE.”

Captain Yeo landed the sufferers in the attack, by flag of truce, not knowing of the interdiction; nor could the bayonets of the French guard at the water side succeed in silencing the applause of the spectators. It is right to add, that the senior master's mate was, according to the true military principle, “*Palmas qui meruit ferat*,”

\* See NAVAL CHRONICLE, Vol. XIX. page 251.

† See Gazette Letter, NAVAL CHRONICLE, Vol. XIX. page 259.

immediately taken by Sir C. Cotton on board the flag-ship, and promoted to the first vacant lieutenantcy.

Rear-admiral Otway having joined the squadron in the *Lively* frigate on the 15th, Admiralty orders were received to put any two of the line-of-battle ships (*except the Foudroyant*) and the *Confiance*, under Sir Sidney Smith's command, in order to augment the squadron which had been detached to accompany the Prince Regent of Portugal, and of which the rear-admiral was to take upon himself the chief command, under the authority of his original commission of 27th October, 1807, now revived. The vice-admiral appropriated the *Hercule*, 74, and *Agamemnon*, 64, to this service, pointing out the former as flag-ship. But Sir S. S. representing to him that the *Hercule* was an old French prize, fitted out merely for the Copenhagen expedition, and observing that the poop, cabin, &c. having been taken away to ease the ship, making it particularly awkward for a flag-officer, requested she might be surveyed, when she was reported not sea-worthy; in proof of which, part of her timbers (in the form of *snuff*) was produced. A fresh choice now became necessary; that is to say, the rear-admiral pleading for good ships upon a distant service, and the vice-admiral preferring to keep the best upon his own station. The *Conqueror* rejoined during the discussion of this matter, and was applied for; but being a favourite ship, commanded by the captain of the fleet's brother-in-law (there being, as *Scrub* says in the play, "secrets in all families") it was at length decided, not to turn the rear-admiral out of the *Foudroyant*. Sir S. S. accordingly proceeded in that ship on 20th February, as commander-in-chief in the Southern Seas, from the river of Amazons to that of *La Plata*, good humouredly thanking his stars for a double escape from drowning in the rickety *Minotaur* or the rotten *Hercule*\*, and Sir C. Cotton remained in the command off the *Tagus*, to become known to the public and to posterity as a party to the convention of *Cintra*.

RALEIGH.

*Chatham, 1st April, 1809.*

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\* At this period the royal navy, according to *Steel's* list, consisted of one thousand ships of war, and yet this country could not contrive to find three-deckers for our flag-officers, according to the approved example of the French.—N.B. It is to be observed in conclusion, that notwithstanding the junction of the *Conqueror*, which it will be recollected was a foraging ship, the very low state of the water and provisions in the squadron obliged the commander-in-chief to take as much out of the two detached ships as could possibly be spared, occasioning their deviation to *Gibraltar* to complete before they could undertake the voyage to *Brazil*.



MR. EDITOR,

ON my return from Basque Roads, I was not a little surprised to find the public appeared to be somewhat divided in their estimation of the importance of our successful enterprise; and that an impression, extremely prejudicial to the general satisfaction which ought to have been excited by the achievement, seems to have prevailed, from a mistaken notion which has been spread, that there existed a want of cordiality between the commander-in-chief and Lord Cochrane, a notion which every one knows to be unfounded, either in fact, in cause, or in effect. Through the channel of your publication, therefore, the spirit and object of which I am convinced are independence and impartiality, I cannot refrain from offering to the public those convictions which arose from personal observation, as to the importance of the service performed, the cordiality of the co-operation with which it was conducted, and the fulness of the measures adopted for the destruction of the enemy.

As to the importance of this exploit, I cannot but consider it as even greater than that of a more extensive victory at sea in the present moment, because victory in such a case is almost a certainty. The destruction, however, of the ships in Basque Roads, in one of the enemy's *strongest and best ports*, is a victory of a new class: it proves that he is no where safe, and points out a mode of warfare which defies the utmost caution he can adopt. But there is another point not to be forgotten in this estimation—that Buonaparte cannot conceal the extent of this misfortune, and the bravery of the British navy, from his subjects. It was done in presence of a large army, prepared to embark in the devoted squadron, and before thousands of the French people, who there beheld an English frigate leading in to the attack of their line-of-battle ships, and fearless of their batteries. Surely, Sir, when these points are fairly considered, it gives a claim of the utmost importance to this service, even where the *Gazette*-account leaves it. But there is no doubt, from subsequent information, that the discomfiture, if I may not use the term *destruction*, is nearly total: there are not above one or two of these ships that can ever probably go to sea again—and those not without a thorough repair. Yet were they not in this ruined condition, they have been driven into a corner, where they may be blocked up for ever; nor do I therefore hesitate to say, that not *one* ship of this fleet *will ever go to sea again*; and I know not how a victory can be well more important or complete.

With regard to the remaining points, a short account of the transactions of the 11th and 12th at once proves the cordiality of the commanders, and the sufficiency of the means adopted. On the night of the 11th Lord Cochrane's plan was carried into effect, under his own immediate direction in every respect, as far as the state of the weather would permit; and although none of the enemy's ships were actually destroyed that night by the fire-ships in the manner projected, still that attack drove them from their strong position, and led to all the successes which followed. Placed as the enemy were in line-of-battle, in a narrow channel, and flanked by the batteries of L'Isle d'Aix, our fleet could have attempted nothing; the channel would not hold both fleets; and any attack in such a position must have been certain of failure, if not worse; but when, by the tornado of fire with which they were assailed, the enemy's fleet had been driven with confusion and dismay from their anchorage; when, to avoid immediate conflagration, they were obliged to open the channel to the ruin that was to follow; nay, even to risk the chance of immediate shipwreck, for a temporary escape from a greater peril, from that moment ultimate success became certain; from that moment it was evident that the ruin of the enemy's fleet must ensue. At day-break most of their ships were on shore, but it was yet ebb tide; it required at least half flood, before it could be expedient for the large ships to get under weigh; every ship, however, cleared for action, unmoored, and as soon as the tide served, the whole fleet took a closer position. The commander-in-chief's first plan was, that the Caledonia and Cæsar were to lie against, and attempt to silence the batteries of the fort of the Isle of Aix, while the attack was made on the enemy's ships on shore by smaller vessels. It was, however, the opinion of every officer, and of the pilots, that there would not be water for those large ships; so that Lord Gambier was obliged to abandon this plan, and I can take upon me to say, with reluctance, for I witnessed his anxiety and mortification at that moment. About an hour after the fleet had taken this advanced station, the Imperieuse got under weigh, and ran down towards the enemy's fleet, in the most gallant style, and to the admiration of every one. Lord Cochrane now made a signal, that the enemy might be attacked with advantage, and immediately the commander-in-chief ordered in the Revenge and Valiant, seventy-fours; the Emerald, Pallas, and other frigates, with the sloops, brigs, &c. of the squadron. From the judicious position taken, and the well-directed fire of the Imperieuse, the Calcutta soon

sfruck. The Revenge now shot a-head, and the rest of the force coming up, the four outermost ships of the enemy were burnt. The others, however, which had gone on shore the preceding night, at about half flood, having now lightened, alternately grounding and floating under a press of sail, were by this time able to get further up; and the Revenge, and even the Imperieuse herself, having, as the tide was now ebbing, felt the ground, it was necessary for all to draw out into deeper water. What follows, it is needless to expatiate on: enough has been said to prove that there existed no jealousy, no want of co-operation; and that the means employed were equal to the occasion; for even the ships that went in, could not all of them be well brought into action, and the frigates themselves partially grounded. It has been asked, why was the fleet moored on the morning of the 12th? Because having unmoored the preceding afternoon, it blew too hard for them to continue to lie at single anchor, they were therefore obliged to moor again in the evening, and the weather was extremely unsettled all night. It has also been a question, why were they not unmoored at an earlier hour? Because, if they had been so, they could not have gone in before the flood-tide had made.

These, Sir, are plain and unsophisticated answers, as I trust every part of the above statement will appear. For myself, be assured, I have no interested or party feelings on the subject, but as an honest man, and a true Englishman, I grieve to find a great public benefit undervalued, from an unfounded belief that more might have been done. It is easy to fight a battle over a second time, and difficult in that case not to find some point that might have been improved upon; but perhaps few actions have happened in which there appears less to mend under the existing circumstances of weather, and the extraordinary rapidity of execution required; and I am convinced, that neither Lord Cochrane, nor any true friend of his, will contradict this assertion.

But I trust the thanks of the country will soon convince the public, that whatever injurious opinion may have gone forth, it is totally unfounded. It behoves us thus to nourish our best hopes, in times like the present, when there are but too many amongst us, whose object is to detract from all our successes, whoever the minister may be, or whoever the commander.

I am, Sir, your obedient Servant,

AN EYE-WITNESS.

May 4, 1809.

MR. EDITOR,

**I** HAVE lately seen some imperfect accounts of an invention tried at Woolwich to ascertain the practicability of obtaining a communication with ships stranded on particular shores. These kinds of description are generally so deficient, that I do not pretend to comprehend more, than that a shell having a rope attached to it, is to be fired out of a mortar, from any convenient spot, in such a direction, that one part of the rope may be carried over the ship's hull, while the other is detained on shore, by which means a larger rope, with other materials, may be conveyed on board. As every sailor must be anxious for the success of such an invention, I take the liberty of mentioning, that as many parts of our rocky coast will be found impracticable for either horses, or heavily-laden men, it is by no means unlikely, that objections may arise against the weight of the shell and mortar, in which case it may be worthy of consideration, whether the large rockets might not be found a valuable substitute; I believe they were many years ago tried in France with great success.

*Wm Richetti R.N.*

SIR,

May 12, 1809.

**I** FEEL a great degree of professional pride from knowing, that in all the late developement of iniquities, we hear of no naval men who have been tampering with W——s and Rogues, or trying to make their way in the service by bribery or corruption. But I have noticed with pain, that amidst those various descriptions of placemen, pensioners, reversionists, &c. who have been mustered as the abettors of Mr. Perceval in his extraordinary attempt to defend the late commander-in-chief, the officers of the army and navy in Parliament have been universally included by the editors of the public prints. I will leave the army to defend itself from the charge, but I cannot allow the stigma to rest on the navy without proof. You will therefore, Mr. Editor, very much oblige me, and many other of your constant readers, if you will give us correct lists both of the majorities and minorities of naval officers, on the several divisions which took place on the late discussions.

I remain, Sir, yours, &c.

E. G. F.

*Extract of a Letter from an Officer of his Majesty's Ship Revenge, of 74 guns, dated off Rochefort, 13th April, 1809.*

**I** INFORMED you in my last that the Hon. Captain Pagett had obtained a temporary leave of absence, and our ship was commanded by *Captain Alexander Robert Kerr*.

I will now endeavour to send you a few particulars of our attack on the enemy's fleet in Aix Roads: for two hours and a half we encountered yesterday a dreadful fire from the batteries and some of the enemy's ships; we were *the first ship of the line in*, and, thank God, considering our situation, we were very fortunate, only three killed and fifteen wounded; our men behaved nobly, and knocked an 84-gun ship almost to atoms; we understand she had 60 killed, and as she was lying aground she was burnt: last night the sight was glorious, four line-of-battle ships in flames, and their blowing up was awfully tremendous. We had just water enough for the *Revenge* to get without the range of the shot, where we lay at anchor all night; and this morning we were *the last line of battle ship that came out*. We had a 42-pound shot in the bowsprit, which has cut it up very much; some of our men are badly wounded, one shot knocked down nine men in the quarter deck, two were killed and seven wounded; one of our lieutenants was wounded, by the head of a man that was taken off as clean as if by a knife, and struck him violently on the breast. Lord Cochrane behaved most gallantly; he is now in a bomb, firing away at a three-decker that is on shore, which I hope he will be able to destroy; all this has been done in one of our enemy's harbours, that has hitherto been considered as totally impracticable for any of our ships to enter.

MR. EDITOR,

**I** HAVE much pleasure in being able to furnish your Correspondent, "AN OFFICER IN THE ROYAL NAVY,"\* with the information which he requires, respecting Captain Bolton's improvement in jury-masts.

For this improvement, the Silver Medal of the Society for the Encouragement of Arts, Manufactures, and Commerce, was awarded to Captain Bolton, in May, 1808; and a model thereof may be seen in the Society's Repository, in the Adelphi. Captain

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\* Vide page 213.

Bolton, in a letter to Dr. Taylor, the Secretary of that Institution, observes as follows :—

“ Herewith you will receive the model of a plan for fitting ships’ jury-masts, to be formed from the spare spars usually carried on board King’s ships, and in every merchantman that is properly found. By having jury-masts so fitted, ships will be enabled to carry as much sail as on the usual regular mast ; the great use of which I need not dwell on, only observing that it may be of great importance to fleets after a general action, or when in want of proper lower masts, either at home or abroad, and enable ships, after the loss of their mast, to prosecute their voyage, or service, without any deficiency of sail.”

For the more particular information of your readers, Mr Editor, I take the liberty of forwarding to you the following descriptive remarks, copied from the recently-published volume of the “ *Transactions* ” of the Society for the Encouragement of Arts, &c. together with a drawing from the model, as given in that work ; and am, Sir, yours, &c.

A FRIEND TO THE NAVY.

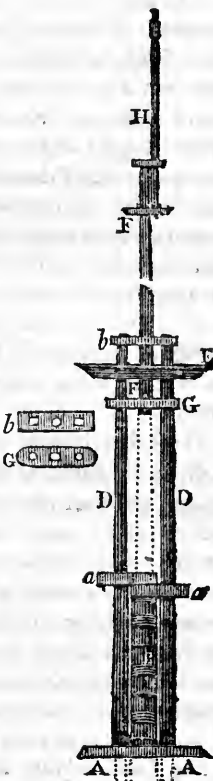
“ In the model in the Society’s possession, the main-mast is broken about one-third of its length above the deck, proper partners are secured on the deck, in which a hand mast and spare main-top-mast are fixed on each side of the broken main-mast, and secured thereto by two spare caps, morticed on a square made in its centre. A strengthening cap, moveable on these additional masts, connects them, and the upper parts of these masts are secured firmly by tressel-trees in the main-top. The foot of a spar fore-top-mast passes through a cap made from strong plank, morticed into the heads of the two temporary masts above mentioned, goes through the main-top, and rests in the moveable strengthening cap which connects those two masts, and enables the fore-top-mast to be raised to any height which the main-top will admit, and be then firmly secured by the upper cap, the main-top, and the strengthening cap below it. The fore-top-mast being thus adjusted, the cross-trees and top-gallant-mast are mounted upon it, which completes the whole business.

Two caps are the only things necessary to be made expressly for the purpose, the other articles being usually ready on board the ship.”

## Reference to the Drawing of Captain BOLTON's Jury Mast.

Figs. 1, 2, and 3.

“ Figs. 1, 2, and 3, where A A represents the partners or pieces of timber which are bolted to the quarter-deck for the mast to rest upon. B is the stump of the lower mast, which is cut square at the top, and of the same size as the head of the mast originally was; upon this square, the main and spare lower caps *aa* are fixed; two mortices must be cut in the partners A A to receive squares made at the lower ends of two temporary masts D D, which are supported by the caps *aa*, one of them is a spare main-top-mast, the other a hand-mast; these two support the main-top E, additional squares being made on the tressel trees to receive each of them. *b* is a cap shown in fig. 2, made of four-inch plank doubled for the purpose, and fitted upon the heads of the mast D D, for a fore-top-mast F F, the heel of which rests in a mortice made in the stump of the lower mast; it is also steadied by a double cap G, separately shown in fig. 3, on which it sits finally on the top. The top-gallant-mast H is fixed to the mast F, by the top and cap in the usual manner. The figures 2 and 3 show the caps separated from the masts, and are the only things necessary to be made for the purpose; and the object of the cap, fig. 2, is to steady and prevent any wringing of the lower jury-mast, and to sit the top-mast whenever it is reefed. The fore-top-mast F F appears in two separate pieces, on account of its length.



MR. EDITOR,

HAVING observed that you regret in a former part of this volume, the intelligence you possess relative to South American affairs is but slight, and that a letter therein published, page 248, dated Rio de Janeiro, December 18, contains information by no means accurate, I presume you will not think me the less a well wisher to your publication, if I offer you the best

means of correcting the error which the information I happen to have received from that distant quarter enables me to afford.

Addresses and proclamations have been distributed all over the continent of South America, on the part of those members of the royal family of Spain out of the gripe of Buonaparte, in proof of their non-acquiescence in the resignation of their rights to the crown of Spain. Since this, which was done at the desire of the Prince Regent of Portugal, events occurred which rendered it advisable for the Princess of Brazil to proceed to the Spanish territory for the preservation of the interests of her family, and the measure was proposed to the Prince by the Princess, who caused an answer to be written, expressing his consent, should he receive an application in due form. But something having been since instilled into his mind as to his own right to the crown of Spain, in default of the heirs of Ferdinand and his brothers, the consent on the request being renewed was withdrawn, and another answer given.

There has besides existed a wish in the Portuguese government to direct its force against certain objects incompatible with the existing political relations of Portugal, Great Britain, and Spain, and in which measures consequently Sir Sidney Smith, as commander of the British force in those seas, could by no means assist; but on the contrary, protested and cautioned those concerned as to the consequences of such steps being taken. Persons whose ideas are different from the admiral, and who therefore find him a restraint on them, have had recourse to representations to get him removed, and he has since been actually recalled; the consequences of which measure remain to be seen. In December last the fleet at Rio Janeiro were in expectation of going to the southward, after the arrival of the next packet from England.

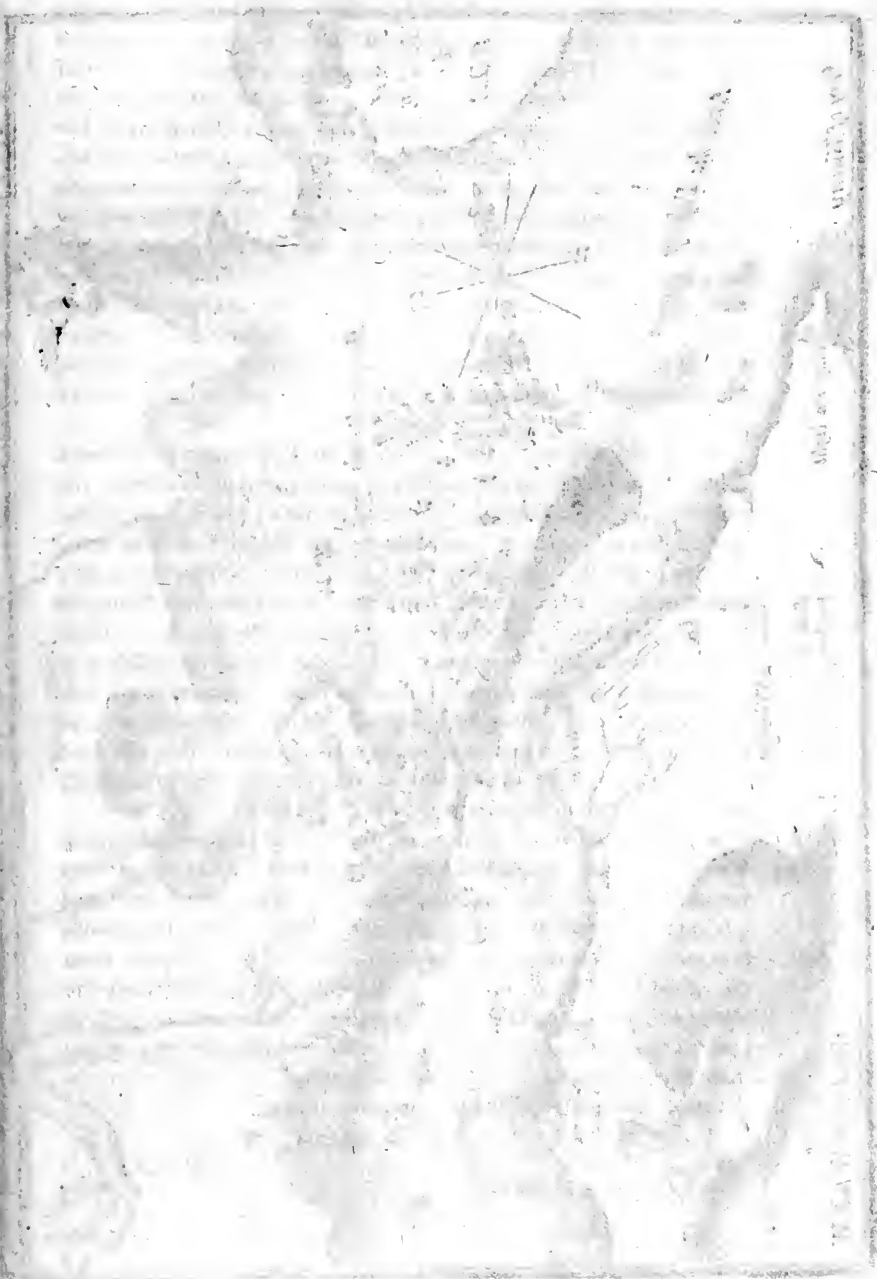
A paper war had commenced between Buenos Ayres and Monte Video, Guarda Costas had been fitted out by Liniers to prevent vessels going to the latter place, while Elío on the other hand had a frigate to protect his trade; the interposition of Sir Sidney Smith it is said has been requested by both, and it is to be hoped, from the confidence they repose in him, he will be able to reconcile the contending parties and restore tranquility. What advantage is to arise to the political influence and commercial interests of England from the removal of that able commander under such circumstances is much beyond the comprehension of

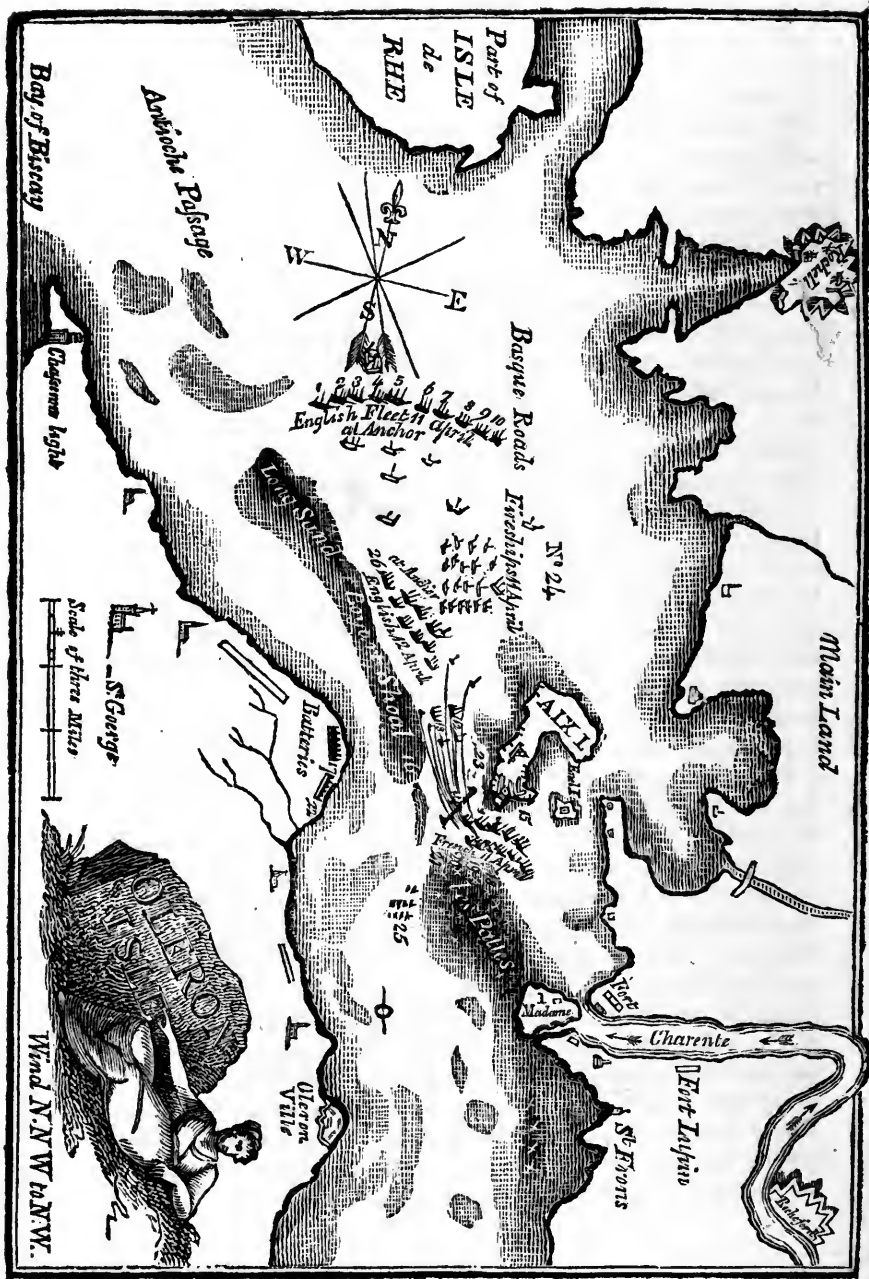
Your occasional reader,

NAUTICUS.

*Falmouth, April 20, 1809.*







DESTRUCTION OF THE FRENCH FLEET IN BASQUE ROADS, WITH  
A PLAN OF THE HARBOUR, &c. BY AN OFFICER OF HIS MA-  
JESTY'S SHIP VALIANT.—(With an Engraving.)

“*Erranti passemque oculos per cuncta ferenti.*”——VIRG.

MR. EDITOR,

**A**S a public despatch is not calculated to include many of the minute particulars relating to a naval operation, but merely to pencil out a broad outline, and sum up the final result, I beg leave to fill a few of the chasms with such particulars as fell under my immediate observation, during the late attack on (and I may say destruction of) the French fleet in Basque Roads. On the 11th of April, 1809, the French fleet were anchored in two lines, between Isle D'Aix, and a shoal to the southward of that island (Les Pattes). The channel was narrow, and between them and the outer roads was placed a kind of boom (No. 14), composed of cables, secured by anchors, and floated by buoys, &c. which they believed capable of resisting fire-ships; while the batteries of Isle D'Aix on one side, and Oleron on the other, secured them from open attack by ships of war. I learned, however, afterwards, from a French officer, that they had a number of boats out every night, ready to tow off any fire-vessels, in case we succeeded in breaking the boom. As the wind was strong from the northward all the afternoon of the 11th April, they judged the precaution of boats unnecessary; not expecting that we should attempt any thing that night. Our officers, however, having assembled on board the Caledonia for orders, repaired to their respective fire-ships, and in the evening dropped down to the place marked No. 24 in the plan, where they lay at anchor till about 9 o'clock; they then got under weigh, and in an hour afterwards there were 18 or 20 vessels in a blaze. From the ships in Basque Roads, they appeared to form a chain of ignited pyramids, stretching from the Isle D'Aix to the Boyart shoal; while Congreve's rockets flying through the air in various directions, and like comets, dragging a fiery train behind, formed a scene at once the most grand and terrific that can well be imagined. The Mediator was the first to strike the boom, and providentially, from the strength of the wind and tide, she broke the gallic barrier, and thus destroyed the palladium of their hopes! A brisk cannonade now commenced from the batteries on the Isle D'Aix, and likewise from several of the French ships, whose vivid flashes glancing like electric fires through the volumes of smoke and flame, emitted by the fire-ships, heightened the sublimity of the scene; every breast

now heaved with the strongest emotions of anxiety for the fate of our brother officers and gallant seamen employed on this most dangerous enterprize; nor were these emotions unaccompanied by a frequent sigh of regret for the desperate situation of our enemies! and many of us anathematised the tyrant, whose insatiable ambition drove a generous and brave enemy to the necessity of using these cruel implements of destruction in defence of their hearths and altars! At this moment the channel being opened by the successful impulse of the Mediator, a train of at least a dozen fire-ships drifted directly towards the French fleet, which in the utmost consternation, cut their cables, and ran aground on the shoal marked (Les Palles) in the chart; two fire-ships actually fell foul of two French men of war, but by great exertions they (the French) disengaged themselves, and suffered the rest to drive peaceably up towards the Charante.

On board the English fleet we were of course in the greatest suspense, both with respect to the fate of our companions, and the success of the enterprize; indeed, of the latter, we began to form no sanguine hopes, seeing that no explosion took place, and that many of the fire-ships, from a wrong direction, had fallen upon shoals and sands, where they burned without annoying the enemy. Before day-light, most of our officers returned; and as the dawn advanced, we beheld the greater part of the French fleet driven from their anchorage, and fast aground on the above-mentioned shoal; many of them nearly on their broadsides, and in a most melancholy condition. A telegraphic communication having taken place between Lord Gambier and Lord Cochrane, the English fleet got under weigh (12th April) and dropped down nearer to the enemy, where they are represented in the plan (26); it having been intended that the Caledonia and Cæsar should engage the batteries, but too little water having been found for this operation, the Valiant and Revenge, ships of the line, were ordered to anchor off the Boyart shoal (No. 12 and 13) within range of shell, in company with the Ætna bomb and several frigates. At this time the enemy were making every exertion to heave their ships off the shoal, which many of them effected, and stood up towards the entrance of the Charante; four, however, of their ships, namely the Varsovie, Aquilon, Tonnerre, and Calcutta seemed completely fixed; at one o'clock, therefore, Lord Cochrane in the Imperieuse weighed anchor, and stood in between the Boyart and Isle D'Aix, close to the former, and followed by the Ætna bomb.

The Batteries from Oleron now opened; and the shells pitched

In every direction around the Imperieuse and *Ætna*; while the 42-pounders from *Isle D'Aix* went over them in the contrary direction; regardless of these, they steadily pursued an equidistant course between the two islands, and in twenty minutes they passed the *Scylla* and *Charybdis* without any loss: they now steered for the western edge of the shoal, and having proceeded to that part marked (21) in the plan, they opened their fire on the French ships which were aground at (18 and 19); the batteries on the fortified point of *Isle D'Aix* (23 and 15) at the same time opening a tremendous cannonade on them in return. The *Valiant* and *Revenge*, accompanied by the *Indefatigable*, *Pallas*, *Emerald*, *Unicorn* and *Aigle* frigates, at half-past two o'clock, weighed anchor, and took the same route which the *Imperieuse* and *Ætna* had done before, the shot and shells passing over them without producing any effect; these ships having come to an anchor off the edge of the shoal, opened a well-directed fire on the French ships, (under a heavy discharge from *Isle D'Aix*) particularly on the *Ville de Varsovie* and *Aquilon*, while the *Calcutta*, in all probability, struck to the *Imperieuse*, whose judicious position, and inimitable fire, exceed all praise. The French ships, after firing for some time from their sterns, &c. struck their colours, many of the crew betaking themselves to their boats; while the *Tonnérre*, either by accident or design, caught fire, and in half an hour blew up, with a most awful and magnificent explosion; previously to this, however, the *Calcutta* was in flames, but did not explode till past seven o'clock, when she blew up, and exhibited the most terrific and sublime spectacle the human mind could contemplate, or the eye survey, without emotions of terror!—"Proximus ardet *Ucalegon*."—After securing five or six hundred of the prisoners, the *Aquilon* and *Ville de Varsovie* were doomed to the flames; and as the night advanced, the inhabitants of *Rochefort*, *Rochelle*, *Isle of Rhe*, *Isle of Oleron*, and *Isle D'Aix*, &c. &c. beheld one of their chief harbours mournfully, but splendidly illuminated by the destruction of their shattered navy! That anchorage which, twenty-four hours before, contained eleven sail of the line, and four frigates, defended from open violence by numerous batteries, and from fire-ships by a supposed impassable boom, was now occupied by a victorious enemy; while the reflux tides carried up to the walls of their proudest cities the melancholy emblems of their own defeat, and the memorable trophies of British bravery! Almost all of those ships which escaped destruction by fire, were aground in various directions, between *Isle D'Aix* and *Isle Madame*: two or three days after the action, a frigate was burnt near *Encl*

Isle, and the others must have experienced, many of them, irreparable, and all, considerable damage, as we could see them heaving overboard their ammunition and stores, in order to prevent their going to pieces on the shoals. No farther operations, however, were deemed practicable, on account of the intricacy of the Channel, and the numerous protecting batteries which now surrounded the French ships in every direction.

The Valiant was aground five hours, and the Cæsar, which came down late in the afternoon, was likewise on shore; but fortunately they all got off early on the morning of the 13th of April, without any material injury, leaving a squadron of frigates out of gun-shot to the westward of the shoal, at (No. 25) in the plan, where they lay in despite of the enemy; though in passing to and from our fleet they were exposed to a cannonade from both sides.

I shall now conclude with a few observations on the series of events which took place here, on the 11th and 12th of April, with their immediate and probable consequences.

There cannot be a doubt but that the fire-vessels, with the additional terrors given them by the application of Congreve's Rockets,\* although they did not directly destroy the French ships, were the first cause of their destruction; for had the enemy not been thus driven from their anchors, there is scarcely a possibility of their having been attacked by a sufficient number of our ships, on account of the want of water and narrowness of the Channel. It is likewise a pleasing reflection to the humane mind, that the object sought after, was thus gained, in a circuitous manner, which prevented the effusion of blood on both sides. The *Ruler* of France has been deprived of a strong weapon, while the *subject* has been spared.

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\* A thousand rockets were discharged at the enemy during this attack, fifty having been placed in the tops of each fire-ship, which, as the fire ascended into the rigging twenty minutes or more after the ship was abandoned, were flying about in all directions amongst the French ships, thus giving our fire-vessels a power of distant conflagration, as well as that by absolute contact. The enemy ceased firing, and shut down their ports, as the prisoners informed us, on seeing this unexpected discharge; nor can it be doubted that many took effect; and although by their exertions the enemy prevented the immediate burning of any of their ships, still this shower of fire must have added infinitely to their terror and confusion, and have greatly contributed to drive them from their anchorage, which was the foundation of all our future success. In like manner one of the fire vessels carried in by the first Lieutenant of the Hero, armed with a volley of 50 rockets on one side, was laid ashore on the Isle of Aix, and the whole going into the batteries in one flight, silenced a very heavy fire of cannon and musketry.

“*Parcere subjectis, et debellare superbos!*” should ever be the motto of an enlightened nation, when engaged in war. I would here fain pay a tribute of admiration to the zeal and co-operation of the fleet, and to the gallantry of Lord Cochrane, whose valour, judgment, and modesty, are equally deserving the highest encomiums, and received the most unreserved support from the commander-in-chief. But his Lordship’s own feelings will be his best reward. The last, though not least, subject I shall allude to, is, the consequences resulting from this enterprize. The mere destruction of five ships is of but comparatively small concern; but the lesson we have taught our enemies, by forcing our way into one of their securest harbours, and destroying their fleet in the view of perhaps a million of spectators, will make an indelible impression even on the rulers of France. This transaction cannot be vamped up and disguised in the public prints, as is the case when we conquer them at sea. Our superiority will be too glaring not to produce conviction; and indeed some of the officers when they came on board as prisoners, exclaimed, “that they had now no security from the English in their harbours, and they expected we should next go into Brest, and take out their fleet, whenever it suited our convenience!” It is now probably in our power to destroy the harbour of Rochefort, by sinking hulks in the narrow channel near *Isle D’Aix*, and at all events the foundation of a battery which they are erecting on the *Boyart sand*, should be demolished, and small vessels left there to guard it in future. The Rochefort station needs no more be regarded as a dangerous one in westerly gales, as ships of any draft of water may run in and anchor between the *Boyart shoal* and *Isle D’Aix*, in perfect security, during the heaviest tempest; and in short a small squadron there, may keep in check double the number of the enemy, as the moment they come to the only anchorage where they can take in their guns, they will be liable to the same salutation they experienced on the memorable 12th of April!

J. J.

<i>English Fleet.</i>	<i>Frigates, &amp;c.</i>	<i>French Fleet.</i>	<i>Frigates.</i>
1 Caledonia.	Pallas.	Foudroyant	80.
2 Cæsar.	Unicorn.	Varsovie	74 B
3 Bellona.	Indefatigable.	L’Ocean	110
4 Resolution.	Emerald.	Cassard	74
5 Theseus.	Imperieuse.	Calcutta	56 B
6 Hero	Aigle.	Tonnérre	74 B
7 Donegal	Ætna.	Patriotte	74
8 Illustrious.	Foxhound.	Jemappe	74
9 Revenge.	Beagle.	Aquillon	74 B
10 Gibraltar.	Cutters, sloops,	Tourville	74
11 Valiant,	&c.		

ON COFFERS, ROCKETS, INFERNALS, FIRE DEVILS,  
CATAMARANS, &c.

MR. EDITOR

London, May.

THERE is not perhaps any opinion, in the present age, more eagerly embraced or more fondly cherished, than that every great discovery or attainment of science must necessarily be productive of results beneficial to ourselves, or advantageous to posterity. Yet it is certain, that no opinion can possibly be wider from the truth, or more palpably fallacious; as one instance of which, had the means of procuring ardent spirits never been developed, how greatly both in morals and happiness would mankind at this moment be gainers? And if this remark be so obviously true, as it affects mankind in general, how numerous are the instances of important discoveries operating destructively on the interests of particular nations and societies? To the discovery of a passage to India round the Cape of Good Hope, Alexandria and Venice now justly ascribe the commencement of a mournful declension. To the genius of Columbus and the mines of America, Spain at this day wisely imputes the miseries which oppress her. And if we should proceed to anticipate the probable consequences of encouraging, what are termed great acquisitions to the country we live in, we shall I think be readily brought to acknowledge, that it is not always to acquisitions the most brilliant that nations are most largely indebted. To illustrate this, let us for a moment suppose, that the patentee of the gas-lights has actually realised what he pretends to, and thereby considerably reduced the consumption of oil. Let us go on to suppose, that canals on canals are multiplied, till there remains no employ for the vessels called coasters; and granting to our wishes still more, let us admit, that a coal mine has just been opened in the neighbourhood of London. Now, it is thought to be indisputably true, that the immediate effect of such acquisitions would be incalculably great in commercial advantages. But is it not equally true, that in proportion as the country enlarges its commercial ability, the most alarming effects would be entailed on the guardian of that ability, through the nurseries of the navy?

Your lights, your coals, and your canals, would they not rapidly consume the principal sources of its strength, our fisheries, our colliers, and our coasters? If these reflections be just, it necessarily follows that government can never be too cautious in



granting the favour of its countenance to any proposals for producing temporary advantages ; and this immediately brings me to the subject of this paper, the absurd, inhuman, and *dangerous* policy of instituting so abominable a warfare, as that of the coffers, rockets, &c. and indeed the impolicy in general of encouraging inventions, that tend to innovate in any considerable degree on the honourable and triumphant system of naval warfare, in which we are allowed to excel. It may be worth while stopping here a moment to consider what would be the conduct of those who are called prudent men, in ordinary life, under similar circumstances, of established superiority, looking down with contempt upon their foes ; for instance, let us select that class of men among our manufacturers, whose prudence and enterprise are equally conspicuous, I mean the proprietors of the cotton manufactories. We all, or at least a great part of us, have at one time or other contemplated with pride the wonderful exertions of skill and capital, which are displayed in the construction of those stupendous establishments. Let us then, keeping this circumstance in memory, grant for the sake of illustration, that one of the many foreign rivals who have been driven from the market by our superiority, has, in a moment of desperation, or to answer some favourite purpose, collected together the remnant and wreck of his stock, intemperately boasting, that by these means he should again assume his consequence in Europe ; or coming still nearer to the subject, let us imagine, that some foreign genius was said to have discovered a method of fabricating cottons diametrically opposite to that in which we excel ; a method so simple and unexpensive, as to need neither skill nor great establishment ; in short, one completely congenial to the resources of their opponents. Now, with these views of the case, can we (knowing the wisdom and magnanimity of our countrymen) hesitate to decide on what would be their conduct. Would they, in answer to such a threat, resolve at once on violating all their ancient and honourable customs ? Or on the latter supposition, would they, on the first hint of a secret existing pregnant with such ruin to their manufactories and families, immediately hold out rewards for its encouragement. Would these prudent men ostentatiously combine to give life and notoriety to a plan for rendering useless those very establishments on which their superiority is founded ? Oh, no ! there is not a man in Britain who is ready to answer in the affirmative : there is no one in the universe to accuse them of so flagrant a folly. How then is it, that the very men who ought to be the most prudent among us,

have adopted so opposite a conduct ; have been for so long a time the patrons of coffers and rockets, the enthusiastic admirers of every invention, no matter how diabolical, that promised destruction to maritime establishments ? I have some where read of a prince, reigning over a people made rich by their skill in the manufacture of glass, to whom a certain projector offered a secret, by which that brittle article might be made malleable, or easily converted into numerous shapes, by a process extremely simple, and totally different from that in which his subjects excelled. If I remember right, the prudent prince, alarmed lest such an innovation should take from his people the fruits of their present superiority, was so far from encircling the mischievous projector with honour, that he enclosed him in a prison for life ; and the story adds, that the grateful nation ever after honoured his memory. If this story be true, Sir, what distinctions await the inventors and patrons of coffers and rockets ! The construction of the famous, or rather infamous, coffers, is so well understood throughout the country, that any attempt to describe them here would be highly superfluous ; but it may not be equally well known, that the submarine bomb or coffer was first used as a resource by the Americans, at a time when their coasts were exposed to wanton depredations from any frigate that chose to anchor in their rivers ; and that even under those circumstances, they have never been openly justified. The first allusion to them by Lord Stanhope, in Parliament, was received with horror and derision, though the man who afterwards was cherished in England, was at that time on his road to Paris. On the arrival of this notable projector in that capital, he is said instantly to have submitted to the minister of marine the following proposal : that provided he were assisted by two privateers and fifty resolute men, he would engage to destroy in a few nights the largest fleet that ever lay at Spithead, and that too with scarcely a shadow of danger to the persons employed. He then proceeded to developé his plan, which, according to his declaration, would enable any *one* brave man (*ruffian*) at little or no hazard, under cover of night, so to place his submarine bomb, or coffer, as to insure the blowing up into fragments the crew and hull of the largest ship that ever floated ! How base ! how horrible ! how revolting is such a proposal to every noble principle in our nature ! Eight hundred brave men buried in sleep, hurled to eternity by *one* crafty murderous ruffian ! No wonder that Dégres, a man who has the credit of having fought an action that covered him with glory, turned shuddering with horror from the

proposal. It is said, that no sooner had he heard it, than quitting the apartment, he angrily uttered this memorable reply, "Go, Sir, your genius to the Algerines may be acceptable, but now learn, that France has not yet abandoned the ocean."

It would certainly be matter of curious inquiry, were it possible to develop the hidden springs which actuated the decisions of men filling high and responsible offices in different kingdoms. In this particular case, we see the first, or rather sole Lord of the Admiralty in France (where we might reasonably imagine that every project for the destruction of maritime establishments would be readily embraced) turning with just indignation from the very identical invention, that is received by the English Admiralty with joy and exultation. Good God! from what does this proceed? Surely not from a deficiency of humanity? Yet when we see men obviously go out of their way, openly stooping from their lofty station to superintend the construction of such detestable machines, what are we to infer? Is it not still in the memory of every one, that even the great mind of Mr. Pitt, while gorged with power, was employed in bringing to perfection these murderous machines? Will it ever be forgotten that delicate and noble females were assembled at Deal to witness the experimental effects of these frightful explosions? Well might the astonished tar exclaim, "*Guy Fox* is got afloat!" and well might serious men reflect on all that has been urged against the employment of incendiaries; and with all our deference to the patriotism of Mr. Pitt, it will surely admit of a query, whether the energy of his eloquence would not have been heard dooming to execration any similar scheme for blowing up him and his relatives in the Castle of Walmer. If the patronage of such machines does in reality emanate from the Admiralty, and not as some surmise, from higher authority, then the inhumanity and impolicy of the adoption are still more extraordinary; for it is scarcely to be credited that the naval Lords at least, should give their assent to such practices. Lord Mulgrave, the first Commissioner, is said to be a man of humanity, and those selected from the navy stand high in the profession; here then at once is a majority, and yet we see these practices continued; not only continued, but if reports may be credited, considerably extended. Scarcely had the impracticability of the coffer war been apparently demonstrated, than the ardent minds of our schemers were directed to rockets; with these weapons, it has been contended, a common trawl-boat might be made superior in power to the largest opponent; for that, by discharging light

after flight into the sails or hull of her antagonist, in spite of her seamen's exertions, she must shortly be reduced to ashes! But coffers and rockets, bad as they are, are nothing to what may be expected, a vast current of genius is now directed to the practicability of destroying powerful ships in every direction, which of course will no sooner be brought to perfection, than be adopted by the enemy. All that have yet appeared are but mere *runners* from the *great fleet* of inventions now on its passage. As to explosion craft, they are nothing new; with the French they are infernals, as well as the coffers, and naturally expected by a nation that accuses us of employing them in the streets of Paris. Noah's ark, it has been said, never contained such a diversity of forms and natures, as the fleet alluded to will offer. Water worms, and fire devils are among them; in fact, it seems all the elements have been put in a state of strict requisition. Thunder and lightning are mere playthings in the hands of these modern Joves. Even winds and tides, formerly the friends of the seaman, are now to be combined for his destruction, and no one on earth can tell where this astonishing infatuation will end. But if conjectures may be attended too, a great revolution is about to take place in maritime skill and machinery. Battles in future may be fought under water: our invincible ships of the line may give place to horrible and unknown structures, our frigates to catamarans, our pilots to divers, our hardy, dauntless tars, to submarine *assassins*, coffers, rockets, catamarans, infernals, water worms, and fire devils. How honourable! how fascinating is such an enumeration! how glorious, how fortunate for Britain are discoveries like these! How worthy of being adopted by a people, made wanton by naval victories, by a nation whose empire are the seas.

F. F. F.

MR. EDITOR,

**T**HE following letter from a midshipman, on board one of the vessels engaged in the late glorious enterprise in Basque Roads, to his mother, giving a detail of that gallant achievement, will not possibly be found uninteresting, as coming from an amiable and spirited youth aged only thirteen. The insertion of it in your *NAVAL CHRONICLE* will oblige and gratify the feelings of his friends.

E. B. G.

"MY DEAR MOTHER,

"Downs, April 27, 1809.

"We arrived in Basque Roads on the 10th of April, and found Lord Gambier with a fine fleet, of eleven sail of the line, frigates,

brigs, &c. besides the fire vessels that we brought from England. The French fleet was at anchor within three or four miles of the British, and consisted of ten sail of the line and four frigates. On our arrival every thing was prepared for the attack, under the eye of the gallant Lord Cochrane; and our captain had the honour of commanding one of the fire-vessels. Every thing being prepared, about eight o'clock on the night of the 11th the fire-ships proceeded with a favourable breeze, on service. We weighed, in company with several frigates and brigs, to cover their attack. Several explosion vessels were set off in the midst of the enemy. The sight was truly awful! but still the enemy received less damage than was expected; they cut their cables to avoid the fire-ships, and escaped by running ashore. One of the enemy's frigates was destroyed by the Mediator fire-ship, the gunner of which was blown out of the port, and never seen more. The Imperieuse, one of our advanced frigates, commanded by Lord Cochrane, perceiving the enemy in an advantageous situation for attack, stood in towards him, in company with the *Ætina* bomb, and we immediately followed. Lord Cochrane anchored close to three of the enemy's 74 gun-ships. We passed him, and giving three cheers, opened our fire. About three o'clock the action became general, and about four the *Calcutta*, of 64 guns, struck her colours to our little squadron. The *Revenge* and *Valiant* now arrived, and opened a most terrible fire upon *La Ville de Varsovie*; and about five o'clock she struck. The firing now ceased from the ships; but the French batteries on the island *D'Aix* still continued firing at us, as indeed they had done the whole time. Our captain observing one of the enemy's ships in a proper situation for attack, immediately bore down, and we hove to under her stern, and engaged *L'Aquilon*, of 84 guns, for thirty minutes; at the end of which time, we found ourselves drifted opposite the broadside of our adversary. We were now in the most imminent danger of being sunk; and had we not given her a good drubbing before, this would certainly have been our lot. We tacked immediately, and resumed our station across her stern; and after several severe broadsides, she struck to us. *I believe that we are the first brig of 18 guns that ever took a line-of-battle ship.* About six o'clock our second lieutenant set fire to the *Calcutta*, (one of our prizes), it proving impossible to get her off. About two hours afterwards she blew up with a terrible report: we now compelled the enemy to set fire to the *Tonnérre*, of 74 guns; she

blew up a short time after the Calcutta. Thus, my dear Mother, ended this *glorious day!* in which a small squadron of two sail of the line, four frigates, and several brigs, destroyed four sail of the line out of ten, and drove the rest ashore. We received a great deal of damage in our rigging, but, thank God, had not a man killed. On the morning of the 13th Lord Cochrane made the signal to protect the bomb which was to heave her shells at the enemy. We accordingly weighed, and anchored within half a mile of the French three-decker, l'Océan, bearing the flag of Vice-admiral Alemand, the French commander-in-chief. We were also engaged with l'Hortense, 44-gun frigate, and the batteries of the Isle D'Aix. This action lasted five hours; at the end of which time, the tide falling, we were obliged to retire, to prevent getting ashore. On the 15th the French admiral having got every thing out of his ship to make her light, stood up to Rochefort; and on the 16th the French rear-admiral, and a 74, escaped the same way. We were now recalled by our admiral, and sent to England with despatches, which we landed near Plymouth: we expect to go to Portsmouth to repair our damages: we had only one man wounded, and two or three hurt by splinters. As we were coming away, the enemy set fire to the Hortense frigate, to prevent her falling into our hands. The Lucian is on her beam ends, and will never be able to get off."

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### PLATE CCLXXXIII.

**C**ORK, the capital of a county of the same name, is one of the principal cities of Ireland. It stands on the River Lee, by which it is nearly surrounded, about 15 miles from the sea, in latitude 51 deg. 53 min. 54 sec. north, longitude 8 deg. 28 min. 15 sec. west of Greenwich.—It is remarkable for its deep and spacious harbour, generally mentioned as the Cove of Cork, which lies about seven miles below the town. The largest vessels, and the most numerous fleet, may ride here, secure from currents and storms. One side of the harbour is formed by an island, four miles long and two broad, defended by a fort.—Vessels of 120 tons may go up to the quay; but those of greater burden unload at Passage, five miles and a half from the town.

The annexed view of the harbour, engraved by Baily from a drawing by Mr. Pocock, was taken when it bore N.N.E by the compass. In that direction the harbour appears open; but in

others, and in hazy weather, it is (as the phrase is) a blind harbour, without any apparent opening, the land being of nearly an equal height along the coast. It is so well known, and so much frequented, that few are unacquainted with it, yet the following remarks may enable strangers to the coast to avoid much trouble, anxiety, and risk.

In coming from the eastward, and the wind at N.E. haul well up to the northward, so as to make Cable Island, or Ballycotton, keeping the starboard shore on board, that you may haul close round Poor Head, and fetch into the harbour. For want of this precaution, many ships have been thrown by a strong outset from St. George's Channel and the Ebb Tides beyond calculation off the Old Head of Kinsale, and even to the westward of it; from whence, if the wind continues easterly, it is not easy to beat up, and often requires some days.

N.B. About half way between Ballycotton and Poor Head, lie some sunken rocks called the Hawkes; they are dangerous at low water, and it is better to give the shore at that place a good berth.

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## NAVAL LITERATURE.

*A Voyage to the Demerary, containing a Statistical Account of the Settlements there, and of those on the Essequibo, the Berbice, and other contiguous Rivers of Guiana. By HENRY BOLINGBROKE, Esq. of Norwich, Deputy Vendue Master at Surinam. 4to.*

**T**HE settlement of Demerara, or Demerary, which was originally formed by the Dutch, on the banks of that river, has, in succeeding wars, been frequently taken and retaken, by the contending powers. It was seized by the English, in the American war; the French obtained possession of it soon afterwards; by the peace of 1783, it was restored to the Dutch; in the course of the last war, it again fell into the hands of the English; by the peace of Amiens it was returned in a greatly improved state, to the country by which it had been originally colonised; and, at the commencement of the pending contest, it reverted to its present possessors, the English.

Had it been determined to retain possession of the Demerary, and its dependencies, their general improvement, by the English,

would have been a measure deserving of unqualified approbation; particularly as, according to the statements of Mr. Bolingbroke, they had previously been greatly undervalued, neither the British nor the Batavian government having duly estimated their importance; but, when we are told, that an expence of 1,500,000*l.* sterling was incurred, during the last war, merely on the speculation of retaining those colonies, we cannot but hesitate in assenting to the policy, by which such a sum was allowed to be expended.

The details which are furnished by Mr. Bolingbroke, we should hope, may have some influence in the negotiations which may lead to the ultimate retention, or restoration, of the Demerary.

The contents of this volume will be perused with considerable interest, by the naval, as well as by the general reader. Stabroek, the capital of the Demerary, is thus described:—

“ Stabroek was to me quite a new sight. I recollected no English town which bore the least resemblance. It stands on the flat strand; and canals, where black and tawny children were plunging about like didappers, inclose the main street: while wooden houses, with colonnaded porticoes and balconies, shaded by a projecting roof, are orderly arranged between spacious intervals in three parallel lines. They are seldom above two story high: they stand on low brick foundations, and are roofed with red wood, which I took for mahogany. No where the glister of a glass casement; Venetian blinds, or *jealousces* as they are called by the inhabitants, close every window; and the rooms project in all directions to catch the luxury of a thorough draft of air, so that the ground-plan of a dwelling is mostly in the shape of a cross. There are no trees in the streets as in Holland; the town would have been pleasanter with this imitation of the old country; but casks and bales lie about, as if every road was a wharf, and numerous warehouses are intermingled with the dwellings. Even the public buildings are of wood. Blacks clad only with a blue pantaloon, or with a mere towel of checking, supported by a string about the loins, come to perform every office. Here and there a white man, in a muslin shirt, and gingham trowsers, is seen smoking his segar, and giving directions from under an umbrella to his sable messengers; or is led about in his phaeton drawn by ponies to superintend the shipping of his goods. A noon-day sultriness and silence prevail: every motion is performed with such tranquility, for fear of kicking up a dust, that one would suppose the very labourers at work in a church during service.

“ By the time I had unpacked, washed, and dressed, dinner was ready; namely, at five.

“ A dinner at Stabroek is a sort of mercantile medley of the imitable parts of the manners of remote nations. There was soup to begin with,



as in France, and salted ling to begin with as in Holland: there was an English huge joint of beef, and a couple of Muscovy ducks; there was an Italian desert of Bologna sausages and sallad, anchovies and olives; there was fruit of all kinds, pine-apples, guavas, oranges, shaddacks, and avoiras. Wine was taken during the repast, and porter between the courses, for a *bonne bouche*.

“ At dusk, spermaceti candles were lighted, and placed within large cones of glass, to prevent the wind from blowing them aside. Segars were offered to us at the whist table, and most of the party smoked, and drank coffee. A hammock, protected by a gauze curtain against the mosquitoes, was allotted me to sleep in, until beds could be put up.

“ The household establishment I found to consist of eight male and two female negro servants; a strange disproportion. The house was spacious, airy, and open, with pervious shutters, to admit every where a free circulation of air.”

Mr. Bolingbroke is more favourable in his accounts of the negroes, than some authors whom we have met with.

“ There is a market-place (says he) where the negroes assemble to sell their truck, such as fruit, vegetables, fowls, eggs, and where the hucksters expose for sale, articles of European manufacture (much in the same manner as the pedlars do in England), in addition to salt beef, pork, and fish, bread, cheese, pipes, tobacco, and other articles, in small quantities, to enable the negroes to supply themselves agreeably to the length of their purses. Hucksters are free women of colour, who purchase their commodities of merchants at two or three months credit, and retail them out in the manner described. Many of them are, indeed, wealthy, and possess ten, fifteen, and twenty negroes, all of whom they employ in this traffic. It is by no means an uncommon thing for negroes in this line to be travelling about the country for several weeks together, sometimes with an attendant, having trunks of goods to a considerable amount, say two hundred pounds, and when a good opportunity offers, they remit to their mistresses what they have taken. It is really surprising what a large sum is thus returned by these people going from one estate to another. The permission of the manager to every plantation is always necessary, before the huckster ventures to the negro houses, where the bargains are made. Those that have not money, barter their fowls, pigs, and segars, for what they stand in need of. The hucksters are provided with such an assortment as to be able to supply the negro with a coarse check, or the manager with a fine cambric, for his shirts. Coloured women of all descriptions are extravagantly fond of dress: but those resident in the country, not having such an opportunity as the Stabroek ladies of seeing every thing new as it arrives, feel a lively sensation of joy and pleasure at the sight of a huckster, and anticipate the pleasure of tumbling over the contents of her trunk; and if it contains any new articles of fashion, their hearts beat high with wishes to obtain them. If a joe or a dollar be still remaining, it is sure to go; should their purse be empty, they make no hesitation in asking for credit; such is the general character and conduct of coloured women.

“ The market is copiously supplied with butchers’ meat, but at a most extravagant rate: mutton 3s. veal 2s. 6d. beef 2s. 1d. pork 10d. per pound. With fish the town is not so well provided as the country; no fishmonger has ever yet engaged in the business upon a scale sufficiently extensive to supply the population. The utmost endeavour yet made, is that of some negroes, who hire themselves of their masters, at so much a day or month, and go a little beyond the mouth of the river in canoes, returning by one or two o’clock, and selling what they may have caught. A very glutinous fish, called a snaukama, which is esteemed a dainty, is taken in a curious manner. It finds a principal part of its sustenance in hollow trees, logs of wood, and in the skeletons of old ships, which from lying in the mud by the water side, soon decay. These they visit for food during flood tide, but at ebb are left in the cavities of the wood, out of which the negroes draw them by a hook fastened to the end of a stick.

“ A negro, in the enjoyment of social happiness, having his wife and children, a garden, his goats, pigs, and feathered stock to attend to, feels a degree of interest in the estate, which would scarcely be expected from an emigrated African. By being transported to a new soil, and a more civilized country, these people become more humanized, and more enlightened; their minds undergo a new formation, and they are enabled to distinguish the good treatment they receive here, from the arbitrary and unrelenting mandates of the petty kings and princes in their own country, where they are subject to be butchered like a parcel of swine. Better, sure, are the Africans under the West India planters, protected as they are by the colonial laws, transplanted into a settlement, where their industry and talents will make them useful members of the community, than abandoned to the cruel and rude tyranny of an uncivilized master in their own country. The severe methods of coercion, formerly used by the West India planters, are traditional among the Africans, and resulted from employing negro taskmasters. In proportion as white overseers have become numerous, has the treatment improved. During my residence in Demerary, I made it a regular question of inquiry among plantation negroes, whom I was constantly in the habit of seeing and conversing with at remote places, as my chief occupation consisted in travelling, whether they preferred their own country to this; and I hereby make a solemn asseveration, which will remain upon record, that of several hundreds of negroes, to whom I have put the question at different periods, they have all given the preference to their present situation. I will venture to assert, that in case of asking all the negroes round in the colonies, there will be found ninety contents out of every hundred to whom the question should be put.”

After the above, as an object of contrast, the reader will not fail to be struck by the perusal of the following passage, extracted from Poyer’s *History of Barbadoes*, a work of respectability lately published:—

“ They (the negroes) are Pagans in the most extensive signification of that opprobrious appellative. Without even the advantage of idolatry,

they have no system of morality, no sense of religion, nor faith in its doctrines; their creed is witchcraft, and their only religious rite the practice of Obeah. Travellers report, that the Africans are believers in the Supreme Being; that they have modes of worship, and many religious ceremonies; but those who have been brought to Barbadoes seem to have left their national faith and household gods behind; and, what is far more unfortunate, they have adopted no others in their stead. Some, indeed, profess Christianity; that is, they have been baptized, but their hearts are as void of any religious impressions, as if they had continued in the wilds of Africa. Frequent attempts have been made by some humane owners to convert their favourite slaves to Christianity, and though many of them are treated with parental fondness and indulgence, no benefits have been derived from the pious endeavours to effect their conversion."

We shall offer one more extract from Mr. Bolingbroke's performance, as displaying an instance of genuine native benevolence in an African; an instance the more interesting, as it relates to our respected, but unfortunate fellow-countryman, Mungo Park:—

"I discovered in a singular manner that one of the sailor negroes attached to our establishment, and who had been in Demerary about two years, had seen Mungo Park, in his travels in the interior of Africa. I was going down to Essequibo in the schooner, and, as was my custom, I had put three or four books into my portmanteau: Mungo Park's Travels was among the number. In looking over the vocabulary of the Mandingo tongue, I called Peter, a negro of that nation, and asked him a question in his own language. "Kie! massa, you sabbe talk me country," was the exclamation. I had now an opportunity of proving Mungo Park's correctness, and desired Peter to turn the question I had put to him into English, which he did, with several others, and from their agreeing with the translation, he convinced me that the travels in Africa deserved credit and confidence. However, to prove further, I told Peter what I was reading, when he replied with energy, "Massa, me been see that white man in me country, in de town where me live, he been come dere one night for sleep, one blacksmith countryman for me been with him, me been give him rice for he supper, and soon, soon, in the morning he been go towards the Moor's country." From the earnest manner in which this artless tale was delivered, I was convinced that Peter had seen Mungo Park; the name of the village, and the reception he met with, agreed so exactly with what was narrated, that there could be no doubt of it."

It will readily be perceived, that we cannot compliment our author upon the style of his work; but, if the manner be not exactly what might be wished, the matter will be found sufficiently important to obtain for it an extensive perusal.

## Nabal Courts Martial.

### TRIAL OF REAR-ADMIRAL HARVEY.

**O**N Monday, May the 22d, a Court Martial was assembled on board his Majesty's ship *Gladiator*, at Portsmouth, for the trial of Rear-admiral ELIAB HARVEY, on charges imputing disrespect to his superior officer, Admiral Lord GAMBIER, commander-in-chief of the Channel fleet, and which Charges were comprized in two letters addressed to the Secretary of the Admiralty, the Hon. W. W. POLE.

Sir R. CURTIS, Bart. President.

Vice-admiral John Holloway	Rear-admiral W. A. Otway
Vice-adm. Sir J. T. Duckworth	Capt. the Hon. A. K. Legge
Vice-adm. Sir H. E. Stauhope	Captain Pulteney Malcolm
Vice-adm. Thomas Wells	Captain James M'Namara
Rear-admiral John Sulton	Captain John Irwin.

M. GREETHAM, Esq. jun. Judge-Advocate,

The order for assembling the Court, and Lord GAMBIER's two letters, were read as follows:—

“ SIR,

“ *Caledonia*, in *Basque Roads*, April 4, 1809.

“ His Majesty's ship *Imperieuse* arrived at this anchorage yesterday, and Lord Cochrane delivered to me your letter, signifying their Lordships directions to me to employ him on the service of attempting to destroy the enemy's fleet by the means of fire-ships, &c. and I beg to assure their Lordships, that Lord Cochrane shall have every assistance, with all the means in my power to give him, for the accomplishment of so desirable an object. As the fire-ships may be expected to arrive every moment, I immediately communicated to the different ships (through the medium of the admirals of the division, to the respective captains) the projected intention of destroying the enemy's fleet, and directed them to furnish me with the names of such lieutenants as would volunteer to command the fire-ships, which may not be under the direction of an officer of the rank of commander, and also that a certain number of volunteer seamen, sufficient to man the fire-vessels (or for any other service) should be kept in readiness; at the same time I held out to the officers and men (volunteers) encouragement of reward by their Lordships to such as distinguish themselves on this occasion. Upon this Rear-admiral Harvey came on board the *Caledonia*, and stated a number of officers and men on board the *Tonnant* that were ready volunteers to undertake the service, and that he offered himself to have the direction of executing that service: I informed him that their Lordships had fixed upon Lord Cochrane for the purpose. On which Rear-admiral Harvey declared to me, in the most violent and disrespectful manner, and desired me to consider it as an official communication, ‘ that if he was passed by, and Lord Cochrane, or any other junior officer, appointed in preference, he should immediately desire to strike his flag, and resign his commission.’ I informed him I should be sorry he should take such a strong measure, and that the Lords Commissioners of the Admiralty having fixed on Lord Cochrane, and directed me to employ him upon this service, I could not deviate from their

Lordships' orders. The rear-admiral, upon this, continued his vehement and insulting language to me, and stated how much he had been neglected for his former services, both by myself when holding a seat at their Lordship's Board, as well as by others of their Lordships' predecessors there; that he had not been rewarded for the eminent services he had performed; and after such violent invective, and a continuation of insulting gestures and language, under which I beg to assure their Lordships I preserved my temper and calmness towards him, he declared that he had differed with me in opinion with respect to my conduct in the command of the fleet; that he could impeach me for misconduct and bad management, and concluded by saying, with the same insulting tone and manner, that he would go in the *Tonnant*, or any old rotten 74, to board the enemy's three-decked ship in Aix Roads, and bring her out.—Here I must observe to their Lordships, that in a conversation a few days ago with Rear-admiral Harvey, upon the strong position of the enemy's fleet, he stated it to be his opinion, that any ships that entered that anchorage to attack the enemy, could never return from it.—I will not trouble their Lordships with any further detail respecting the disrespectful conduct of Rear-admiral Harvey towards me, but only say, that I never in my life received so much insult to wound my feelings so sharply, as on the present occasion. I must add, however, that I have uniformly shewn the rear-admiral that respect and attention to which his rank entitled him; and I can venture to appeal to all the officers under my command, that the service, since I have been in the command of the fleet, has been conducted with the greatest harmony, and the best understanding with the officers their Lordships have done me the honour to place under my command, and that I have used all the zeal, attention, and diligence in my power, to discharge my duty with integrity and uprightness.

“Under these circumstances, and in consideration that the public service may be impeded, I trust their Lordships will see the necessity of taking the most speedy measures of relieving me from the embarrassing situation in which I am placed by the officer, second in command here, treating me in a manner so contemptuous and insulting, as to amount even to mutiny. Having stated what I have done, I beg you to assure their Lordships that I do it only with a view to vindicate my character from the unmerited assertions cast upon it by an officer so violently irritated against me as Rear-admiral Harvey appears to be, and this for an act not my own. If their Lordships should not upon this statement think it necessary to order a Court Martial to be held upon Rear-admiral Harvey for his conduct, I beg it may be considered that I reserve to myself the right of making an application for that purpose. I have the honour to be, Sir,

“Your most obedient humble servant,

“GAMBIER.”

“*The Hon. W. W. Pole, &c. Admiralty.*”

“SIR,

*Caledonia, in Basque Roads, April 4.*

“Since I closed my letter to you this morning (No. 83), stating the conduct of Rear-admiral Harvey yesterday, it has come to my knowledge, that he has in many instances spoken of me in a most contemptuous and disrespectful manner to several officers in the fleet, and done so with that publicity, that it cannot fail to have been disseminated amongst the inferior officers and seamen under my command. It is truly painful to me, particularly under the circumstances of an approaching enterprize, that language should have been used by any one calculated to subvert due confidence and discipline, and to militate so much against the proceedings of the public service; more especially that it should have been used by an officer holding the situation of second in command. I cannot now, however, hesitate upon the

course which becomes necessary for me to pursue on this occasion, and have therefore to request that the Lords Commissioners of the Admiralty will be pleased to order a Court Martial to try Rear-admiral Harvey, upon the charges set forth in my letter of this day's date (No. 68) and for having, as herein before stated, spoken of me and of my character and conduct, at different times, in an unofficer-like and contemptuous manner, tending to subvert the discipline of the fleet, much to the prejudice of the public service.

I have the honour to be, Sir,

"Your most obedient humble servant,

"GAMBIER."

Mr. Bicknell, then, as Solicitor for the Admiralty, began the proceedings by calling on the first witness, Admiral Lord Gambier.

Q. Was your Lordship appointed commander-in-chief of the Channel fleet, and did you hold that situation on the 2d and 3d of April last?—

A. I was, and did hold that situation on the days mentioned.

Q. On what particular duty was your Lordship's fleet employed at that time?—A. In blockading the enemy's fleet, anchored under the Isle of Aix.

Q. Did your Lordship receive any and what orders to employ Lord Cochrane, from the Admiralty, for the purpose of destroying the enemy's fleet in Basque Roads?—A. I did receive such orders on the 2d or 3d of April last.

[Here he produced the order, which was read.]

Q. Did your Lordship in consequence of that order issue any, and what directions to the captains of the fleet, through the medium of the admirals of division?—A. I issued orders to the flag officers of the fleet.

Q. What was Rear-admiral Harvey's rank in the fleet at that time?—

A. He was Rear-admiral of the Red, and second in command in the fleet.

Q. Did Rear-admiral Harvey come afterwards on board the Caledonia, and on what date?—A. Admiral Harvey came on board in the afternoon of the 3d of April.

Q. Be pleased to state to the Court all that passed between you and the admiral on that day?—A. In the afternoon of the 3d of April, Admiral Harvey said in my cabin, no other person being present, that in consequence of the orders I had issued, calling upon the officers and seamen to volunteer their services in the fire-ships that were preparing to be employed, there were several officers on board the Tonnant ready to undertake that service, and the admiral offered himself to me for the duty. I informed Admiral Harvey that I had received orders from the Admiralty to employ Lord Cochrane to conduct that service; upon which Admiral Harvey replied to me in a high tone, and in a disrespectful manner, that if Lord Cochrane was employed, or any other officer junior to him, in preference to him, he should immediately desire to strike his flag, and resign his commission. I informed Admiral Harvey that I should be sorry he should take strong measures; that I had received particular orders from the Admiralty to employ Lord Cochrane. Upon this Admiral Harvey, in a vehement, insulting manner, said, he had been neglected in his former services by myself, when I held a place in the Admiralty, and by other members of the Admiralty, and that he had not been rewarded for the eminent services he had performed. Admiral Harvey went on in a manner highly offensive and contemptuous to me. He said that he was sure I had written to the Admiralty to propose or recommend some other officer junior to him for the execution of any service that might be undertaken by his Majesty's fleet. I, observing that Admiral Harvey's warmth increased, was careful to avoid saying any thing that might give him any offence, or increase his irritation, but calmly told him that I had not taken any such step; that I had made

a private communication to Lord Mulgrave, informing him that the enemy's ships in Aix did then lie much exposed, and that Lord Cochrane had been appointed to conduct the service, whilst the rear admiral, by his manner and countenance, treated my reply with contempt, and said he should bring me to account for my conduct. I said this was not the time and place for it; and he said, in the most contemptuous manner, that he despised the meanness of my sending an application to the Admiralty by the acting master of the *Tonnant*, for a court martial. I must observe, that I used all the means in my power to accommodate the differences between Admiral Harvey and myself, which I thought rather desired the acknowledgments of the rear-admiral than otherwise. He also reproached me generally.

President.—Q. Will your Lordship allow me to ask for the precise words of Admiral Harvey on this occasion?—A. As far as I can recollect—I wish to speak so, as nearly as I can.

President.—As we are to judge of words, when you say he used contemptuous and reproachful language, we should wish to know the precise terms.—A. Admiral Harvey then immediately said, he differed from me with respect to my conduct and management of the fleet, and that he would impeach me for misconduct and bad management; and in the same insulting manner he offered himself to go in the *Tonnant*, or any other old rotten ship, to undertake the enterprise, board the enemy's three-deck ship in Aix Roads, and bring her out; this I considered only as an insult to me, as previous to this conversation he had said, that any ship that ventured this service would never return, or words to that effect. He shortly afterwards went on the quarter-deck of the *Caledonia*, when I was informed he used—

Cross-examined by Admiral Harvey.—Q. Did your Lordship ever communicate with me officially on the subject of attacking the enemy in Aix Roads?—A. I had some conversation with him on the practicability of it.

Q. Did not your Lordship consult the junior officers of the fleet previously?

President.—I very much fear that the commander-in-chief should not be asked that question.

Q.—Does not Lord Gambier know that I offered to make any apology to him that an officer or gentleman could make, consistent with my honour?—

A. I certainly do know it, and would have been most happy to accept it, had it been consistent with my duty to my country, to my profession as a naval officer, and to what I owe to the character that I hold as a commander-in-chief, and to my public duty generally; for I must state, that I bear no personal enmity or resentment to Admiral Harvey whatsoever.

Lord Gambier withdrew.

Captain Sir H. B. Neale was next examined.—He stated, that Admiral Harvey came on board the *Caledonia*, and said, that he never saw a man so unfit for the command of the fleet as Lord Gambier; that instead of sending boats to sound the Channel, which he considered the best manner of attacking the enemy, he had employed himself or amused himself with mustering the ship's companies; that he had not taken pains to ascertain whether the enemy had placed any boom in front of their line; that if Lord Nelson had been there, he would not have anchored in Basque Roads, but have dashed at the enemy at once, or words to that effect; that he had spoken his mind to the commander-in-chief; that Lord Gambier had received him very coldly after the battle of Trafalgar, and had used him very ill, in having transmitted the master of the *Tonnant's* letter for a court martial upon him.

Q. What were the words used by Admiral Harvey to Lord Cochrane, expressive of his disapprobation of his (Lord Gambier's) conduct?—

A. When he came into my cabin, he went up and shook hands with Lord Cochrane, assuring him he should have been very happy to have seen him on any other occasion than the present; that his (Lord Cochrane's) being ordered to execute the service on this occasion, was an insult to that service, and that he would strike his flag as soon as that service was executed. Lord Cochrane answered—"I assure you I did not seek it; I went to town; and in a conversation either with Lord Mulgrave or the Board of Admiralty, it was mentioned to me that the expedition was composed of bombs and fire-ships, for the purpose of destroying the French fleet in the Isle of Aix. I answered, that it was a service very easy to be executed. I was asked if I would undertake it? I answered, "Yes." Admiral Harvey said, that he meant nothing personal to him (Lord Cochrane); he had a high opinion of him; he spoke only to the insult. Then follows what I have before stated relating to the admiral. Admiral Harvey likewise said, that he had made an offer to go in with the *Tonnant*, to bring out the enemy's three-decker.

Lord Cochrane examined.—Q. Was your Lordship present when Admiral Harvey came to Sir H. Neale's cabin on the 3d of April, after his having an interview with the commander-in-chief?—A. Yes, I was.

Q. Tell what passed on that occasion?—A. The only information that I had of his having been with Lord Gambier, was from Admiral Harvey himself, and he said, that he had a conversation with Lord Gambier, relative to appointing a junior officer to act against the enemy's fleet. He said, that he had volunteered his services to be employed, but was refused. He also mentioned, that he had been treated several times lightly, and that he did not think his services had been attended to in that way that he deserved. There were other things said, not connected with the affair; they were respecting a man's religious principles, or conduct on shore. All that Admiral Harvey said, was evidently unpremeditated, and appeared to proceed more from the warmth of his feelings at the moment, which I conceive his cooler judgment would not have induced him to say. In the course of a conversation he said, "he was no canting methodist, no hypocrite, nor no psalm-singer. I do not cheat old women out of their estates by hypocrisy and canting." He said that he had volunteered to perform the service that I came on, and would have been happy to have seen me on any other occasion, and expressed himself very sorry to have an inferior officer placed over his head. He also said that he had spoken to Lord Gambier with the same degree of prudence which he had done to me in the presence of Sir H. Neale.

[Here Admiral Harvey submitted that the evidence given did not go to support the charges.]

The Solicitor, Mr. Bicknell, then desired Lord Cochrane would be pleased to state what reply he made to Admiral Harvey?—A. Lord Cochrane stated that it was general, and it would be impossible for him at that time to repeat it.

Q. Did your Lordship make any observations to these expressions of the admiral?—A. I said, you have a strange notion of *prudence*.

Q. Was your Lordship afterwards present on the quarter deck of the *Caledonia*, and did you hear any, and what observations made by the rear-admiral to Captain Bedford, or any other person, respecting the conduct of the commander-in-chief?—A. I was present on the quarter-deck of the *Caledonia* at the time that Admiral Harvey was speaking with Captain Bedford, but I did not hear one word of that conversation. I was at that time talking with Sir H. Neale: I do not know whether any other person was in conversation with Admiral Harvey, except Captain Bedford, whom I remarked.



Q. (By the President.)—You have recited several expressions you heard Rear-admiral Harvey make use of in the presence of Sir H. Neale, and you have said that you did not know that those expressions alluded to Lord Gambier; did the impression made upon your mind at the moment, induce you to believe that the rear-admiral meant to apply those expressions to Lord Gambier?—A. I have put the Court in possession of all that passed on that occasion, upon which the Court may form their opinion. With Lord Gambier's private transactions I am utterly unacquainted. I have heard that Lord Gambier was a religious man, and therefore I did think that he was alluded to.

Q. (By Admiral Sutton). When Admiral Harvey said to you that he had been lightly treated, and that he did not think his services had been treated as they merited, did he say it was by Lord Gambier?—A. To the best of my recollection, he said that he had been lightly treated by the Admiralty when Lord Gambier was of that Board; but it seemed to be a more general complaint of the manner he had been treated in the service, with the exception of his having mentioned his disapprobation of the transmission by Lord Gambier of the application by the Master of his (Admiral Harvey) ship, for a Court-Martial, which Admiral Harvey passed his opinion that he should not have done, under all the circumstances.

Q. Was Sir H. Neale so near as to hear the conversation between you and Admiral Harvey?—A. Admiral Harvey addressed himself particularly to me. Sir H. Neale was within three or four yards looking over papers.

Q. (By one of the Court.)—Did Admiral Harvey, in the presence of Sir H. B. Neale, express any opinion of Lord Gambier's conduct as commander-in-chief?—A. Yes; he said that he disapproved of such conduct in many instances. I think he stated one in particular, carrying sail off a ship, and endangering the fleet. He said it had long been, or was his opinion, that Lord Gambier was not equal to the command; that he meant to bring his Lord-ship's conduct before a Court-Martial. That was the impression on my mind.

[Admiral Harvey declined asking this witness any questions.]

Captain BEDFORD examined.—Q. Did Rear-admiral Harvey come on board the *Calcedonia* on or about the 2d of April last?—A. Yes.

Q. State to the Court the observations made by him to you, alluding to the conduct of the commander-in-chief?—A. He observed, that he was not in the confidence of the commander-in-chief; that I would inform him that he was ready for any service then to be performed.

Q. Where did this conversation pass?—A. On the starboard gangway. There were a number of people round, Officers, within hearing of the conversation. I observed, that it was not part of my duty to make such communication to the commander-in-chief, and desired the Admiral would do it directly, or through Sir H. B. Neale. He repeated his request, observing, that considerable time had been lost in making an attack on the enemy, and that he had a plan for doing this, and should be much disappointed if he were not allowed an opportunity for putting it into execution, and unless he were allowed means of doing so. He seemed excessively angry, and would not allow me nor any other person to ask him a question.

Q. Did the rear-admiral on the following day again come on board the *Ca'edonia*?—A. Yes.

Q. Had he then an interview with the commander-in-chief in his Lord-ship's cabin?—A. I believe so; I went off the quarter deck.

Q. Did he afterwards on the quarter deck make any, and what observations to you concerning the conduct of the commander-in-chief?—A. He told me to tell any person, that the *Tonnant* was at his service, for he was determined to strike his flag; that the person being sent to perform the intended service, was certainly the suggestion of the commander-in-chief. It was an injury to every officer in the fleet, and to the service in general,

which I agreed to; saying, he believed there was but one opinion throughout the fleet. He said, Lord Gambier's conduct to him on his return from Trafalgar, as well as his forwarding a letter by the master of the *Tonnant*, for a court-martial on him, were proofs of his methodistical, jesuitical conduct, and of his vindictive temper; that Lord Gambier's conduct since he took the command of the fleet, did not meet his approbation; that he employed the officers in mustering the ship's companies, instead of gaining information as to the soundings: that he thought him quite unequal to the command of the fleet, and that he knew I was of the same opinion, and that it was unfair to put the question to him. Lord Cochrane and Sir H. Neale were walking on the quarter-deck. I do not know that they heard the conversation, but I think they must; for they laughed, and said, hear him! hear him! Admiral Harvey, on going out of the ship, asked me again if I had made the Commander this offer of service, for he was ready to perform any duty. I told him I had. I believe more might have been said as to the commander's unfitness, but I avoided the conversation. It must have been heard by the ship's crew, as I afterwards saw it in the public papers. He said he had spoken his mind to the commander-in-chief, but no one was present at the time.

Q. Were any officers and men within hearing?—A. Yes, there were not less than 30 persons upon the quarter-deck.

Captain BERESFORD examined.—Q. Had you any conversation with Admiral Harvey some few days before you left Basque Roads, on the subject of attacking the enemy's fleet under the Isle of Aix?—A. Some days before Admiral Harvey left Basque Roads we agreed in opinion that the enemy's ships in Basque Roads could not be destroyed by our fleet without running the risk of both being sacrificed, and thought by fire-ships the enemy might be destroyed.

Captain BOWEN said, that he had heard Admiral Harvey express an opinion, that the commander-in-chief was not competent to the command of the fleet—that other persons must no doubt have heard him so express himself, because they were within hearing when the words were spoken. Being asked whether he ever heard Admiral Harvey say any thing disrespectful of the commander-in-chief in his way to London—this question was over-ruled.

Sir H. B. NEALE re-examined.—Q. Were you upon the quarter-deck of the *Caledonia* on the 3d of April last, while a conversation was held between Admiral Harvey and Captain Bedford?—A. I was.

Q. Did you hear any part of the conversation that passed between these officers?—A. I did not hear any part of it.

Here the evidence closed on the part of the crown.

The President signified this to Admiral Harvey, who expressed a wish that he might be indulged till the next morning to prepare his defence.—To which the Court most readily agreed.

On the following morning, the Court assembled at half past nine o'clock, pursuant to adjournment, when Rear-admiral HARVEY being called upon to make his Defence, he addressed the Court shortly, stating, that it was not his intention to trouble them with calling any witnesses in his behalf; but with their permission, he would deliver into the hands of the Deputy Judge Advocate, a paper, which he desired to be read, as it contained all that he deemed expedient to offer to their consideration.

The Deputy Judge Advocate (Mr. GREETHAM) then read as follows:—

“ MR. PRESIDENT and GENTLEMEN,

“ I thank the Court for adjourning to this day. The interval of time has given you an opportunity of perusing the evidence that has been adduced; and, I trust, of discovering that it falls short of proving the charges that have been exhibited against me. I should, however, not be acting a fair and candid part, were I to deny that a conduct, which I cannot justify, has been exhibited against me, and I now offer my most humble apology to the Court for it. For the offence that I have given to the commander-in-chief, his Lordship has proved that I have already offered an apology that was satisfactory to his feelings. The Court will not fail to recollect, that although I have spoken of the commander-in-chief in terms which I am extremely sorry for having used, I did not speak with that publicity that is stated in the charge against me.—I spoke only to persons of rank and station in the fleet, on whose minds my words could have no injurious effect; what I said is not found to have been disseminated among the inferior orders of the navy. No seaman or petty officer has been called who ever heard any of the language complained of. It will also occur to you, that all the intemperate expressions used by me are proved to have been used about the same time, when I was in a state of great irritation, in consequence of my offer to attack the French fleet being passed over without the least acknowledgment of its having been made. Excess of zeal, and impatience of restraint, where an opportunity of enterprise presents itself, altho' faults, are such as the most eminent naval-commanders have not been free from, and the effects of these are all that can be found blameable in my conduct. It never was my intention to thwart any superior officer; on the contrary, my whole life has been, and shall continue to be, entire submission to their commands.

“ To many of the Gentlemen of this Court I have the honour to be known; to them I appeal for my former character.

“ I shall also beg leave to desire, that two letters from most distinguished persons, under whom I have had the honour to serve, may be read.

“ The manner in which my services have been estimated by them, will, I am sure, have its due effect on the Judgment which the Court is called upon to pronounce upon me.”

“ MY DEAR SIR,

“ *Furyalus, Oct. 23, 1805.*

“ I congratulate you most sincerely on the victory his Majesty's fleet has obtained over the enemy, and on the noble and distinguished part the *Temeraire* took in the battle; nothing could be finer; I have not words in which I can sufficiently express my admiration of it. I hope to hear you are unhurt, and pray send me your report of killed and wounded, with the officers' names who fell in the action, and the state of your own ship, whether you can get her in a state to meet *Gravina*, should he again attempt any thing, I am dear Sir, with great esteem, your faithful humble servant,

“ CUTHB. COLLINGWOOD.”

“ *Captain E. Harvey, Temeraire.*”

“ SIR,

“ *Mortimer-street, April 22, 1807.*

“ I cannot retire from the command of the Channel fleet, without expressing the high sense I entertain of the ability, zeal, and perseverance displayed by you in the command of a detached squadron, during an unexampled long cruize off the North Coast of Spain, and assuring you of the esteem and regard with which I have the honour to be,

Sir, your most obedient humble servant,

“ *Rear-admiral Harvey, &c.*”

“ ST. VINCENT.”

The Admiral then withdrew with his Counsel, Mr. Serjeant Best, and the Court was cleared of strangers, for the purpose of deliberating on the evidence, in which they were occupied a considerable length of time. At length strangers were re-admitted, when the Rear-admiral taking his station, on the left hand of the Deputy Judge Advocate, the Gentlemen pronounced the following

SENTENCE:

The Court having heard and deliberated upon the evidence which has been adduced in support of the charges exhibited against Rear-admiral ELIAB HARVEY, and having heard what he has alledged in his own defence, are of opinion that the charges of vehement and insulting language to the Right Hon. Lord GAMBIER, and of having otherwise shewn great disrespect to him as commander-in-chief, on board his Majesty's ship the CALEDONIA, and of having spoken of his Lordship to several officers in a disrespectful manner, have been proved: and the Court doth therefore adjudge the said Rear-admiral ELIAB HARVEY TO BE DISMISSED HIS MAJESTY'S SERVICE; and he is dismissed accordingly.

The Court was then dissolved.

NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(April—May.)

RETROSPECTIVE AND MISCELLANEOUS.

THE first object of naval importance, and on which we touched in our preceding Retrospect, has been the trial and sentence of Admiral Harvey. We could not but take a lively interest in the trial, which we have detailed at full length; and must own we felt sincerely at seeing this brave man, after receiving sentence, walking up alone from the Sally Port to his house. He left Portsmouth immediately. This trial will afford a memorable example of the impartial discipline of the British navy; and prove to every common seaman in the service, that no one can transgress its rules with impunity.

At page 316, we announced, that hostilities had been commenced by Austria against France. A series of battles has since taken place, in most of which the French were decidedly victorious; and, to crown the success of the campaign, Buonaparte, after a short and ineffectual resistance, entered Vienna, the capital of the Austrian empire, on the 12th of May. The Emperor Francis is reported to have made overtures for peace, which were rejected; but this report is not generally believed. The Austrians are yet in considerable strength, and a formidable opposition, by the Archduke Charles, is still confidently expected.

In Italy, particularly in the department of the Tyrol, and in Poland, the Austrians have obtained some important advantages.

A formidable insurrection has broken out in Westphalia, which threatens the existence of King Jerome's sovereignty; and Colonel Schill, a Prussian officer, of considerable talent and enterprise, has seized upon Bremen, and is spreading his forces throughout Brunswick and Hanover. These are all serious and useful diversions in favour of Spain and Portugal.

In the latter country Sir Arthur Wellesley has retaken Oporto, and defeated Marshal Soult, in three successive actions. At the date of the last accounts, it was expected that he would cut off his retreat into Galicia, where Marshal Ney was stationed.

Russia is said to have declared war against Austria.

The gallant, but unfortunate King of Sweden, was compelled to sign what is imprudently termed a *voluntary* Act of Abdication, on the 29th of March.

Respecting our relations with America, a very serious sensation has recently been excited in the mercantile world. About the 22d of May, government received despatches from Mr. Erskine, the British Envoy at Washington, announcing the adjustment of the differences between this country and the United States; and that, in consequence of the alleged revocation of our Orders in Council, with respect to America, the head of that government had issued a proclamation, authorising the renewal of the trade with Great Britain, after the 10th of June. It appears, however, from the statements of the Earl of Liverpool and Mr. Canning, in Parliament, that government will not ratify the arrangements of Mr. Erskine, who, they assert, has acted diametrically opposite to both the spirit and letter of his instructions. But, to prevent as much as possible the loss and inconvenience which might accrue to the American merchants, from acting on the faith of the agreement between Mr. Erskine and the government of the United States, an Order in Council has been issued, suspending the blockade of the ports of Holland, from the 9th of June to the 30th of July; thereby allowing, for that period, a free trade from America direct to Holland. Licenses are also to be granted to the British merchants, to trade to Holland, during a certain period.

A report having been circulated, that in the Brilliant service lately performed by his Majesty's ships in Basque Roads, the *Revenge*, commanded by Captain Alexander Robert Kerr, had been placed in the position she took up, with so good an effect, not by her captain, but by some other sent on board for that purpose, we think it necessary to state, that such report is wholly unfounded, and is a shameful attempt to deprive Capt. Kerr of the credit which was so eminently his due for the gallantry he displayed on that day. His ability as a seaman, and his zeal as an officer, are so well known, that those acquainted with him are certain he does not require the advice or assistance of any man, upon an occasion of so much importance to his own character.

**Letters on Service,**  
*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, APRIL 29, 1809.

*Extract of a Letter from Admiral Lord Gambier, Commander-in-Chief of his Majesty's Ships and Vessels employed in the Channel Soundings, &c. to the Hon. W. W. Pole, da'ed on board the Caledonia, in Basque Roads, the 16th Instant.*

IT has blown violently from the southward and westward since the departure of the Imperieuse, which has rendered it impracticable to act in any way with the small vessels or boats of the fleet against the enemy.

I have the satisfaction to observe this morning, that the enemy have set fire to their frigate (L'Indienne); and that the ship of the line, which is aground at the entrance of the river, (supposed to be the Regulus,) there is every reason to believe will be wrecked.

*Copy of another Letter from Admiral Lord Gambier to the Hon. W. W. Pole, dated on board the Caledonia, in Basque Roads, the 15th instant.*

SIR,

Be pleased to lay before the Lords Commissioners of the Admiralty the inclosed letter which I have this day received from Captain Mends, of his Majesty's ship *Arcthusa*, detailing particulars of the destruction of three different batteries (one of them twenty heavy guns) at Lequito and other places on the north coast of Spain, by boats from that ship; and of their active annoyance of the enemy in attempting to send supplies to their army along that coast.

I have the honour to be, &c.

GAMBIER.

*His Majesty's Ship Arcthusa, off Bilbao,  
20th March, 1809.*

SIR,

I have the pleasure of acquainting you, for the Commander-in-Chief's information, that on the 15th instant, at day-break in the morning, a party of seamen and marines belonging to this ship were landed under the command of the First Lieutenant, Mr. Hugh Pearson, and Lieutenant Scott of the Marines, and destroyed upwards of twenty heavy guns mounted on the batteries at Lequito, defended by a detachment of French soldiers, a sergeant and twenty of whom were made prisoners, who, on our people forcing the guard-house in the principal battery, threw down their arms, and begged for quarter; the rest of their comrades effected their escape by running for it.

This little affair was conducted by Lieutenant Pearson with that boldness and promptitude which generally command success, to which I attribute our having only three men wounded, notwithstanding a quick fire of musketry for some time from the battery and guard-house as our people advanced. A small chaloupe, laden with brandy, was found in the harbour and brought away.

The following day, having received information of two chasse-marées being up the river Andero, laden with brandy for the French army in Spain, in the evening the same party was again landed, who found them aground, about four miles up, with their cargoes on board, which were destroyed;

but the vessels appearing to be Spanish property, and forcibly seized on to carry those supplies, were restored to their owners.

On the 20th, Lieutenant Elms Steele, with a party, destroyed the guns at Baignio, and captured a small vessel laden with Marino wool, which had run in there for security, from St. Andero, bound to Bayonne; whilst Lieutenant Peniel, of the Marines, accompanied by Mr. Elliott, the purser, and a boat's crew, ascended the mountain, and destroyed the signal posts.

The same evening Lieutenant Pearson, with the officers and men who were with him at Lequito, took possession of the batteries of the town of Paisance without opposition, and destroyed the guns; the small parties of the enemy stationed at these places retiring as our people approached.

I am, &c.

R. MENDES.

*To Charles Adams, Esq. Captain of  
his Majesty's Ship Resistance.*

*Copy of a Letter from the Honourable George Elliot, Captain of his Majesty's Ship the Modeste, to Vice-Admiral Sir Edward Pellew, Commander-in-Chief of his Majesty's Ships and Vessels in the East Indies, and transmitted by the latter to the Honourable William Wellesley Pole.*

SIR,

*Modeste, off Sandshead, Oct. 9, 1808.*

I have great satisfaction in acquainting your Excellency of his Majesty's ship *Modeste*, under my command, having last night captured *La Jena*, French national corvette, pierced for twenty-four guns, but only eighteen on board, and complement one hundred and fifty men, commanded by Mons. Morice, Lieutenant de Vaisseau, after a chase of nine hours, and a running action of nearly one hour, (from it being but a light breeze, which enabled her to keep her distance with her sweeps,) when she struck, a complete wreck in her sails and rigging; she had cut away her boats and booms, and thrown three guns overboard in the chase. We received no damage to signify, but the loss of Mr. William Donovan (the master,) a very valuable and gallant officer, unfortunately killed, and one seaman wounded. *La Jena* has not received any material damage in her hull; she sails well, and appears a very fit vessel for his Majesty's service. She had been four months from the Isle of France, and taken the *Jennet*, of Madras, and the *Swallow of Penang*; the first she sunk, the latter was in sight during the chase, but sailing very well, got out of sight to leeward before *La Jena* was taken, and we have not been fortunate enough to see her since.

I have the honour to be, &c.

GEORGE ELLIOT.

MAY 6, 1809.

*Copy of a Letter from Vice-Admiral the Right Honourable Lord Collingwood, Commander-in-Chief of his Majesty's Ships and Vessels in the Mediterranean, to the Honourable W. W. Pole, dated on board the Ocean, the 15th March, 1809.*

SIR,

I have the pleasure to inclose to you, to be laid before my Lords Commissioners of the Admiralty, the letter of Captain Brisbane, of his Majesty's ship *Belle Poule*, informing me of his having fallen in with, and captured, the French frigate *Le Var*, in the Gulf of Velona.

Also a letter from Captain Hoste, of his Majesty's ship the *Amphion*, stating his having captured a French armed brig, mounting six guns, and a *Trabaccolo*, which were employed in transporting troops from Zara to the coast of Italy.

The unremitting vigilance of those officers, and of all who are employed in the Adriatic and off Corfu, is deserving of the highest commendation. Their strict watch on the enemy's possessions has reduced the Ionian islands to the greatest want of every necessary, most of the supplies from the continent having been intercepted by them; and the frigate captured by the *Belle Poule*, I understand, was on her way to some port in Italy for a cargo of corn.

I am, &c.

COLLINGWOOD.

*His Majesty's Ship Belle Poule, off  
Corfu, Feb. 16, 1809.*

MY LORD,

I have the honour to report to your lordship, that his Majesty's ship under my command being driven by a hard southerly gale about twelve leagues to the northward of Corfu, a suspicious ship was discovered on the morning of the 14th instant, far distant on the lee bow. All sail was instantly made in pursuit of her, but light and partial winds having come on, prevented our closing with her on that day; we, however, evidently made her out to be a French ship of war, and very distinctly saw her intention of making for the Gulf of Velona. Our course was directed accordingly, and day-light on the following morning discovered her moored with cables to the walls of the fortress of Velona, mounting fourteen eighteen and twenty-four pounders, with another fort on an eminence above her, completely commanding the whole anchorage. A breeze at length favouring us, at one P.M. his Majesty's ship was anchored in a position at once to take or destroy the enemy, and at the same time to keep in check the formidable force we saw prepared to support the French frigate. A most animated and well-directed fire was opened on the enemy's ship. The forts making no effort to protect her, and our attention being thus undivided, the contest of course was very short. She surrendered after a few broadsides, and proved to be the *Le Var* French frigate, pierced for 32 guns, but having only 22 nine-pounders, and 4 twenty-four pounder carronades mounted, commanded by Capitaine de Frigate Paulin, with a complement of 200 men, from Corfu, destined to any port in Italy she could reach.

I cannot close my letter without expressing my regret, that the occasion had not afforded more room for the display of that exertion and gallantry which my officers and ship's company have proved themselves at all times so ready to evince; and it is with sincere satisfaction I add, that, with the exception of some trifling damage in our rigging, we sustained no loss whatever; that of the enemy cannot be ascertained, as the greater part of her officers and ship's company took the opportunity of getting on shore the moment the ship struck.

The *Var* is but two years off the stocks, coppered, and copper-fastened, and 300 tons burden.

I have the honour to be, &c.

Right Honourable Cuthbert Lord  
Collingwood, &c.

JAMES BRISBANE.

MY LORD,

*His Majesty's Ship Amphion, at Sea, Feb. 10, 1809.*

The *Redwing* joined me on the 8th instant, off Long Island, with information that an armed brig and a *Trabaculo* were lying in a small creek in the island of Malida. I proceeded there in consequence with the *Redwing*, and found the above vessels advantageously moored for defending the entrance of the creek, and several hundred soldiers drawn up behind some houses and walls. The brig and a twelve-pounder from the shore opened on the ships whilst they were taking their stations, which was no sooner effected, than they fled in all directions.

She mounted six twelve-pounder carronades, had sailed from Zart, in



company with the Trabacculo, on the 4th January, with 400 French troops for Ancona, which, on our approach, landed, and were those I mentioned above, but kept a respectable distance from our guns the whole time.

The boats' crews of the two ships, under the direction of Lieutenant Phillott, landed, and brought off three guns, one twelve-pounder and two small ones, and destroyed two storehouses of wine and oil collected there.

I am happy to say, no person was hurt on this service, and have the honour to be, &c.

*To the Right Hon. Lord Collingwood, &c.*

W. HOSTE, Captain.

The brig sunk soon after we got her out in deep water, from the effects of our shot.

*Copy of a Letter from Vice-Admiral Campbell, Commander-in-Chief in the Downs, to the Hon. W. W. Pole, dated the 3d instant.*

SIR,

Enclosed I transmit, for their lordships' information, a letter from Captain Maxwell, of the Royalist, (forwarded by Commodore Owen,) stating his having captured La Princesse French privateer, of 16 guns and 50 men, after a chase of two hours.

I have the honour to be, &c.

GEO. CAMPBELL, Vice-Adm.

SIR,

*His Majesty's Sloop Royalist, Downs, 2d May, 1809:*

I have the honour to acquaint you, that at five yesterday evening, Dieppe bearing south, distant seven or eight leagues, his Majesty's sloop Royalist, under my command, fell in with five French lugger privateers, to which we immediately gave chase, and after a run of two hours and a quarter, captured La Princesse, of 16 guns, and 50 men; the other four, during the short interval of exchanging prisoners, it being then nearly dark, and rather hazy, made their escape. I feel happy in having made this capture, as she has hitherto been a most successful cruiser.

I have the honour to be, &c.

*To Commodore Owen, &c. Downs.*

JOHN MAXWELL.

Rear-Admiral Sir Richard Strachan has transmitted to the Honourable W. Wellesley Pole two letters from Lieutenants Samuel Burgess and Joshua L. Rowe, commanding his Majesty's gun-vessels the Pincher and Censor; the former, giving an account of the capture, near the Watt Sand, of a Danish privateer, mounting one carriage gun and four swivels, and a galiot laden with deals, by the boats of the Pincher and Basilisk, under the command of Sub-Lieutenant William Woolcock, of the Pincher; the latter stating the capture, in the river Emms, of a Danish privateer, mounting one long gun and four swivels, by the boats of the Censor and Bresdrageren, commanded by Sub-Lieutenant George Anderson of the latter.

MAY 13.

*Extract of a Letter from Captain Harward, of His Majesty's Sloop the Parthian, to Admiral Young, Commander-in-chief of His Majesty's Ships at Plymouth, and transmitted by him to the Honourable W. W. Pole, dated at Sea, the 5th Instant.*

On the 2d instant, in latitude 45 deg. N. longitude 9 deg. W. a brig was discerned in the west, and from the description previously received, soon made out to be la Nouvelle Gironde, the noted privateer of Bourdeaux; which vessel, I am happy to acquaint you, was captured after a chase, in light winds, of thirty-six hours, owing to the unremitting, exceeding great, and determined exertions of every individual on board,

who perseveringly continued to labour hard at the sweeps nearly the whole chase.

La Nouvelle Gironde is a fine copper fastened brig, commanded by Mons. Lecomte, mounting four twelve and ten four-pounders, with a complement of eighty-six men (fifty-eight on board), out forty-five days.

In the capture of such a scourge to the trade, I cannot but feel gratified; particularly as she has been chased during this last cruise by twelve different men of war, none of which, by the prisoners' accounts, had the smallest chance of nearing her.

MAY 20.

*Copy of a Letter from Vice-admiral Sir James Saumarez, K.B. Commander-in-chief of His Majesty's Ships and Vessels in the Baltic, to the Hon. W. W. Pale, dated on board the Victory, in Wingo Sound, the 6th Instant.*

SIR,

Herewith I inclose, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Parker, of his Majesty's ship *Melpomene*, addressed to Rear-admiral Sir Samuel Hood, giving an account of his having chased a Danish man of war cutter on shore, and afterwards destroyed her, with some other vessels, by the boats of that ship, under the directions of Lieutenants Plumridge and Rennie; the latter officer and five men being severely wounded. In which enterprise great gallantry and spirit appear to have been displayed. I am, &c.

J. SAUMAREZ.

*His Majesty's ship Melpomene, in the Sleeve,*

May 1, 1809

SIR,

I beg leave to acquaint you, that having chased a Danish man of war cutter, of six guns, and apparently quite new, on shore at Huilbo (a harbour in Jutland), and anchored his Majesty's ship in nineteen feet water, the boats were sent under the directions of Lieutenants Plumridge and Rennie, who succeeded in boarding and destroying her, with some other vessels, under a most tremendous fire.

The immense crowds of the enemy exposed to the fire of the *Melpomene*, and that of her launch's carronade, leaves me good reason to suppose their loss must be very considerable.

Ours is confined to Lieutenant George Rennie and five men wounded in the boats; but more might have been expected from the severe and galling fire altogether directed on them.

I cannot close this letter without expressing how much Lieutenants Plumridge and Rennie are to be admired, with every officer and man, for their zealous and gallant conduct on this occasion.

Underneath is the report of wounded.

I have the honour to be, &c.

PETER PARKER, Captain.

*To Rear-admiral Sir Samuel Hood, Bart. and K.B. &c.*

*List of Wounded.*

Lieutenant George Rennie, severely; John Gibbs, seaman, ditto; John Griffiths, ditto, ditto; Frederick Thomas, marine, ditto; William Evans, ditto, ditto; William Binding, ditto, ditto.

Commodore Owen has transmitted to the Honourable William Wellesley Pole, a letter from Captain Dolling, of his Majesty's sloop the *Trou-*

peuse, giving an account of his having, on the 15th instant, in company with the Badger sloop, fallen in with eleven of the enemy's gun-schuylts, standing to the eastward from Boulogne. On the approach of his Majesty's sloops, the enemy endeavoured to put into Ambleteuse; but three of the vessels having overshot that harbour, were obliged to go round Cape Grisnez, and were attacked in the night by the boats of the Trompeuse and Badger, under the direction of Lieutenant Strong, of the former: two of them, mounting two long six-pounders and two howitzers, with thirteen men each, were boarded and brought out under a heavy fire from the enemy's batteries and musketry on the beach, and the third was driven amongst the rocks, where she appeared to be rendered useless. One person belonging to the Trompeuse was slightly wounded; the enemy had two wounded, and six threw themselves into the water.

MAY 23, 1809.

*Copy of a Letter from Rear-Admiral the Honourable Sir Alexander Cochrane, K. B. Commander-in-chief of His Majesty's Ships and Vessels at the Leeward Islands, to the Honourable W. W. Pole, dated on board the Neptune, off the Mona Passage, the 17th of April, 1809.*

SIR,

Having in my letter, (No. 637,) dated the 7th instant, informed the Lords Commissioners of the Admiralty of the arrangements that had been made between Lieutenant-general Beckwith and me for the Reduction of the saints, and, if possible, to secure the French squadron of three ships of the line and two frigates, then at anchor there, which it is ascertained were sent to this country expressly for the relief of Martinique; I have now the honour to acquaint you, for their Lordships' information, with our subsequent proceedings, which have been attended with the capture of Le D'Hautpout, a fine new ship, of seventy-four guns, of the largest class.

The troops, under the command of Major General Maitland, arrived at the Saints on the 13th instant, and were landed the following day with little loss; the direction of all naval operations connected with the army having been left entirely with captain Beaver, of the Acasta, who conducted that service with all the correctness and celerity which I expected of him.

On the afternoon of the same day two howitzers and mortars began to play upon the enemy's ships; and I received information that one of the line had weighed one of her anchors, but that the others did not appear to be preparing for Sea.

I must here call their Lordships' attention to the situation of the Saints, which have three passages the enemy could escape through, and these being situated in different directions made it particularly difficult to guard by five ships of the line, so as to bring an equal force to meet the enemy at either point.

At half-past nine in the evening, the concerted signal was made for the enemy's ships having put to sea; but the signals were for their having gone both to Windward and to Leeward of the islands, which was literally the case, as I am informed the two frigates proceeded one way, and the three line-of-battle ships the other.

The Neptune being at the time off the south-west passage, made sail to join the Pompee stationed under the west end, which ship I found had closed with, and was in chase of three ships, apparently standing to the W. S. W. but from their appearance in the dark, I did not suppose them to be of the line.

At this time I was particularly at a loss how to act, for if those ships should be the enemy's small-men of war, and the line-of-battle ships re-

ported to be preparing for sea, should remain behind, the withdrawing of the squadron from the Saints would have been fatal to the troops landed the preceding day. The night was very dark, and it was not possible to determine whether the whole of the ships making off were of the line or not, although we crossed so near the sternmost, that her shot struck the Neptune, and killed one man and wounded four. When day-light approached they were clearly discovered, and every endeavour used to come up with them, the Pompée being the only line-of-battle ship in company, and the frigates not joining until the following day. Some ships were seen from the mast-head, to whom I sent to signify, by a sloop of war, the course we were steering.

The superiority of the enemy's sailing, left little chance for the Neptune getting up, unless some of the ships were disabled, and if any accident had happened to the Pompée's Masts, they must inevitably have all escaped; I therefore directed Captain Fahie to endeavour to cripple the sternmost ship, without bringing on the collected fire of the three, then in line abreast. In this attempt he was most gallantly supported by Captain Napier, of his Majesty's sloop Recruit, who kept close up, although fired at from all their stern-chace guns, and did every thing that was possible to be done to cut away the enemy's masts and rigging, and continued on this service during the whole chace, which lasted until this morning at half-past three, when Le D'Hautpoult was brought to action by the Pompée and Castor, as will more fully appear by Captain Fahie's letter, here inclosed.

I should not render Justice to that excellent officer was I to withhold the praise due to him for his unremitting attention during so long and arduous a pursuit, and his taking such advantages of the enemy's situation as they occasionally occurred.

I have much to regret in the loss of those that have fallen and suffered on the occasion, a list of whom is inclosed.

As the other two ships of the enemy separated on the morning of the 17th, at two o'clock, their route cannot be well ascertained, I suppose they made sail to the southward, and will pass through the Saubrero passage. They had outsailed this ship so much as to be at two great a distance to be observed when they parted, we of course followed the Pompée's lights.

I am now waiting until the Pompée and the prize are refitted, to proceed to the windward; and I have detached the York and Captain, with two frigates and a sloop of war, to the northward to try to intercept the enemy's two ships that have escaped.

Until their Lordships' pleasure is known, I have commissioned the prize, and appointed captain Napier to the command of her, as a reward for his spirited conduct during the chace.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Pompée, April 17, 1809,  
Cape Roxo, Porto Rico, N. E. by N. Seven  
or Eight Leagues.*

SIR,

Having in obedience to your orders communicated to me by telegraph, at five P. M. on the 14th instant, proceeded under the Lower Saint, for the purpose of watching the enemy's motions should they attempt to escape from thence to the northward, I observed soon after nine o'clock the signal from the small ships and brigs more in shore, under the orders of captain Cameron, of his Majesty's sloop the Hazard, that the enemy had put to sea, those signals were repeated to you; and at forty minutes after nine o'clock, the lower Saint bearing east, about a mile and a half, I distinctly saw three large ships coming down under all sail, and followed closely by

the Hazard and several others of the inshore squadron, with the signal for their being the enemy. At ten o'clock I closed up with the sternmost ship, and endeavoured to stop her, by the discharge of two broadsides, but being under a press of sail, and a strong breeze steering away W. S. W: she succeeded in crossing us, without returning our fire. At this moment the Neptune was seen in the S. W. standing towards us with all sail, and as you hailed me soon after and joined in the pursuit, it is unnecessary for me to touch on any of the occurrences on board this ship from that period until five o'clock P. M. of the 15th instant, at which hour we entirely lost sight of the Neptune from the mast-head; the Latona and Castor then in company, and one of the enemy's ships about three miles ahead, steering away N. W.  $\frac{1}{4}$  N.

Our exertions to close her continued unremitting. Just before sunset the high land of Porto Rico was seen bearing N. N. E. about nine leagues. The night shut in extremely dark, and as we drew in with the land; we were baffled with light and variable winds from the northward and westward, but fortunately never for a moment lost sight of the enemy. At half-past three A. M. the Castor succeeded in getting within shot of him, and soon after began a smart cannonade, which was immediately returned by the enemy, who, in yawing to bring his guns to bear, gave me an opportunity of ranging up abreast of him. At four o'clock I brought him to close action, and continued hotly engaged with, and constantly nearing him, until a quarter past five, when both ships being complete wrecks in their rigging and sails, and within their own lengths of each other, the Pompée nearly unmanageable, and the enemy entirely so, she surrendered.

I must here, Sir, express my obligations to captains Pigot and Roberts, of his Majesty's ships Latona and Castor, for their attention during the chase, and their spirited efforts to afford me their support in the battle. The latter, as I have already stated, had a partial opportunity of doing so; and I am assured that the want of opportunity alone, prevented my receiving it equally from the former.

And it may not be improper here, Sir, to go back to the occurrences of the 15th instant, in order to express my admiration of the gallant conduct of captain Napier, of his Majesty's brig the Recruit, in keeping within the fire of the stern chasers of three sail of the line throughout that day, and constantly annoying them with his.

To the officers and crew of his Majesty's ship under my command, my warmest thanks are due, for their unabated and cheerful exertions throughout so long and anxious a chase, and for their steady and gallant conduct during the action; to Mr William Bone, the first Lieutenant, I must particularly offer them.

The captured ship is the D'Hautpoul; of seventy-four guns, commanded by captain Armand Le Due, Chevalier of the Legion of Honour, with a crew of six hundred and eighty men; between eighty and ninety of whom were killed and wounded, including several officers. She is a perfectly new ship, never at sea until she quitted L'Orient in February last.

Inclosed is a return of the killed and wounded on board his Majesty's ship under my command, together with that of the damages sustained in her masts, yards, sails, rigging, &c.

I have, &c.

W. C. FAHIE.

To Rear-admiral the Hon. Sir Alex.  
Cochrane, &c.

*A List of the Killed and Wounded of His Majesty's Ship Pompée, in the Action with the French National Ship d'Hautpoult, on the Morning of the 17th of April. 1809.*

*Killed.*

Mr. Edward Casey, boatswain; Richard Codlin, seaman; Joseph Pool, ditto; John Miles, ditto; Joseph Lee, ditto; John Falconer, ditto; Christopher Finisker, ditto; Edward Rowe, ditto; Thomas Charles, marine.

*Wounded.*

William Charles Fabie, Esq. captain; William Bone, first lieutenant; Charles Edward Atkins, lieutenant royal marines; John Esson, sail-maker; John Craig, captain of the forecastle; John Harris, seaman; Thomas Norton, ditto; Edward Ellis, ditto; William Rayner, ditto; William May, ditto; James Lay, seaman; John Carey, ditto; John Miller, ditto; John Sheerman, ditto; John Gorman, ditto; Boston Gaw, ditto; William Short, gunner's mate; Daniel Hall, seamen; John Bryan, ditto; Benjamin Booth, private marine; Henry Wagg, 63d regiment; Alexander Allan, boatswain's mate; David Melchin, seaman; John Buntin, ditto; John Davis, ditto; Jeremiah Mahony, ditto; Christopher Cain, ditto; John Noglet, private marine; Thomas Pease, 63d regiment; Thomas Mortimer, ditto.—Total, 9 killed, 30 wounded.

*Return of Killed and Wounded on board the under-mentioned Ships.*

*Neptune.*

William Bozier, able seamen, killed; Michael Sands, ditto, wounded; William Gallow, ditto, ditto; Andrew Saunders, quarter gunner, ditto; John Williams (4), able seaman, ditto.—Total, 1 killed 4 wounded.

*Castor.*

Mr. Samuel Cross, mate, killed; John Russell, seaman, wounded; William Conterson, ditto, ditto; Thomas Mason, marine, ditto; Beuk Blophn, seaman, ditto; John Lynn, ditto, ditto; Peter Murphy, ditto.—Total, 1 killed, 6 wounded.

*Recruit.*

Serjeant of marines wounded.

## Imperial Parliament.

### HOUSE OF LORDS.

FRIDAY, MARCH 24.

**T**HE Marine Mutiny Bill, and a Bill for regulating the trade of the Cape of Good Hope, having been passed on the preceding day, received the Royal Assent.

Lord *Auckland* expressed a wish to receive some explanation from ministers relative to the great omission of not adopting measures to secure the numerous and powerful Spanish squadron, comprising three three-deckers, and several large ships of the line, which were stationed at Ferrol, from falling into the hands of the enemy. This he thought was a circumstance easy to have been effected, when he considered the state of circumstances for a long interval of that part of the Peninsula, and the long presence of a powerful British force. He did not mean, however, that this most

important object was to be effected by force, but it might have been done by means of arrangement, and in a way in which the interests of the Allied Nations might both have been consulted. He therefore moved, "That there be laid before the House copies, or extracts, of instructions sent out to the officers commanding the British naval and military forces, relative to the securing the Spanish squadron at Ferrol from falling into the hands of the enemy."

Lord *Mulgrave* said, the topic to which the motion referred was one of equal delicacy and importance. He would not say that farther information officially may not be laid before the House on this subject, but he begged leave now to state, that his Majesty's government were by no means unmindful of that important object; that the British admiral in command in that quarter had offered to take those ships under his protection; but it was represented to him by the Spanish commanders, that Ferrol was sufficiently strong to be able to resist the attacks of the enemy, and that the ships in question would be of essential service in enabling them to repel such attacks. He must add, that under the present relative circumstances of the two countries, such a discussion as the Noble Lord's motion must produce, would be injurious to the public service.

The Duke of *Norfolk* said, he felt rather alarmed than satisfied at the statement just made by the Noble Lord. Such arguments might as well be used by the Spaniards in the case of Cadiz, should we propose any steps for the security of the squadrons in that port.

Earl *Grey* was of opinion, that measures should be adopted to prevent the squadrons now in Spanish ports from falling into the hands of the enemy. It was not at Cadiz alone, but at Carthagena there was a powerful squadron ready equipped and manned, which was very dangerously situated. With reference to the negotiations which may be going on, it would be as well not to press the discussion at present; but a most severe responsibility rested upon ministers with respect to their conduct relative to Spain.

Lord *Auckland* at length consented to withdraw his motion.

MONDAY, MARCH 27.

The Earl of *Liverpool* laid before the House a copy of a treaty, offensive and defensive, entered into by his Majesty with the government acting for, and in the name of his Catholic Majesty the King of Spain and the Indies, dated 14th January last.

Lord *Selkirk* was desirous of ascertaining, whether the recent negotiation with the American States applied only to making satisfaction for the abrupt conduct of our commander on that station, or whether it went generally to other topics as well as to that.

The Earl of *Liverpool* answered, that any question on the subject of that negotiation was at present ill-timed, and very ill suited to present circumstances.

MONDAY, APRIL 17.

On the motion of Lord *Liverpool*, the Thanks of the House were voted to the gallant captors (naval and military) of the island of Martinique.

FRIDAY, APRIL 21.

Earl *Grey* moved an Address, generally censuring the conduct of ministers, relating to the affairs of Spain, which was negatived by 145 against 92.

## HOUSE OF COMMONS.

FRIDAY, MARCH 17.

Sir *C. M. Pole*, adverting to the debate of the preceding day, upon the Marine Mutiny Bill, expressed his wish to make an alteration in the bill, by inserting the words, "in aid of the fund for the widows of officers in the royal marine service," instead of the words, "for the use of Chelsea Hospital;" which was agreed to.

MONDAY, MARCH 20.

The Marine Mutiny Bill was passed.

An account of all the sums paid by the paymaster of marines to Chelsea Hospital, and the number of marines pensioned, from the years 1800 to 1809, was ordered.

Mr. *W. Pole* obtained leave to bring in a Bill for the more convenient payments of Pensions to the Widows of Officers of the Navy.

TUESDAY, MARCH 21.

Sir *C. M. Pole* submitted to the House, a motion founded on the Reports of the Commissioners of Naval Revision. He read extracts from the First Report, which pointed out neglect in various branches of the Navy Department; also extracts from the Second and Tenth Reports, pointing out further instances of remissness in various offices, and the injury the public were likely to sustain from the great arrears in Navy accounts; ten millions of money at one period remained unaudited in the Victualling Office accounts; to remedy which, the Commissioners of Naval Revision had submitted opinions, which he thought had not been duly attended to. He moved, "That it is the opinion of this House, that neither of the plans recommended by the Commissioners of Naval Revision will have any avail, unless the members of the Victualling Board are men of real abilities, of great professional knowledge, and are formed consistently with the opinions given by the Commissioners of Naval Revision in their several Reports."

Mr. *Ward* said, if the honourable gentleman knew of any misdoings, or of improper conduct in any individual, it would have been more manly to come forward, and point out the particular departments, or the particular individual. The hon. member then produced two extracts from reports of the Victualling Board; from which it appeared, that that Board had been excused from forwarding their accounts in 1798, as it would then have embarrassed them, from the great pressure of business, and tend to the injury of the service, by occasioning neglect in more important matters. He concluded by moving the previous question.

Mr. *Wellesley Pole* was sorry the honourable baronet had not read the Eleventh and Twelfth Reports. The Eleventh Report goes to mismanagement at the various outports, and was so connected with the



former, that, in order to come to a just conclusion, they must necessarily go together. If he had read that Report, he would have found various instances of mismanagement. When he looked to the then state of the Victualling Board, he did certainly think there could be no effectual reform take place, without the removal of some, at least, of the members from their situations. This was sufficiently proved by the circumstance, stated in the Tenth Report, of the arrears amounting to no less than eleven millions and a half, and which was owing to the accounts of twenty-five years standing, not having been looked into by the Victualling Board. The confusion arising from this was such, as to make it idle to hope for reformation, by any other means than removal. And here he could state, that the noble lord at the head of the Admiralty, having in view the very paragraph in the Report now under consideration, had actually called for his naval advisers, for the express purpose of recommending the fittest persons to fill those stations, and they had done so accordingly, under the very terms of the Report. Under these circumstances, he should vote for the previous question.

After some farther remarks, Sir *C. M. Pole* observed, that he had no other object in view than the public service: he had aimed at no individual; he did not wish to cast the slightest censure upon any one, but thought that that was a proper measure by which the House might shew the country its intentions of acting upon the reformations proposed.

The previous question was then put, and carried without a division.

In a committee on the Navigation Act, leave was given to bring in a Bill for the purpose of erecting a Prize Court in the Island of Malta.

WEDNESDAY, MARCH 22.

Mr. *Whitbread* moved, that there be laid before the House an account of the amount of all fees on licences granted by the Admiralty, the number of protections and letters of marque granted for the last five years; which motion was agreed to.

In a committee of supply, Mr. *Ward* moved the usual Navy Estimates as follow:—

1,408,337*l.* 13*s.* 9*d.* for the ordinaries of the Navy, including the half-pay of the officers of the Navy and Marines.

2,269,000*l.* for building and rebuilding ships of war, and for the ordinary allowance of wear and tear.

3,000,000*l.* for hiring transports.

314,000*l.* to defray the expence of Marines at home and abroad.

50,000*l.* to defray the expence of prisoners of war at home and abroad.

506,000*l.* to defray the expences of sick and wounded seamen, at home and abroad.

5,000*l.* to form a Compassionate List for the Officers of the Navy and Marines.

FRIDAY, MARCH 24.

Mr. *Gibbs* called the attention of ministers to the Thirteenth Report of the Committee of Naval Inquiry; and particularly to that part of it

which related to Dr. Mayne, and wished to know whether any proceedings were had in pursuance of it?

Mr. *Rose* said, that proceedings were instituted, and would be carried on with as much expedition as the formalities of the law (as applicable to this case) allowed; not upon this subject only, but also on others connected with it, or noticed in that Report.

TUESDAY, MARCH 28.

Sir *J. Newport* obtained leave to bring in a Bill for the farther Advancement of the Inland Navigation of Ireland.

WEDNESDAY, MARCH 29.

Ordered, on the motion of Sir *C. Pole*, that the last Report of the Committee of Naval Revision be printed.

Mr. *Perceval*, who entered the House at a subsequent period of the evening, on being apprised of the above-mentioned order, observed, that the papers to which it related were so voluminous, that to print them would cost 20 or 30,000*l.* a circumstance of which the House was not, perhaps, aware. He therefore objected to this unnecessary expence, unless some very urgent reason were pointed out.

The *Speaker* observed, that the Appendix might be printed with such references as might enable members to consult any part of the original papers.—A motion to this effect was, some days afterwards, agreed to.

THURSDAY, APRIL 13.

Mr. *Wellesley Pole* obtained leave to bring in a Bill for the more convenient Payment of the Allowances on the Compassionate List of the Navy for Widows and Orphans of Naval and Marine Officers.

Sir *Charles Hamilton* rose to complain of a breach of privilege. A sheriff's officer, of the name of Daniel Butler, had insulted him in his own house, and arrested him; he therefore claimed the protection of the House, afforded to its members in such cases. The said Daniel Butler was therefore ordered to attend at the bar of the House to-morrow, to answer for a breach of the privileges of that House.

#### Promotions and Appointments.

The king has been graciously pleased to confer on Captain Michael Seymour, of the *Amethyst*, the dignity of a baronet of the united kingdom of Great Britain and Ireland, for his late gallant action and capture of two of the enemy's frigates of superior force.

Vice-Admiral Sir *J. T. Duckworth*, Bart. K.B. hoists his flag in the *St. Josef*.

The Lords of Admiralty have been pleased to appoint Captain Alexander Robert Kerr, (who was acting in the *Revenge*, in the late brilliant exploit in Basque Roads,) to the command of his Majesty's ship *Isis*.

Rear-Admiral Pickmore is appointed second in command in the *Baltic*, and hoists his flag on board the *St. George*, Captain Hillyar.

Captain Thomas Eyles is appointed to the *Plantagenet*; Captain C. Pelly, to the *Bucephalus*; Captain Booty Harvey, to the *Rosario*; Captain John Tancock, to the *Curlaw*; Captain James Green, to the *Sarpedon*; Captain W. Mouncey, to the *Bonne Citoyenne*; Captain H. H. Christian, to the *Venus*; Captain H. Matson from the *Venus*, to the *St. Fiorenzo*;

Captain W. Cumberland, to the Saturn; Captain M'Leod, from the Isis, to the Antelope; Captain A. R. Kerr, to the Isis; Captain Dowers, son of the governor of Deal hospital, to the Julia; the Hon. Captain W. Lake, to the Ulysses; Captain Tate, to the Leopard; Captain Cumberland, to the Saturn; and Captain Lord Amelia Beauclerk, to the Royal Oak.

#### Lieutenants appointed.

Lieutenant Dowell O'Reilly, is appointed to the *Surveillante*; William Augustin Thomson, to the *Tisiphone*; John R. Colman, to the *Agincourt*; James Jones, to the *Dictator*; Charles Touzean, to the *Ardent*; Frederick Draffer, to the *Quebec*; Christopher West, to the *Blake*; Samuel Hemming, to the *Leyden*; Samuel Deserat, to the *Tisiphone*; Richard Pawle, to the *Calliope*; John Richards, to the *Bucephalus*; George Russel, to the *Chanticleer*; Claude Crespigny, to the *Success*; George Hutcheson, to the *Defiance*; Robert Dixon, to the *Dotterel*; David A. Dickson, to the *Fury*; John Francis, to the *Devastation*; Jeremiah Morgan, to the *Inflexible*; M. Smith, to the *Nemesis*; Charles Hills, to the *Egeria*; John Stoddart, to the *Canopus*; John Simpson, (3) to the *Goldfinch*; Watkin Evans, to the *Rosario*; Hugh Goldsmith, to the *Cadmus*; B. R. Hoar, to the *Dionede*; Edward Davies, (2) to the *St. Fiorenzo*; Thomas O. Hewes, to the *Venus*; William Hy. Hadwell, to the *Revenge*; John Reeve, to the *Aimable*; George Grenville to the *St. Domingo*; James Purches, to the *Hindustan*; Henry Davis, (2) to the *Lynx*; John Finchley, to the *St. Domingo*; J. L. Peak, from the *Clio*, to the *Victorious*; Joseph Taylor, from the *Spencer*, to the *Venus*; James Campbell, (1) to the *Royal Oak*; Richard Welby, to the *Amsterdam*; Wm. Haithwaite, from the *Leyden*, to the *Plover*; Charles Squarey, to the *Orestes*; John Everard, to the *Saturn*; Wm. Le Symonds, to the *Diligence*; Hugh Goldsmith, to the *Thisbe*; Wm. Cayley, to the *Heroine*; John Bull, to the *Impetueux*; Thomas Welch, to the *Eagle*; James G. Jacob, to the *Amythyst*; Wm. T. Carrol, to the *Achille*; Wm. P. Stevenson to the *Audacious*; G. Bush, (2) to the *Curlew*; John Neale, (1) to the *Reynard*; Evan F. G. Mackenzie, to the *Warspite*; James Moriarty, to the *Impetueux*; Thomas S. Greenwood, from the *Sparrowhawk*, to the *Curlew*; Donald Potter, from the *Trusty*, to the *Bellona*; Hy. T. Jauncey, to the *St. Fiorenzo*; Jas. Morgan, (2) to the *Nymph*; Hy. Davis, (1) to the *Venerable*; Wm. Ogilvie, to ditto; Wm. Burchell, (2) to the *St. Fiorenzo*; Herbert Wm. Hoare, to the *Stately*; Gawen Forster, to the *Prometheus* fire-ship; H. J. P. Proby, to the *Blossom*; George Bowen, to the *Dreadnought*; Richard Alcock, to the *Theseus*; and James Stone, (2) to the *Raven*.

#### Surgeons appointed.

Mr. Matthew Kent, is appointed by the Lords of the Admiralty, to be dispenser and apothecary to Greenwich hospital.

Mr. M'Laughlin, to succeed Mr. Kent, as first assistant-surgeon and assistant-surgeon of the chest at Greenwich.

C. Morris, a surgeon of the *Vestal*, to be assistant-dispenser, *vice* Burke, superannuated; R. Hinds, to be assistant-surgeon, *vice* M'Laughlin.

Mr. Richard Gibbs, is appointed to be surgeon of the *Aimable*; Mr. Michael Stewart to the *St. Fiorenzo*; D. Rowland to the *Antelope*; Wm. Burnell, (2) to the *Isis*; David Steel, to the *Surdy* cutter; George Harvey, to the *Lavinia*; Thomas Watkins, to the *Guildford*; Wm. Thompson, to the *Royal Oak*; David Cowan, to the *Lavinia*; Thomas Keys, to the *Baracoulta*; John Reynolds, to the *Hyacinth*; Nathaniel Boardman, to the *Marlborough*; Wm. Hillman, to the *Seaflower*; P. C. Parlebién, to the *East Indies*; E. S. Duke, to the *Jamaica*; John Kerr, to the *Heroine*; M. M. Cornick, to the *St. Joséf*; James Wade, to the *Goree*; Francis M'Allister, to the *Jamaica*; William Watson, to the *Rosario*; J. P. L.

Michod, to the Fly; Wm. Aitkin, to the Bucephalus; Edward F. Bromley, to the Adamant.

#### Assistant-surgeons appointed.

Mr. William Porteous is appointed to be assistant-surgeon of the Martial gun-brig; Richard Kent, to the Antelope; Samuel Randall, to the Isis; Edward Colley, to the Gorgon; Thomas Woodward, to the Prevoyante; W. H. Rudland, to the Temeraire; F. R. Jago and John Cleland, to the Antelope; W. B. Godfrey, to the Centinel; James Magavenny, to the Adonis schooner; A. Stewart, to the Jamaica; Charles Kent, to the Sussex; Joseph M'Leod, to the Patriot; John Morgan, to the Ponnant; John Smith, to the St. Domingo; Patrick Blackie, to the Alfred; David Williams, to the Frederickswarn; W. E. Godfry, to the Gorgon; Alexander Dunbar, to the Theseus; William Todd, to the Royal Oak; Francis Brandon, to the St. Fiorenzo; George Parsons, to the Royal William; P. H. Scott, to the Magicienne; Archibald Cameron, to the Leeward Island station; G. S. Rutherford, to the Majestic; John Taylor, to the Indefatigable; John Hunter, to the Leyden; R. M'Gee, to the Decadé; William Chambers, to the St. George; James Rae, to be an hospital mate at Mill Prison; James Clark, to be an hospital mate at Haslar; Edmund Pearce, to be an hospital mate at Dartmoor; Ebenezer Walker, to be assistant-surgeon of the St. Josef; Edward Caldwell, to ditto; Henson Barker, to the Agincourt; William Craig, to the Defender gun-brig; Thomas Gray, to the St. George; Edward Sibbit, to the Cracker gun-brig; Robert Dunn, to the Bucephalus; E. H. Seymour, to the Jamaica station; William M'Cord, to the Shannon; J. H. Jones, to the Caton; Donald Cameron, to the Alfred; William Carroll, to the Centaur; David Small, to the Powerful; Simon Davidson, to the Caledonia; G. H. Weatherhead, to be an hospital mate at Haslar; James Fry, to the William store-ship; J. A. Donally, to the Alfred; Donald Cameron, to the Archer; Charles Osborn, to the Adamant; F. A. Donelly, to the Scrapis; Alick Osborne, to the Alfred; and James Scott, to the Marlborough.

A list of midshipmen who passed for lieutenants on the first Thursday in the month:—O'Brien N. J. Hall, Lauchlan Burn, Aug. R. Yates, Alexander Rhodes, Samuel Sparshott, Thomas Curson, William Smith, James Gibson, Robert J. Hownam, John Courtney, John Keay, Richard H. Camplin, Hon. Augustus F. Berkeley, Christopher Tutbill, Edward Sward, and Thomas Favell.

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#### BIRTHS.

At Margate, the lady of Captain S. Ballard, R. N. of a son.

On Friday, the 19th instanc, in Edward-street, Portman-square, the lady of the Hon. Captain Blackwood, of a son.

At the Royal Infirmary at Greenwich Hospital, the lady of Dr. R. Robertson, physician of that institution, of a daughter.

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#### MARRIAGES.

Lately, Lieutenant John Burke, of the Westmeath militia, to Francis, daughter of Rear-admiral Sir Digby Dent, Bart.

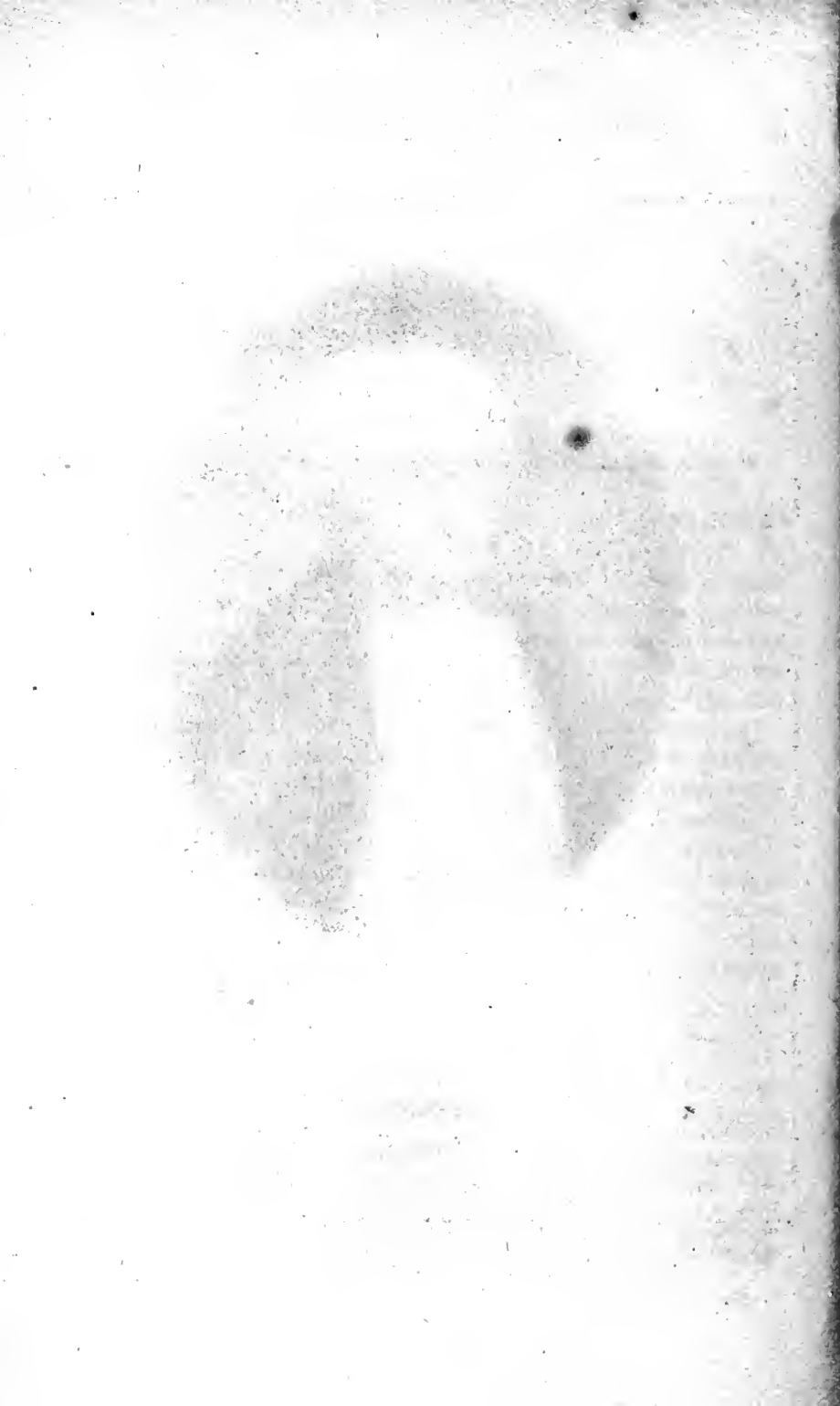
On the 27th of April, at Whitechapel Church, Captain G. Anthony, of the Cornwallis packet, to Miss Mary Ann Wilson, niece of Lieutenant-colonel Wilson, of the 2d regiment of Tower Hamlets.



PHILLIP

AFFLECK ESQ<sup>R</sup>

Admiral of the White Squadron



MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
PHILIP AFFLECK, ESQ.  
ADMIRAL OF THE BLUE SQUADRON;  
AND OF THE LATE  
SIR EDMUND AFFLECK, BART.  
REAR-ADMIRAL OF THE RED SQUADRON.

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“ Britannia’s bulwark, and her monarch’s love.”

**T**HE Affleck family, whose name is modernised from that of Auchinleck, is of Scotch extraction; and the gentlemen, whose services we are about to notice, belonged to a branch which had long been settled in the county of Suffolk.—Philip Affleck, Esq. was the younger brother of the late Admiral Sir Edmund Affleck, Bart. and the uncle of Sir Gilbert, the present representative of the family.

Mr. Philip Affleck was born about the year 1725. He was originally in the service of the East India Company; but afterwards entered into the royal navy, and obtained a lieutenant’s commission on the 2d of May, 1755. He served in this rank, either on board the Hunter sloop, or the *Ætna* bomb ketch, at the siege of Louisbourg,\* and so particularly distinguished himself at the time that the *Prudente* and *Bienfaisant* were boarded by the boats of the squadron, that he was promoted by Admiral Boscawen to the rank of master and commander.†

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\* *Vide* NAVAL CHRONICLE, Vol. VII. page 202 *et seq.*

† It was on the 9th of May, 1758, that Admiral Boscawen arrived at Halifax, and assumed the command of the fleet, destined for the attack on Louisbourg. The troops were all embarked by the 28th of the same month; on the 2d of June, the fleet rendezvoused in Gabarus Bay; and, a landing place having been selected, Admiral Boscawen ordered seven frigates to place themselves opposite to the enemy’s batteries, and to cover the debarkation, which was effected, with the greatest order and regularity, under the command of Brigadier-general Wolfe. The enemy, after a heavy fire of cannon and musketry, abandoned their works, leaving behind them

In Admiral Boscawen's action with the French squadron, under the command of M. de la Clue, in the Mediterranean, on the 18th of August, 1759,\* Mr. Affleck commanded the *Grammont*, of 14 guns; and, soon after the engagement, the admiral made him post, in the *Namur*, of 90 guns, by commission bearing date August 28, 1759.

Captain Affleck was soon afterwards removed into the *Panther*, of 60 guns, and ordered to the East Indies, where he continued till nearly the close of the war. In the winter of 1760, he was some time employed in the blockade of Pondicherry, under the Rear-admirals Stevens and Cornish. The *Panther* was one of the ships, which, in the hurricane of the 1st of January, 1761, cut away their masts, and rode out the storm.†

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several cannon and mortars, and took shelter in the town; against which, on the 25th of June, the military commander opened several batteries, with great success. On the 28th, the enemy sunk a ship of the line, a frigate, and two corvettes, across the mouth of the harbour. On the 21st of July, the *Entreprenant*, of 74 guns, took fire; before the flames could be extinguished, she blew up; and two other ships were also consumed. Only two ships of the line now remained in the harbour, which Admiral Boscawen determined either to take or destroy. For this purpose, on the 25th, at night, he ordered 600 seamen to be sent, in the boats of the fleet, under the command of the Captains Laforey and Balfour, who rowed into the harbour, amidst an incessant fire from the enemy's ships and batteries. Captain Laforey boarded *la Prudente*; but, finding that she was aground, and also moored with a strong chain, he set her on fire. The *Bienfaisant* was carried by Captain Balfour, and towed into the north-east harbour. For this gallant service, Captain Laforey and Captain Balfour received post rank, and Mr. Affleck, one of the lieutenants who accompanied them, was made master and commander, as has already been stated.—The enemy's ships have been all either taken or destroyed. Admiral Boscawen informed General Amherst, the military commander, that he had determined to send six ships of the line into the harbour on the following morning. Before that period, however, the French desired to capitulate, and terms of surrender were agreed to on the same evening.

\* *Vide NAVAL CHRONICLE*, Vol. VII. page 207.

† On the night of this sudden and tremendous hurricane, the wind at first blew with great violence from the north-west; in a few hours it shifted to the north-east; and, suddenly, it burst forth with redoubled fury from the south-east. Admiral Stevens, at the commencement of the gale, finding that it would be impossible to ride it out, ordered the cables to be cut, and stood to sea: at the same time, he made the signal for the squadron to



Captain Affleck returned to England in the *Argo*, of 20 guns; from which period, till 1779, when he was appointed to the *Triumph*, of 74 guns, he does not appear to have holden any command. In that year he was employed in the Channel fleet, under Admiral Sir Charles Hardy, and was present when it fell in with the French and Spanish fleets, on the 31st of August, after they had had the temerity to appear before Plymouth.\*

Early in 1780, Captain Affleck was ordered to the West Indies, to reinforce Sir George Rodney; but it was not till the 10th of May, upwards of three weeks after the first encounter which had taken place with the French Admiral de Guichen, that he reached his destination. He was present, however, in the second action, on the 15th of May; and, in the 3d, on the 19th of the same month, he was very warmly engaged; his ship (the *Triumph*) having four men killed, and fourteen wounded.†

During the early part of the ensuing year, Captain Affleck served on the same station; but, as he continued with the commander-in-chief, at St. Eustatia, when Sir Samuel Hood put to

follow him; but the violence of the wind, and the darkness of the night, rendered it impossible for the signal to be seen. The squadron consequently remained at anchor till their cables parted. Before they could gain a sufficient offing, the wind shifted, and raged with such fury; that they were driven into shoal water, and obliged to anchor. The *Panther*, as has been already stated, with the *Medway* and *Falmouth*, cut away their masts, and rode out the storm. The *Duc d'Aquitaine*, *Sunderland*, and *Duke* store-ship, by not taking this precaution when they brought up, either overset, or foundered. Excepting seven Europeans, and as many *Lascars*, who were the next day picked up on pieces of the floating wreck, their crews, amounting to 1,100 men, perished. The *Newcastle*, *Queenborough*, and *Protector* fire-ship, were driven on shore about two miles south of *Pondicherry*, and totally lost; but their crews, excepting seven, were saved.

M. Lally, the governor of *Pondicherry*, was in great hopes, that the disaster which had befallen the British squadron would open to him a communication from the sea, and that succours might be derived from that quarter; but, on the 3d of January, to his great disappointment and surprise, Admiral Stevens again anchored in *Pondicherry Road*. By the 15th a considerable breach had been made in the walls; and, the garrison finding themselves reduced to the last extremity, the place was surrendered to the English on the following day.

\* *Vide* NAVAL CHRONICLE, Vol. XIX. page 104.

† For an account of these actions, *vide* NAVAL CHRONICLE, Vol. I. page 377.

sea, for the purpose of attacking the Count de Grasse, on his passage to the West Indies, he was not concerned in the encounter which took place with the enemy, off Martinique, on the 29th of April.\*

Previously to Sir George Rodney's resigning the command of the fleet to Sir Samuel Hood (at the end of July) Captain Stair Douglas appears to have succeeded to the command of the *Triumph*; and Captain Affleck is believed to have returned to England, as a passenger, in some other ship, before the close of the year. He remained out of commission till towards the end of 1782, when he was re-appointed to the *Triumph*, which was then refitted; but, in consequence of the cessation of hostilities, she was employed only as a guard-ship, at Portsmouth. Captain Affleck held this command during two years; after which he was not again employed as a private captain.

On the 24th of September, 1787, he was promoted to the rank of rear-admiral of the blue squadron; and, in 1790, he was appointed commander-in-chief on the Jamaica station, where he hoisted his flag on board the *Centurion*, of 50 guns. On the 21st of September, in the same year, he was made rear-admiral of the white; and, on the 1st of February, 1793, vice-admiral of the blue squadron. In 1792 he was succeeded in his West India command by Commodore Ford. On the 26th of April, 1793, he had the honour of being appointed one of the Lords Commissioners of the Admiralty. Towards the close of the same year, he was also elected Vice-President of the Marine Society. On the 11th of April, 1794, he was made vice-admiral of the white; on the 4th of July following, vice-admiral of the red; on the 1st of June, 1795, admiral of the blue; and, on the 14th of February, 1799, admiral of the white squadron.

Admiral Affleck retired from his seat at the Admiralty Board, in 1796; after which, he never appeared in any official station.

Universally respected as an officer, as a gentleman, and as a christian, he died at Bath, on the 22d of December, 1799.

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\* *Vide NAVAL CHRONICLE* Vol. II. page 7.

MR. EDMUND AFFLECK, who was advanced to the dignity of a Baronet in the year 1782, was the elder brother of the admiral, of whose professional services we have just been treating. He entered into the navy when very young, and obtained a lieutenant's commission on the 2d of July, 1745. Very little is known respecting his early services. He is said to have been promoted, in the year 1755, by Commodore Frankland, then commander-in-chief on the Leeward Island station, to command the *Advice*, of 50 guns; but, if so, his commission was not confirmed by the Admiralty Board, as he dated his post rank only from the 23d of March, 1757, when he was appointed to the *Mercury*, of 24 guns. After remaining a short time in this ship, he is believed to have been out of commission, till the year 1759, when he was appointed to the *Launceston*, a fifth rate, of 40 guns, in which he continued during the remainder of the war, employed in a variety of routine service, but without meeting with any favourable opportunity for distinguishing himself.\*—After the war, about the year 1766, he was appointed to the *Argo*, of 28 guns, the same frigate, we believe, which his brother subsequently, for a short time, commanded. In the *Argo* he proceeded to Lisbon; but, not retaining the command of that frigate more than one or two years, he was not again employed till 1770, when he was appointed to the *St. Antonio*, of 60 guns, a guard-ship, at Portsmouth, as successor to Captain Gayton, who had just then been promoted to a flag. He continued in this ship only till the autumn of 1771, when she was put out of commission, as unfit for further service.

In 1775, Captain Affleck was appointed to the *Medway*, of 60 guns, bearing the flag of Vice-admiral Mann, who was then sent out as commander-in-chief in the Mediterranean. He remained with that officer till his return, in 1778; and, immediately on his arrival in England, he was appointed to the *Bedford*, of 74 guns, one of Admiral Byron's squadron, then under orders for America.

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\* In 1762, he was attached to the fleet which was sent in quest of M. de Ternay, under Sir Edward Hawke; \* *a* and, in the autumn of the same year, he was employed in cruising in the Bay under Sir Charles Hardy.

\* *a* Vide NAVAL CHRONICLE, Vol. VII. page 470.

This squadron sailed from Spithead, in quest of M. d'Estaing, on the 5th of June; but, unfortunately, on the 3d of the following month, it was dispersed in a heavy gale of wind from the north. However, Captain Bedford's ship, and five others, having had the good fortune to keep together, reached Sandy Hook in safety, on the 28th of August, under the command of Rear-admiral Parker. The month of October arrived, before Admiral Byron had collected his fleet. At length he put to sea, from New York, and proceeded to cruise off Boston, to block up d'Estaing's squadron, which had taken shelter in that port. Still pursued by adverse fortune, he had not long reached that station, before a violent storm drove him off the coast, dispersed his fleet, and obliged many of the ships to put into Rhode Island, in a very shattered condition. D'Estaing, not suffering so favourable an opportunity to escape, slipped out of Boston, and steered for the West Indies. Byron prepared to follow him; but the Bedford had received so much damage in the storm, that it was found expedient to send her home; and she accordingly arrived at Spithead, on the 25th of January, 1779, in company with the Amazon frigate.—Captain Affleck afterwards served in the Channel fleet, under the orders of Sir Charles Hardy; and, in the month of December, his ship sailed with the armament, under Sir George Rodney, to the relief of Gibraltar. On his passage thither, on the 16th of January, 1780, he had the pleasure of first descrying the Spanish squadron, commanded by Don Juan de Langara; and, in the encounter which ensued,\* he had the still higher satisfaction of bearing a distinguished part.

The object of the expedition having been accomplished, Captain Affleck returned to England, and was shortly afterwards ordered to America, with the squadron under Admiral Graves, which had been sent thither for the purpose of counteracting the efforts of the Chevalier de Ternay †—In a violent gale of wind, which arose

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\* *Vide* NAVAL CHRONICLE, Vol. I. page 373; Vol. XVI. page 179; and Vol. XIX. page 267.

† De Ternay arrived at Rhode Island, from France, with a squadron of seven sail of the line, five frigates, and two armed ships, on the 11th of July; having under his convoy several sail of transports, with 6,000 troops on board, under the command of Lieutenant-general the Count de Rochambeau.

on the 23d of January, 1781, while off the east end of Long Island, the Bedford was unfortunately dismasted. At the same time the Culloden, Captain Balfour, was driven ashore, and totally lost; but her masts were saved; and, having been fitted to the Bedford, the latter ship was, by very great exertion, repaired by the 1st of March, when the whole squadron immediately put to sea.

On the 16th of the same month, a partial engagement took place with de Ternay's squadron, about fourteen leagues from Cape Henry; but the Bedford, and indeed the whole rear of the British squadron, were prevented from getting into action, by the enemy's line having been broken before it became general.\*

On the 20th of May following, Captain Affleck hoisted a broad pendant, as commodore, in the Bedford; but, on being appointed to the port department, at New York, he almost immediately shifted it into a frigate.—He continued thus occupied, till the return of Admiral Graves into port, after his engagement with the Count de Grasse, off the Chesapeak, on the 5th of September; † when, an attempt to relieve Earl Cornwallis, at York Town,

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beau. Admiral Arbuthnot was then lying at New York, with only four sail of the line. On the 13th (two days after de Ternay's arrival) he was reinforced by Admiral Graves, from England, with six sail of the line. An attack was now meditated on the French, at Rhode Island. On the 17th, the troops were embarked, and the fleet sailed; but, on their arrival, they found that the enemy were strongly posted, and that they had put the fortifications into a proper state of defence. From these circumstances, and from some disagreement having arisen between the naval and military commanders, the expedition was given up; and the admiral satisfied himself with blocking up the enemy's fleet in port, as an attack by sea would have been wholly impracticable. The squadron continued on this service till the 6th of August, when it put into Gardiner's Bay to water and refit.

\* The enemy having been descried some hours before, a partial engagement commenced at 2 P.M. the brunt of which was chiefly borne by the Robust, Europe, and Ardent, until the rest of the van and centre could come up to their assistance: it then became more general, and continued till three o'clock, when De Ternay bore up, and ran to leeward. The crippled condition of the three van ships prevented Admiral Arbuthnot from pursuing the enemy. The English squadron, which had sustained a loss of 30 men killed and 73 wounded, anchored the next day in Lynn Haven Bay, to repair its damages.

† *Vide* NAVAL CHRONICLE, Vol. V. page 391.

having been determined on, he re-hoisted his broad pendant on board the Bedford, and was appointed to lead the fleet on the larboard tack. The garrison, however, had been compelled to surrender, previously to the arrival of the British armament; in consequence of which, the fleet returned to Sandy Hook, where it arrived on the 29th of October.

On the 12th of November, Commodore Affleck, who still continued in the Bedford, sailed for the West Indies, with Sir Samuel Hood, and the greater part of the combined naval force of the North American and West Indian stations, in quest of the Count de Grasse, who had proceeded thither with a very formidable fleet.\*

On his arrival at Carlisle Bay, Barbadoes, on the 5th of December, Commodore Affleck was entrusted with the command of a squadron, or division, consisting of seven ships of the line; and, in the encounter with the enemy's fleet, on the 25th and 26th of January, 1782, in Basse Terre Road, St. Christopher's,† he so highly distinguished himself, as to call forth the following encomium from Sir Samuel Hood, in his official despatches:—

“The enemy gave a preference to Commodore Affleck, but he kept up so noble a fire, and was so well supported by his seconds, Captain Cornwallis and Lord Robert Manners, that the loss and damage sustained in those ships were very trifling; and they very much preserved the other ships in the rear.”

Commodore Affleck had also the good fortune of bearing a very conspicuous part in the memorable conflicts with De Grasse, on the 9th and 12th of April.‡ Lord Rodney, in his official letter, says:—“nor can less praise be given to Commodore Affleck, for his gallant behaviour in leading the centre division.”

It was for his gallant exertions on this occasion, that Commodore Affleck was advanced to the dignity of a Baronet of Great Britain. He also had the satisfaction of receiving, in concert with the flag officers, the well-merited thanks of both Houses of Parliament.

Sir Edmund remained with Lord Rodney, till the return of that officer to England, in July; and, on the approach of the hurri-

\* *Vide* NAVAL CHRONICLE, Vol. I. page 14.

† *Ibid.* Vol. II. page 15.

‡ *Ibid.* Vol. I. page 339; and Vol. II. page 21.

cane months, he sailed for America, with Admiral Pigot. While on that station, he was detached with a strong squadron of ten or twelve ships of the line, under the orders of Lord Hood,\* with the view of intercepting, on its return, a part of the French fleet which had repaired to the West Indies, under the command of M. Vandreuil; but, by the caution, and good fortune of the enemy, this plan was frustrated; and, Admiral Pigot having returned to the West Indies, Sir Edmund Affleck, with Lord Hood, rejoined him on that station.

In consequence of the peace which almost immediately ensued, the commodore returned to England early in the summer of 1783, and struck his pendant.—On the 10th of February, 1784, he was promoted, *singly*, to the rank of rear-admiral of the blue squadron; and, on the 24th of September, 1787, he was made rear-admiral of the red, but never hoisted his flag.

In the year 1782, shortly after the intelligence of the defeat of De Grasse had reached England, Sir Edmund Affleck was chosen representative in Parliament, as successor to Mr. Christopher Potter, for the borough of Colchester; for which place he continued member till his decease, on the 15th of December, 1787.

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#### HERALDIC PARTICULARS.

——— Affleck Esq. had two sons, Edmund and Philip, whose professional services are recorded in the preceding pages. Edmund, the elder, created a Baronet on the 28th of May, 1782, married a lady, by whom he had a son, Gilbert, the present Baronet. Lady Affleck died at Colchester, on the 15th of December, 1787; and Sir Edmund married, secondly, on the 16th of May, 1788, Mrs. Smithers, a widow lady, from New York, who survived him, and died in Queen Ann street, East, London, in the year 1799, about the same time as her brother-in-law, Admiral Philip Affleck.

ARMS.—Argent, three bars, sable.

CREST.—A stalk and ear of wheat, proper.

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\* *Vide* NAVAL CHRONICLE, Vol. II. page 22.

NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

MUTINEERS OF THE BOUNTY.

ACCOUNTS have been received from the squadron in the Southern Seas, under Rear-admiral Sir Sidney Smith. They sailed from Rio Janeiro on the 7th of March: it being the anniversary of the Prince of Brazil's arrival in that country, they fired a royal salute in sailing out of the harbour. On the 13th of March they were in latitude 26 deg. 33 min. S. and longitude, 30 deg. 51 min. W. The last advices left them at sea, all well, on the 16th of March, off the island of Trinidad. The only intelligence of any moment is comprised in the following extract from the log-book of the American ship *Topaz*, of Boston, Folgar, master, viz.

*“ Extract from the log-book of Captain FOLGAR, of the American Ship Topaz, of Boston.*

“ Captain Folgar relates, upon landing upon Pitcairn's Island (or Incarnation, off Quiros), in lat. 25 deg. 2 min S. long 130 deg. W. by lunar observation, he found an Englishman of the name of Alexander Smith, the only person remaining of nine that escaped in his Majesty's late ship *Bounty*, Captain W. Bligh.

“ Smith relates, that after putting Captain Bligh in the boat, Christian, the leader of the mutiny, took the command of the ship, and went to Otaheite, where a great part of the crew left the ship, except himself, Smith, and seven others, who each took wives, and six Otaheitean men as servants, and shortly after arrived at this island, where they ran the ship on shore, and broke her up. This event took place in the year 1790. About four years after their arrival, a great jealousy existing, the Otaheiteans secretly revolted, and killed every Englishman except himself, whom they severely wounded in the neck with a pistol ball. The same night, the widows of the deceased Englishmen rose and put to death the whole of the Otaheiteans, leaving Smith the only man alive upon the island, with eight or nine women, and several small children. He, when he recovered, applied himself to tilling the ground, so that it now produces plenty of yams, cocoa nuts, bananas, and plantains, hogs and poultry in abundance.

“ There are now some grown up men and women, children of the mutineers, on the island, the whole population amounting to about 35, who acknowledge Smith as father and commander of them all. They all speak English, and have been educated by him, Captain Folgar represents, in a religious and moral way.

“ The second mate of the *Topaz* asserts, that Christian, the ring-leader,



became insane shortly after their arrival on the island, and threw himself off the rocks into the sea; another died of a fever, before the massacre of the whole took place.

“ The island is badly supplied with water, sufficient only for its present inhabitants, and no anchorage. Smith gave to Captain Folgar a chronometer made by Kendall, which was taken from him by the Governor of Juan Fernandez.”

#### PIRATES.

THE introduction to a *general history of the pyrates, from the first rise and settlement in the island of Providence*, by Captain Charles Johnson (London, 1726) contains the following remarkable account of proceedings in the Spanish West Indies :—

“ About March, 1722, one of our men of war trading upon the coast, viz. the Greyhound galley, Captain Waldron,\* the said captain invited some of the merchants to dinner, who with their attendants and friends came on board, to the number of 16 or 18 in all; and having concerted measures, about six or eight dined in the cabin, and the rest were waiting on the deck. While the captain and his guests were at dinner, the boatswain pipes for the ships company to dine; accordingly, the men take their platters, receive their provisions, and down they go between decks, leaving only four or five hands besides the Spaniards above, who were immediately dispatched by the latter, and the hatches laid on the rest. Those in the cabin were as ready as their companions, for they pulled out their pistols, and shot the captain, surgeon, and another, dead; and grievously wounded the lieutenant: † but he, getting out of the window upon a side ladder, thereby saved his life, and so they made themselves masters of the ship in an instant. But by accidental good fortune she was recovered before she was carried off; for Captain W. having manned a sloop with thirty hands out of his ship's company, had sent her to windward some days before, also for trade, which the Spaniards knew very well, and just as the action was over they saw this sloop coming down before the wind towards their ship: upon which the Spaniards took about 10,000*l.* in specie, quitted the ship, and went off in their launch unmolested.”

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\* See chronological list of the captains of the royal navy, by Rear-admiral John Hardy. 4to (London, 1784.) Page 34. No. 714.

“ John Waldron, P. C. 13th April, 1719, H. M. S. Gibraltar; killed 19th April, 1722, off Cuba, by the Spaniards, who took his ship, the Greyhound, but afterwards gave her up again.”

† The lieutenant was Edward Smith, who was made post captain in the Eltham frigate, 16th November, 1739, and died at Antigua, of wounds, 21st June, 1743, commanding the Burford. (See NAVAL CHRONICLE, Vol. XXI. page 156.) Rear-admiral Sir W. Sidney Smith is this officer's grandson.

## REMARKABLE CASE OF CUMMING, AN AMERICAN SEAMAN.

A most singular case having lately occurred in Guy's Hospital, of a man who lived several years after swallowing a number of knives, and imperfect and erroneous accounts of it having found their way into the public papers, we have succeeded in obtaining the following short but authentic information respecting it:—

“ John or William Cumming, an American seaman, while in France in 1799, seeing some itinerant jugglers pretend to swallow knives, was induced, in a moment of intoxication, to do the same in reality, and actually swallowed four clasp knives, such as sailors commonly use; all of which he got rid of in a few days, without much inconvenience. Six years afterwards he performed another feat of the kind at Boston, by swallowing fourteen of different sizes; by these, however, he was much disordered, but recovered in the infirmary at Charleston, near Boston, where the knives are preserved. Being captured on board an American ship, by his Majesty's frigate *Isis*, in the latter end of 1805, he entered the British service; and having boasted of his former exploits, he was unfortunately prevailed on to gratify idle curiosity, by swallowing seventeen on two successive days. He was immediately seized with violent pains, incessant retching, and other alarming symptoms, requiring the aid of the surgeon, under whose care he remained for eighteen months from that time, when he was discharged as unserviceable. He was twice in Guy's Hospital, under Dr. Babington, in 1807; and was again admitted in 1808, by Dr. Curry, under whose care he continued for the last seven months of his life; the whole of that time being passed in almost constant pain, and progressive wasting, until the end of March, 1809, when he died. On examining the body after death, fourteen knife blades, and a number of back-springs, were found in his stomach; all of them much corroded, and some nearly dissolved. A brass button, and part of the lining of a silver knife, were scarcely affected; but the horn handles and iron linings of the other knives were either dissolved, or had been passed downwards.—The immediate cause of his death was the back-spring of a large clasp knife, which had penetrated through the intestines into the cavity of the belly. Two other back-springs had got down still lower, and were fixed across the gut, so as to be felt by the finger. Though the blades and back-springs found in the stomach were extremely ragged and sharp, yet this organ was not penetrated by them in any part; and what is still more surprising, he could bear con-

siderable pressure there, and at times took food with appetite. Cumming was remembered to have been in Charleston Hospital in 1805, by a gentleman from Boston, now in London; and if any doubt could remain after the inspection of the body, his exploit on board the *Isis* at Portsmouth has been confirmed in the fullest manner by Captain Ommanney, the commander, and Dr. Lara, of Portsea, who was surgeon of that ship. The knives, as taken out of the stomach, with the stomach itself, are preserved at Guy's Hospital; and it is understood that Dr. Curry is drawing up a complete history of the whole case, to be laid before the public either in the *Philosophical Transactions*, or some other periodical work. Many of the knives he swallowed were four inches long, and one inch and a quarter across the widest part of the blade and handle."

#### NEW-INVENTED BATTEAU.

LIEUTENANT BROWNE, of the royal navy, lately crossed the Thames, and passed through one of the arches of Westminster Bridge, in the presence of some thousands of spectators, in a canvas batteau, invented by Colonel Browne, of St. Vincent's, for the use of the army, with thirty persons. This military batteau is made of prepared canvas, so as to be impervious to water. The batteau is seventeen feet long, five feet wide, and three feet deep, and when loaded with thirty persons only draws three inches water. It is capable of conveying 100 soldiers, with their arms, accoutrements, and baggage, across the widest river, provided they lie down, and 30 if sitting. This batteau weighs only 60 pounds, and can be fitted up or taken to pieces in three minutes, so that it forms an easy load for a soldier on a march. Two batteaus lashed together are capable of conveying the heaviest piece of ordnance, &c. and a number connected together form a bridge, for the passage of cavalry. This invention has been highly approved of by the Duke of York, Lords, Moira, Mulgrave, Chatham, and Sir A. Wellesley. The Colonel intends fitting up one of his batteaus, to carry two six-pounders, one in the head, and the other in the stern.

#### RECENT INSTANCE OF NAVAL GALLANTRY.

THE *Calcutta Post*, of November 18, 1808, contains the following statement:—

“ The three Bengal ships, *Baring*, *Admiral Drury*, and *Margaret*, laden with very valuable cargoes for China, having met at

Malacca with the Bombay ship, David Scott, commanded by Captain Colin Gib, bound also to China; the commanders of the four ships agreed to sail in company for their joint safety against an enemy. It was fortunate enough they did so; for in the China Seas they met with a French privateer of considerable strength, who chased them, and would have taken the two rear ships, had it not been for the cool and determined conduct of Captain Gib, who being the senior commander, was appointed to act as commodore. He ordered the three other ships to lay to, and immediately hauled out of the line himself towards the privateer for the purpose of fighting her. This resolute conduct speedily made the Frenchman haul his wind and make off. Captain Gib chased him till sunset, and then rejoined the fleet.

“A letter is published in all the India papers from the other Captains to Captain Gib, in which they speak in the highest terms of his gallantry, and say that it saved to his country property to the amount of 300,000l.”

LORD NELSON'S PRESENCE OF MIND, AT THE BATTLE OF  
COPENHAGEN.

AMIDST the numerous anecdotes which have appeared, respecting Lord Nelson, the following (taken from PORTER'S “*Travelling Sketches in Russia and Sweden*”) will probably be new to most of our readers:—

“In the midst of these horrors, surrounded by the dying and the dead, the British admiral ordered an officer, bearing a flag of truce, to go on shore with a note to the Crown Prince. It contained a proposal to his Royal Highness to acquiesce, without further delay, in the propositions of the British government; not only to put a stop to the present effusion of blood on both sides, but to save from total destruction Copenhagen and its arsenals, which he would otherwise level with the water. Whilst his Lordship was writing with all the calmness of a man in his study, he desired Colonel Stewart to send some one below for a light, that he might seal his despatch. Colonel Stewart obeyed; but none appearing with a candle when Lord Nelson had nearly completed his letter, he enquired the reason of such neglect, and found that the boy, who had been sent for it, was killed in his way by a cannon shot. The order was repeated; upon which Colonel Stewart observed, “Why should your Lordship be so particular to use wax! why not a wafer? The hurry of battle will be a sufficient apology for

the violation of etiquette.”—“It is to prove, my friend,” replied Lord Nelson, “that we are in no hurry; that this request is not dictated by fear, or a wish, on our part, to stop the carnage, from the least apprehension of the fate of this day to us, that I am thus particular. Were I to seal my letter with a wafer, it would still be wet when it reached the shore; it would speak of haste. Wax is not the act of an instant; and it impresses the receiver accordingly.” The reasoning of the Admiral was duly honoured by the result. The Danes acceded to his proposal, and a cessation of hostilities was the consequence.”

#### A FEMALE CORPSE FOUND AT SEA.

The following letter, relating a very remarkable circumstance, was lately received by the Dean of St. Asaph, from a gentleman, an attorney, in the island of Nevis:—

“DEAR SIR,

“*Nevis, February 27, 1809.*

“I beg to mention the following circumstances, and leave to your better judgment the propriety of making the same public:

“About a fortnight since, the overseer on the camp estate discovered a chest floating in the wash of the sea, and, with the assistance of several negroes, he had it brought on shore. On opening it, it was found to contain a female corps wrapped in several folds of seer cloth, and a quantity of tea was spread between each fold. The box or coffin was also filled up with tea, to the quantity it was supposed, of two hundred weight. The body was in a tolerable state of preservation, and had the appearance of having been that of a person about 30 years of age, rather corpulent, with a remarkable handsome hand, a good set of teeth, and long dark hair; the mouth had been filled with tea, and some moisture having occasioned the tea to swell, left the teeth exposed; on touching them, one fell in. The box was better than six feet long, and made remarkably strong, having sixteen iron clamps; the whole of it covered with cloth, which had Burgundy pitch rubbed over it, and was perfectly water tight. It must have been in the sea a very long time, as it had a number of barnacles upon it. The wood was supposed to be what is called in the East Indies Teak-wood. Around the middle of the box was a tarred rope, which had the appearance of having suspended it, or been a lashing to it.

“Should the publishing this account be the cause of making it

known to the relatives of the deceased, it may prove grateful to their feelings, to know that the body was decently interred in this island, and every attention paid it.

“ I remain, dear Sir, yours very truly,

“ JOHN COLHOUN MILLS.”

#### JUVENILE ROSCIUS.

Progress of the English language in allied countries, being a *literal copy of an advertisement* \* for St. Ferdinand's Theatre, at Palermo, on 10th January, 1807 :—

“ Gasper Grifoni, a boy six years old, for his benefits night shall expose on the stage, four languages in mask, to wit, English, French, Spanish, and Italian, with a hobgoblin lackey, and a Greek tragic, and Lappanio Spanish and French servant.

“ One of the most tragical scenes; labour of the said boy who shall expose in the middle of such graceful and ridiculous representation.”

#### ECCENTRICITIES OF CAPTAIN OR MAD MONTAGUE.

A Dutch ship of 400 tons was lost in Portsmouth harbour; Montague, coming on shore in his barge soon after, saw about a dozen of the dead Dutchmen lay on the beach; he immediately told his men to put all the Dutchmen's hands in their pockets. Going to the Prospect coffee-house, he fell in company with the Dutch captain; every one there was condoling with him about his loss: Montague directly says, d— their eyes, for a set of lubberly b——, that they would not pull their hands out of their pockets to save their lives: and he dare bet six dozen of wine, that if any of the crew were cast on shore, their hands would be found in their pockets. The Dutch captain, highly nettled, took the bet; the waiter was sent, and brought word there were twelve lay dead on the beach, with their hands in their pockets. “ There, cries Montague, did I not tell you they were too lazy to save their lives.” The Dutch captain was ashamed to shew his face for several days, till Montague told him of the joke.

#### TERROR OF A FRENCH CAPTAIN.

MONTAGUE being on a cruise in the bay, fell in with a Frenchman of nearly his size; he ran his ship alongside the Frenchman,

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\* The above was published out of compliment to the English garrison.

and made her fast. He then hailed the French captain, with these words, “d— you, Sir, if you dont strike directly, I will blow both ships up, and we will all go to H— together.” The French captain it seems was not prepared for so long a voyage, and struck his colours.

## CAPTAIN BOWEN.

By an error of the press, at page 134, the christian name of *Thomas*, instead of *John*, is given to that distinguished and gallant officer, the late Captain Bowen, who fell at the unsuccessful attack on Teneriffe.

His brother is Commissioner James Bowen, of the Transport Board; also a captain in the royal navy, who was master of the *Queen Charlotte* on the first of June, 1794, under that gallant veteran, the late Earl Howe, whose esteem for Commissioner Bowen was fixed from his observation of his superior talents and courage on that victorious day. This gentleman has lately added to his well-earned fame, by the important services which he rendered our brave army, in their embarkation at Corunna; for which he received the thanks of Parliament.

## CORRESPONDENCE.

MR. EDITOR,

21st May.

**T**HE report of the recent debate in Parliament on Captain Hardinge's monument, reminding me of an official list made out in the year 1799, pursuant to Admiral Lord Keith's orders, wherein I recollected to have seen the name of the gallant Captain of the *St. Fiorenzo*, with honourable mention in a marginal note by the senior officer (Sir S. Smith), I have made it my business to regain sight of that list; and conceiving that such a genuine record of the defenders of *Acré*, deserves a place in the naval history of the XVIIIth century, and that the feelings of Captain H's surviving kindred must be gratified by the short but pithy commendation of the youthful hero by his gallant chief, “*Laudari a viro Laudato*,” I transmit this interesting document for the information of your readers. It is pleasing to witness such anxiety on the part of a distinguished officer to do justice to the merits of those serving under his command, down to the very youngsters. It should not be forgotten that this little band of brothers has already produced to the service some valuable officers, and the same school promises more.

TRIDENT.

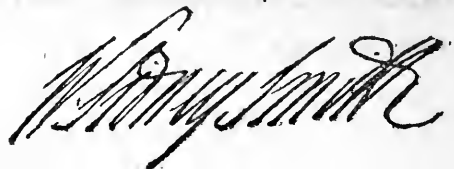
A List of Officers by Commission and Warrant, belonging to his Majesty's Ship Tigre, Sir WILLIAM SIDNEY SMITH, Knt. Captain; and also to his Majesty's Ship Theseus.

[\* \* \* The remarks printed in italics are in the hand-writing of Sir Sidney Smith.]

Name.	Quality.	From whence Commission received.
<b>TIGRE.</b>		
Thomas England - - -	1st Lieutenant	Admiralty to Theseus; commission from Sir Sidney Smith, Knt. &c. to Tigre.
John Bushby - - - -	2d do.	Admiralty; taken prisoner in a gun-boat, retaken, and returned.
George Hillier - - - -	3d do.	Admiralty to Alliance; commission from Sir Sidney Smith, Knt. &c. to Tigre.
Wm. Knight - - - -	4th do.	Admiralty.
John Wesley Wright - - -	5th do.	Commission from Earl St. Vincent; wounded at Acre, recovered, and now commanding the flotilla.
James Stokes - - - -	6th do.	Acting commission from Sir Sidney Smith, Knt. &c. has served his time, passed, and is recommended by Sir S. S. for confirmation in the vacancy arising from Captain Wilmot's death.
Edmund Ives - - - -	Master	Per Warrant.
John Penny - - - -	Purser	do.
Mich. Brand - - - -	Boatswain	do.
George Stewart - - - -	Gunner	do.
James Bray - - - -	Carpenter	do.
Arthur Collins - - - -	Surgeon	do.
The Rev. David Lloyd - - -	Chaplain	do.
<b>THESEUS.</b>		
E. J. Canes, Esq. - - -	Acting Captain	Per acting commission from Sir Sidney Smith, Kt.
James Summers - - - -	1st Lieutenant	Commission from Earl St. Vincent.
Thomas Charles Brodie - - -	2d do.	do.
Samuel Englefield - - -	3d do.	do.
David Atkinson - - - -	4th do. acting	do.
Christopher Schroeder - - -	5th do. acting	Per acting commission from Sir Sidney Smith, Kt. Recommended by Sir Sidney Smith on account of his good conduct at Acre.
Thomas Atkinson - - - -	Master	Per Warrant from Earl St. Vincent.
Wm. Touch - - - -	Purser	do.
Henry Wyatt - - - -	Boatswain	do.
Wm. Allen - - - -	Gunner	Per Warrant.
James Gezard - - - -	Carpenter	
Robert Iainsh - - - -	Surgeon	Per Warrant from Earl St. Vincent.
The Rev. Fred. Morris, A.B.	Chaplain	Per Warrant.

A List of Master's Mates and Midshipmen belonging to H. M.'s Ships Tigre and Theseus, who have served (or have nearly completed) the time required in the Navy.

Name.	Quality.	Ship belonging to.	How long has served.	Time expired on.
James Stokes	Acting as Lieutenant	Tigre.	Has served his time and passed.	Commanded the flotilla at Acre, and behaved well.
G. N. Harding	Master's Mate	Theseus	Years. Months.	10th May, 1799; commanded a gun-boat at Acre with credit.
R. H. Savage	Midshipman	do.	6 4	10th May, 1799; served with credit at Acre.
George Macrae	Master's Mate	Tigre.	6	26th August, 1799; an elderly steady man.
John Pike	do.	Theseus	5 3	
James Boxer	do.	Tigre	5 7	Commanding the Mary Ann gun-boat, and fully qualified.
Samuel Simms	Midshipman	do.	5 7	Commanding the Negresse gun-boat.
Richard Janverin	do.	do.	4 - - - -	Has commanded the flotilla on the coast of Damietta since he recovered from his wound received at Acre; gone down with leave to join Lord Keith.





“ *Omne tulit punctum qui miscuit utile dulci.* ”

MR. EDITOR,

4th June, 1809.

I AM gratified by seeing your instructive miscellany, which I think surpassed by none of its cotemporaries, begin to blend higher matter occasionally with mere technical details; and thus secure a place for its *volumes* in the libraries of the historian and of the cosmographer, while its *numbers* continue to fertilise the juvenile minds of our mariners. It is the highest praise of a writer to entertain while he instructs; and to interest the heart while he informs the mind. These reflections have been excited by the contents of your last number, which has just reached me; and exhibits that variegated species of literature which should characterise the periodical press. After much probationary reading of the ephemeral productions of the day, I have finally fixed upon the four following works as of standard merit, nearly equal in their respective lines, and collectively conveying nearly the sum of current information necessary for the man of business or the man of letters, viz. the Edinburgh Review, Cobbett's Political Register (bating the recent overdose of Hampshire politics), the Gentleman's Magazine, and, though last, not least, the Naval Chronicle, conducted with so much proper deference to constituted authority, and at the same time with so much independence of spirit as it is by you, Sir. Therefore, holding it right that your readers not only should acknowledge the benefits derived from your labours, by recommending the circulation of your work; but should endeavour to repay either amusement or instruction by contributions in kind, I beg leave to transmit you the annexed translation of an article given to me by a naval friend as a typographical curiosity, being a specimen of the performance of the only printing press in Brazil. It is entitled, “ Manifesto, or detailed *Exposé*, in justification of the conduct pursued by the court of Portugal towards France, since the commencement of the revolution until the invasion of Portugal (in 1807); and of the motives which forced it to declare war against the Emperor of the French in consequence of that invasion, and of the *subsequent* declaration of war founded on the report made by the minister of exterior relations.” It is moreover the first state paper published by the Prince of Brazil after his

arrival at Rio de Janeiro, and consequently may serve by way of supplement to "A Narrative of Naval Transactions on the Coast of Portugal," which appeared in your number under consideration,\* and deserves the attention of your political readers, as offering a series of marginal notes to a despatch,† *stated* to have been received from Lord Viscount Strangford, his Majesty's minister plenipotentiary at the court of Lisbon, by the Right Hon. George Canning, his Majesty's principal secretary of state for foreign affairs, *dated* on board his Majesty's ship *Hibernia*, off the Tagus, 29th November, 1807, of which a copy was published in the London Gazette, on the 19th December, by the authority of the Foreign Office. Any one who will take the trouble of collating the two publications will have a correct idea of the *real* state of the case; and can conjecture why the Gazette in question was retarded in its appearance for several days after the news of the Portuguese emigration was made public, as I well recollect to have happened.

I am,

Your constant reader, and occasional correspondent,

VASCO DE GAMA.

#### TRANSLATION.

The Court of Portugal, after having kept the silence adapted to the different circumstances in which it found itself, and until the moment that the seat of government was established, thinks it due to its own rank and dignity to publish a genuine statement of its conduct, supported by incontestible facts, to the end that the impartial portion of Europe, its own subjects, and even the remotest posterity, may judge of the purity of its conduct, and of the principles it adopted, both in order to avoid the useless effusion of blood, and because it could hardly persuade itself that solemn treaties, the burthensome articles of which in favour of France it had punctually fulfilled, would be treated like a childish plaything by a government whose ambition seems to have no limits, and whose conduct has but too completely opened the eyes even of those the most prejudiced in its favour. It is neither by declamation nor menace that the court of P. will raise its voice from the bosom of the new empire it is about to create; but by authentic facts, exposed with simplicity and moderation, that it will make known all that it has suffered, and that it will awaken the attention of those who may still desire not to fall victims to such unmeasurable

\* *Vide* NAVAL CHRONICLE, Vol. XXI. p. 377. † *Ibid.* Vol. XVIII. p. 505.

ambition; and who may feel how much the future fate of Portugal, invaded in time of peace, without a declaration of war, must prove interesting to Europe, if they hope to see revived that sort of republic in which the safety and independence of its several members were secured by the balance of the constituent powers. The result of this statement is an appeal to Providence by a religious Prince, impressed with a due sense of its power: since crimes do not remain unpunished, and usurpation and tyranny weaken and exhaust themselves by the very efforts they are obliged continually to employ.

The Court of P. saw with regret the commencement of the revolution in France; and although it deplored the fate of the virtuous king (with whom the royal family was connected by near ties of consanguinity), yet it did not think fit to take any part in the war which the conduct of the enthusiasts who domineered over and desolated France, (as is avowed even by the present government,) forced most governments to declare against them; and even in furnishing stipulated succours to Spain for the defence of the Pyrennes, it still endeavoured to observe perfect neutrality.

The French government in 1793 sent a minister to the court of Portugal, who was received with all due attention individually, but who was not acknowledged, because at that period the principles of public law did not warrant governments in recognising extraordinary changes without investigating their legitimacy; and this without any pretension to interfere with the independence of other nations. The French government, without declaration of war, or any other formality, began to detain Portuguese merchant vessels, and after the peace of 1801, demanded and obtained indemnities for those which the court of Portugal had detained in order to insure itself some degree of compensation, and this without paying the least regard to the claims of the Portuguese merchants. The court of Spain, which had required succours from Portugal, that by the admission of the very French generals were of the utmost utility and necessity, in making its peace with France, not only forgot its ally, whom it ought to have caused to be declared in a state of peace with France, (since the Court of P. in succouring Spain according to the conditions of a treaty of defensive alliance, had no idea of making war against France upon its own account) but what is perhaps unheard of, or at least very rare in the annals of history, Spain actually made common cause with France to force Portugal to receive unjust and humiliating conditions of peace, without the latter having been ever really at war;

and did not cease to act as the enemy of its former ally, profiting by the power of France, to wrest from Portugal a small portion of the province of Alentejo, on the side of Olivença, by the treaties of Badajoz, and of Madrid, thus leaving to posterity a sad monument of the recompense it accorded to a neighbour who, maugre the antient rivalry of the two nations, had not shrunk from performing the duties of defensive alliance.

The two treaties just cited furnish fresh proof of the bad faith of the enemies of Portugal; since the French government would not ratify that of Badajoz, although signed by Lucien Buonaparte and the Prince of the Peace; but compelled Portugal to sign a new treaty at Madrid, with much harder conditions, without having any motives to allege, other than those of caprice and ambition. The last treaty was signed almost at the same time with the preliminary treaty of London, between England and France, in which latter some of the hardest conditions imposed on Portugal were modified, and the northern limits of its American territories were more particularly fixed. This consideration for an old ally on the part of England appears to have been interpreted by France as a new proof of the state of bondage in which the English government kept that of Portugal.

The treaty of 1801 was hardly concluded, but the court of P. hastened to execute its conditions, and to manifest, by the religious and exact fulfilment of its engagements, how desirous it was to confirm the good harmony re-established between the two governments, and to pass an act of oblivion over past sufferings, unprovoked as they had been. The conduct of the French government was materially different; and from the very first moments of peace seemed to think of nothing but extorting fresh sacrifices from the Portuguese government in favour of the most ill-founded and extravagant pretensions of French subjects. Europe might then have foreseen that its subjection from Lisbon to Petersburg was resolved at the Thuilleries, and that it had no alternative but to pull down the colossus, or become its victim.

After a short interval, war broke out again between England and France; and the court of Portugal having acquiesced in the harsh and humiliating propositions of the French government to avoid war, thought itself very fortunate in purchasing, by great sacrifices of money, the treaty of 1804, wherein France promised as follows by article VI. viz. "*The First Consul of the French Republic consents to recognise the neutrality of Portugal during the present war; and he promises not to oppose any of the mea-*

*asures which may be adopted with regard to any of the belligerent nations, in consequence of the principles, or general laws of neutrality."*

All the advantages of the treaty, such as it was, were immediately realised by France, without its ever having reason to make the smallest complaint against the Portuguese government: and yet notwithstanding, and in the very same war, it exacted from the court of Portugal, not only an infraction of the stipulated neutrality, but a declaration of war against England, by which should be violated all the existing treaties between the two countries, wherein was provided for, the manner in which the subjects of the two countries were to be treated in every supposed possible case of war. And all this without Portugal having the least ground of complaint against the British government, which had always granted every species of satisfaction whenever the commanders of its ships of war had been wanting, in the attentions due to a neutral flag.

During this interval, the Emperor of the French sent out one of his squadrons, on board which was his brother, (Jerome) and which cast anchor in the bay of All Saints (on the coast of Brazil). His reception there was marked by every sort of distinction; while the squadron received all kinds of refreshments; and what is particularly worthy of attention, at the very time the French government was receiving so many marks of amity and consideration on the part of Portugal, that squadron burnt several Portuguese vessels to conceal its track, under a promise of indemnifying their owners; which promise was not kept. Hence Europe may form an idea of the fate that awaits her, if ever the French government acquires an ascendancy at sea equal to that it has on land, and may form a just estimate of the foundation of those complaints it makes against the British government, and so loudly. England never protested against the succours given to the French squadron, for they were within the limits of the law of nations; but the minister for exterior relations dares assert in the face of Europe, that Portugal furnished succours to the English for the conquest of Monte Video and of Buenos Ayres; while it is a fact notorious to all the world, that this expedition, sent from the Cape of Good Hope, did not receive from Portugal either vessels, money, men, nor in fine any articles considered as contraband of war; and that even the English squadrons during the course of the war have found no other supplies at Rio de Janeiro nor at the other ports of Brazil, except such as are not refused to any nation, and which

had been granted in abundance to the French squadron. The court of Portugal defies the court of France to produce any fact that can controvert this assertion, founded on the most exact and impartial truth.

From 1804 till 1807, France received from Portugal all the colonial produce and raw materials necessary for its manufactures : thus, from the circumstances of depression under which arts and industry laboured in consequence of perpetual war by land, and disastrous war by sea, the alliance between England and Portugal was useful to France, and the trade of Portugal, free from restraint or depredation, was certainly useful to both countries. By ravaging Portugal, by subjecting it to excessive contributions in an unheard of manner, without being in a previous state of war, or having experienced any hostile resistance, France has not reaped the fruits, a commerce would have procured to the two countries.

The court of Portugal might therefore justly expect on every ground that that of the Thuilleries would respect a neutrality which it had acknowledged by a solemn treaty ; and from which it derived such decided advantages ; when in the month of August, 1806, a formal declaration of the minister for foreign relations to Lord Yarmouth, roused the Portuguese ministry from the state of security in which it reposed. By this declaration she made known to the latter, that if England did not make a maritime peace, the French government would declare war against Portugal, and march 30,000 men to occupy it. By this it is not meant to say that Portugal could have been *invaded* by that force, but the French Emperor, well knowing the state of security in which Portugal believed itself to be placed by the treaty of neutrality, fancied he should be able to surprise it, and that was enough for him. The court of England was alarmed, and offered every species of succour to that of Portugal : but France, which at that moment had arranged every thing for overwhelming Prussia (which latter then defied the superior power single handed, when it had not chosen the year before to attack it conjointly with Austria, and perhaps force it to receive the law), found means to tranquillise the court of Portugal, which it was then desirous of keeping quiet, and which could not persuade itself that so much perfidy could be joined to so much greatness. The war, which afterwards continued with Russia, and that might perhaps have yet saved Europe, (if the union between the governments composing it had been as close as it ought to have been) still retarded the French court's views upon Portugal ; and it was not until the peace of Tilsit that the Emperor of the French,

In a dictatorial tone, such as might become Charlemagne to his vassal princes, caused the following singular demand to be made to the court of Portugal, both by the medium of his *chargé-d'affaires* and by the Spanish ambassador. 1. To shut the ports of Portugal against England. 2. To detain all the English residing in Portugal. 3. To confiscate all English property. Or else in case of refusal to expose itself to immediate war with France and Spain, since the respective representatives had orders to come away on the 1st of September, (three weeks afterwards) if the court of Portugal did not satisfy all the pretensions of the two other courts. The good faith of the French government was made evident on this occasion by the celerity with which, without waiting for the Portuguese answer, it stopped all vessels under that flag in the ports of France, thereby commencing hostilities without declaring war, and carried still farther all those proceedings that have formed the subject of its endless reproaches against England, which after such a conduct will be appreciated according to their just value.

The court of Portugal might then have adopted that well-known maxim of the Romans, that dishonourable conditions have often proved the salvation of those by whom they are refused, and caused the ruin of those who impose them; but on the one hand, it could hardly bring itself to believe that the court of the Tuilleries made propositions so incompatible with honour and dignity seriously; and on the other, it hoped to avert the storm without shedding the blood of its people. Therefore, having full confidence in the friendship of its antient and faithful ally, his Britannic Majesty, it tried to moderate the pretensions of the French government, by acceding to the closure of the ports, but refusing the two other articles, as contrary to public jurisprudence and to treaty. His Royal Highness the Prince Regent declaring that they wounded those religious and moral principles from which he never swerves, and to which he perhaps owes the unshaken fidelity of his subjects.

The Court of Portugal then began to take measures for securing its retreat to that part of its dominions which is safe from any invasion that can prove eventually alarming. To this effect it armed such part of its squadron as was fit to keep the sea; and at the same time caused all the English to quit its territory, enjoining them to dispose of their property. It began to proceed with a view to shutting the ports against England, in order to avoid

effusion of blood by uselessly contending with superior force, and in order, by a show of compliance with the French Emperor's wishes, to sooth him, if he was not to be moved by the justice with which Portugal sustained the rights of its independence, and those derived from the treaty of 1801. The court of the Thuilleries refusing to yield to any mode of conciliation, and requiring not only the closure of the ports, but the imprisonment of English subjects, with the confiscation of their property; and even that the project of retreat to America should be given up, the Prince Regent of Portugal, who on the one side knew that his Britannic Majesty being informed of the critical state of things, would, in order to save Portugal, consent to the shutting its ports simply; and on the other also knew that there no longer remained in Portugal any English who were not naturalised Portuguese; and that all English property had been sold, and its value exported, resolved to shut the ports against England, and even to comply with all the other requisitions of France; declaring, however, that if the French troops entered Portugal, his Royal Highness had taken the firm resolution of transferring the seat of government to Brazil, which formed the most essential and best defended part of his states.

His Royal Highness then causing his army to withdraw to the sea coasts and harbours, believed that France having obtained in reality what she demanded, could have no ground for farther requisitions, and reposed himself upon that good faith which ought to belong to every government that has ceased to be revolutionary, and upon the reflection that by having done all that depended upon him to assure the tranquility of his people, and to avoid the effusion of blood, he had fulfilled all the duties of a virtuous prince, adored by his subjects, and accountable alone for his actions to the Supreme Being.

The conduct of the French would be without example, but for the invasion of Switzerland by the executive directory. General Junot, without previous declaration, without the consent of his Royal Highness, entered the kingdom with the vanguard of his army, assuring the people of the country he traversed, that he came to succour the Prince Regent against an English invasion; as the general of a powerful friend and ally. This journey furnished him authentic proofs of the good faith of the Portuguese government; for he must have seen the perfect state of security in which it felt itself as to France, no troops remaining on any part of the frontiers. The Prince Regent, surprised in such an unheard of



manner, might then even have collected the<sup>e</sup> corps near him, and causing the English squadron to enter the port of Lisbon, could have cut to pieces the small and miserable body with which General Junot advanced with a temerity that would have been ridiculous, if that officer (whose conduct at Venice and at Lisbon has made him but too well known) had not confided in the heart of a virtuous Prince, who could not bring himself to expose his people to terrible reverses for a single success, however certain, merely for the sake of chastising the audacity of a man, who, like many others in executing unjustifiable orders, abused the power in his hands.

His Royal Highness then embraced the only alternative that becomes his principles, in order to avoid the accomplishment of the criminal views of the French government, which intended nothing less than to secure his person, and those of the whole royal family, in order afterwards to dispose of the spoils of the crown of Portugal at pleasure. Providence seconded the efforts of a just Prince; and the magnanimous resolution embraced by his Royal Highness at once rendered the designs of the French government abortive, and exposed to the light of day in the face of Europe the criminal and perfidious views of a government which aims at the domination over Europe and the whole world, if the great powers of Europe, awakened from their lethargy, do not make common cause against such disordered and excessive ambition.

Since his Royal Highness has happily arrived in his Brazilian states, he has learnt with horror not only the usurpation of Portugal, and the ravage and pillage committed there, but also the unworthy proceeding of the Emperor of the French, who in the true spirit of dictator of Europe has dared to impute to him, as a crime, the having transferred his capital to Brazil, and to his faithful subjects, the having followed the fortunes of a Prince whom his subjects serve still more for his virtues, than for the inherited rights of his august family; in virtue of which he reigns over them. His Royal Highness has seen with horror the presumptuous proscription of those rights in a French ministerial paper, and is warranted in demanding of the French Emperor from what code of the law of nations he has drawn his authority for so doing. This demand merits the serious meditation of all the governments in Europe, witnesses of the introduction of a new government into Portugal, without its consent, as well as the levying unmeasured contribution on a country neither in a state of war, or that had opposed the smallest resistance to the entry of the French troops.

Impartial Europe, as well as the remotest posterity, must view with pain such acts, forerunners of ages of barbarism and misery; such as those which followed the overthrow of the Roman Empire; and which cannot be avoided if an unanimous effort be not made to re-establish the equilibrium of Europe, forgetting all the rivalities which have hitherto been the main and real causes of the elevation of that monstrous power which now threatens to swallow up all.

After this faithful recital of all that has taken place between the two governments, the Prince Regent, placing his cause in the hands of the Almighty, (whose aid he feels a right to invoke in a cause so just) feels it owing to the rank and dignity of his crown to make the following declaration:—

His Royal Highness breaks all communication with France, recalls his mission collectively and individually, and authorises his subjects to make war by land and by sea upon those of the Emperor of the French.

His Royal Highness declares all the treaties that the French Emperor has forced him to conclude, and especially those of Badajoz and of Madrid in 1801, and of neutrality in 1801, which the said Emperor has infringed and never respected, to be null and void.

His Royal Highness will never lay down his arms but in conjunction with his antient and faithful ally, his Britannic Majesty; and in any case will not consent to the cession of Portugal, which forms the most antient part of the heritage and rights of his august royal family.

When the Emperor of the French shall have satisfied the just claims of his Royal Highness the Prince Regent of Portugal on all these points, shall have abandoned the absolute and imperious tone with which he rules oppressed Europe, and shall have restored to the crown of Portugal all he has despoiled her of by an unprovoked invasion in the midst of peace; his Royal Highness will be ready to renew the ties which have always subsisted between the two countries, when not divided by principles of unlimited ambition, which the experience of ages has but too clearly shewn to be alike contrary to the welfare and to the tranquillity of those by whom such principles are adopted.

*Rio de Janeiro. 1st May, 1808.*

MR. EDITOR,

**A**S you solicit communications, I beg to state that you do not appear to have inserted in your NAVAL CHRONICLE the promotion of Lieutenant William Dawson, who, (for his very gallant conduct in March, 1808, when he succeeded to the command of his Majesty's ship the *St. Fiorenzo*, on her brave commander, Captain G. N. Hardinge, having fallen, in the third action between that frigate and the *Piedmontaise*, off Ceylon, in capturing and carrying her into Colombo, as appears by Lieutenant Dawson's public letter in your NAVAL CHRONICLE, Vol. XX. page 483,) was made by Sir Edward Pellew commander into the *Wilhelmina*, and immediately sent in a post ship, as acting post in the *Dedaigueuse*, of 36 guns, with charge of a convoy to China; and on the arrival of Lieutenant Dawson's despatches in December last, his commission of commander was confirmed by the Lords of the Admiralty, and dated the 8th of March, 1808, the date of the capture, and by whom he has since been promoted to the rank of post, dated 9th March, 1809, and appointed to the Expedition, 41, though still in India in the *Dedaigueuse*.

The Underwriters at Bombay presented him with a sword, value 100 guineas.

It is the same William Dawson who was dangerously wounded in the breast with a boarding pike in the act of boarding the *Psyche*, in the action between that frigate and the *St. Fiorenzo*, at that time commanded by Captain Henry Lambert, when she was taken in February, 1805, as per NAVAL CHRONICLE, Vol. XIV, page 165, and on which occasion the Patriotic Fund presented Lieutenant Dawson with one hundred pounds.

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LETTER XIII.

MR. EDITOR,

June 1, 1809.

**T**HE debates in Parliament have been by no means void of naval interest during the last month, and as usual we have been indebted to the vigilance and care of the Hon. Baronet, with whose memoirs you have lately favoured us, to prevent our rights from sinking into oblivion, even although at present unsuccessful in getting them established.

I am again induced to request you to furnish your readers with a short account of the various reports presented to his Majesty (which have all, I believe, been laid before Parliament) by the late Board of Naval Revision, from whose long sitting the expectations

of the nation at large, and the naval service in particular, were very highly excited, but have not yet been gratified. I think, Sir, that we heard somewhat of their opinions in one instance respecting the Victualling Office, but they were not adopted, in consequence, I suppose, of the persuasion of the General of the Admiralty, that the introduction of military instead of naval officers into that board, would be attended with the same brilliant advantage to the nation which it derives from his own management.

That an objection should have been started at the proposal of a monument to the brave Hardinge, who can now only be honoured in memory, surprised me a good deal. I was, however, much pleased to hear, in the course of that debate, on the authority of Mr. Wilberforce, that it *has been in contemplation* to establish a naval order of merit, and I yet hope that the day will arrive when it will be fashionable to adopt a more liberal treatment towards our very laborious and certainly very meritorious services, and that the adoption of a characteristic system of reward will be one of the improvements. Your Correspondent, A. F. Y. has given us some judicious remarks on this subject, and his complaint also, that our service has never been in favour with the higher powers for many years past, is strictly just.

In the debate on May 15, Sir Charles Pole adverts to a point of great consequence, in which the officers and crews of his Majesty's ships are debarred of the rights of British subjects, in being obliged to submit their interests in cases of appeal exclusively to the King's proctor. It is not long since that the man who filled that office was known to act as inimically to those interests as he possibly could, and it was offered so to be proved before Parliament; but Mr. Pitt, with the high hand of power, forbade enquiry. Now, Sir, these causes, in consequence of delays, and of decisions, politically instead of justly given, have involved many excellent officers in great distress, and totally ruined the fortunes of others. When an officer has acted in perfect consistency with his duty and his instructions, in detaining a neutral vessel, and she is legally condemned by the Court of Admiralty, it appears to me the acme of cruelty and injustice that he should afterwards, *without his consent, and without being allowed to name the man who is to defend his cause*, be involved in a long and expensive process, and perhaps cast in heavy damages, merely for having done an act which to have left undone would have been a dereliction of his duty. The star chamber was legal and just, compared \* .....

\* We trust our Correspondent, E. G. F. will excuse us for having omitted

On the same day also Sir Charles made some observations respecting the act of Parliament which enables seamen and marines to allot half their pay to their families. This act requires very serious consideration, as it was certainly framed and enacted with the most benevolent views, and the best intentions for the good of the service. But in many instances, the half pay retained by the sailor is not sufficient, and he certainly sometimes suffers deprivations for the benefit of the parish where his family resides. Another objection to this act, is its encouragement of desertion, as I have been informed by some officers who have served abroad since it has been in force. A seaman, who has received his two months advance, and taken up his allotted quantity of slops and tobacco, while his wife at home receives 6d per diem, may arrive at a foreign station with a very few shillings due to him, while he is sure that his wife will receive her allotment for some months to come. This holds out a lure for desertion, which is very frequently taken advantage of. I wish for the good of the service I could see the Hon. Baronet at the head of a board of revision, to report upon this and various other acts. I shall only observe farther on this subject, that desertion under such circumstances is attended by a much greater degree of moral turpitude than where a total loss of pay, &c. is the consequence, and should, I think, receive some more severe punishment.

The trial of Admiral Harvey affords a subject for much serious reflection; and closes the objects of great naval interest for the last month. There is not the smallest excuse to be made for the rear-admiral's conduct, but there is much to censure in the conduct of those whose mismanagement led him into such glaring imprudence. The irritation which he felt at the coldness, that cruel chilling coldness with which he and his fellow victors in the glorious battle of Trafalgar were received by the Board of Admiralty then in power, was so strongly marked, that it did not fail to strike every individual in the fleet, and is still deeply felt, though not openly expressed, as it has been by Admiral H. I have been led to allude to that reception in the course of my correspondence, and I have also seen it strongly reprobated in other parts of your work. I trust the present and all future Boards of Admiralty will ponder

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the concluding part of this paragraph. The comparison he has made between the decisions in the *Star Chamber* and *Court of Appeals* may be perfectly correct, but as it is not in our power to *prove* the same, should we be legally called on so to do, we must decline inserting it.—EDITOR.

well this important matter, and guard against giving cause for future complaint.

I trust also that when their Lordships read over the manly and officer-like evidence of Captain Bedford, they will be very cautious how they wound and insult the feelings of every officer of a whole fleet engaged in a particular service, by a partial selection of a man not employed in it. The noble Lord who was in this case selected, is indeed most fit and capable to lead wherever skill and bravery are needed to ensure success, but there were also many gallant hearts already in the fleet opposed to the enemy, ardently burning to lead the daring and hazardous attack. Lord C. has been not only gloriously successful in the many gallant exploits he has achieved, but eminently fortunate in meeting occasions to display his skill and intrepidity, and needed not that the laurels should have been snatched out of the grasp of others, to be added to those he had already earned. Great as are his Lordship's merits, there are no doubts upon my mind, but that without this partial and invidious selection by the Board of Admiralty, the enterprise would have been conducted by a regular appointment from the fleet, with equal conduct and courage.

One other remark occurs to me as of great moment. The effects of genuine Christianity are ever sure to attract affection and esteem, and in spite of the rough habits and careless conduct of British sailors in some respects, I have never seen them wanting in allowing due honour to religion, to its ministers, or advocates—"These men see the works of the Lord, and his wonders in the deep," and have more serious convictions in their minds, than appearances would lead us to suppose. But when religion degenerates towards the sour discipline of the puritans, or the dogmatic severity of fanatics, the true beauty of holiness is no longer to be seen, and suspicions of hypocrisy and cant are entertained, when in fact there only exists a mistaken zeal working without true knowledge.

I remain, Sir, yours, &c.

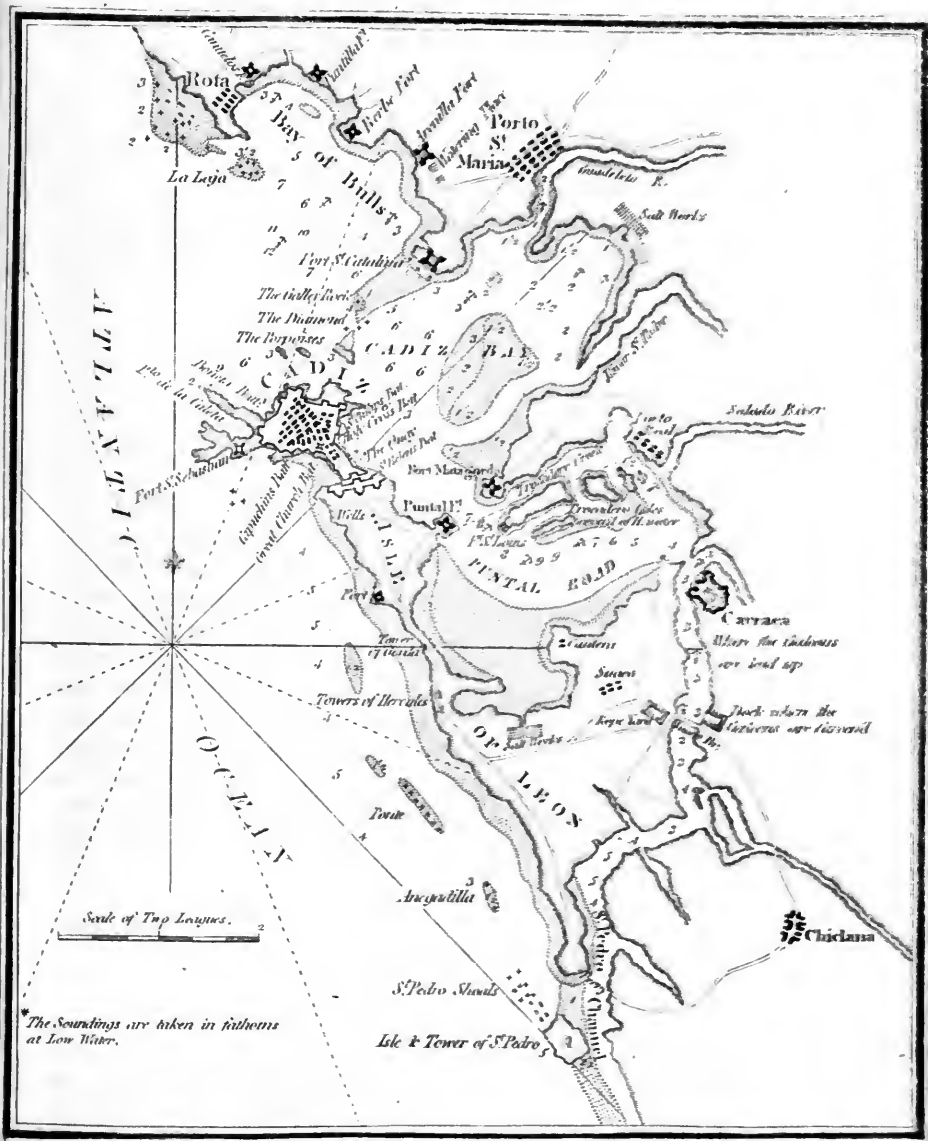
E. G. F.

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#### PLATE CCLXXXV.

**T**HE city of Cadiz, which lies at the distance of 42 miles north west of Gibraltar, in latitude 36 deg. 30 min north, longitude 6 deg. 40 min. west, is situated at the north west extremity of Leon, an island that is separated from the continent only by a

# CADIZ HARBOUR.







very narrow strait. It was first built by the Phœnicians, who called it Gadez. Its form is nearly square: on the south side, from the height and steepness of the shore, it is inaccessible from the sea; on the east side, towards the land, it is defended by two strong bastions; several rocks and sand banks protect it on the north; and the point which runs out to the westward is defended by Fort Matagorda, which also covers the entrance of the Bay. The city is likewise defended by a Castle.—The streets of Cadiz are broad, strait, and well paved; and the houses, a great number of which are inhabited by merchants of different countries, are large and commodious.

Cadiz is one of the keys of Spain; and, excepting that the war, and the more recent events which have taken place in the country, have operated to the suspension of almost every commercial pursuit, it may be considered as the centre of commerce to the West Indies and America. The vessels of Spain were accustomed to be freighted thence, with the various productions of Europe, and to return with gold, silver, precious stones, cochineal, indigo, coffee, tobacco, woods of different sorts, chocolate, &c.

In the year 1596, Cadiz was taken and plundered by the English, under the Earl of Essex, and the Lord High Admiral Howard.—In 1702, an attempt was made by the Duke of Ormond and Sir George Rook, to seize Cadiz for the Archduke Charles; but, after landing some troops, they found the scheme impracticable, and returned.

The island of Leon was anciently denominated *Junonis Insula*; from a temple to the honour of Juno having been erected there. Hercules also had a temple in Leon, in which Cæsar is said to have wept, while reflecting on the actions of Alexander the Great, at the age of thirty-three.—At the eastern point of the island is a rope-yard; and towards the west are some salt works.

The town of Rota, anciently called Eborá, which appears in the map at the distance of three leagues north from the city of Cadiz, is much celebrated for its wine. It is protected by a castle.

Porto, or Puerto Santa Maria, a sea-port town, as its name indicates, lies to the eastward of Rota, at the distance of seven miles north from Cadiz. It consists of only one parish, containing an hospital, five convents, and from 8,000 to 10,000 inhabitants, and has a considerable trade in salt.

Carracca, another sea-port, to the eastward of Cadiz, is a general rendezvous for the galleons.

## STATE PAPERS.

IT will be in the recollection of most of our readers, that in the Parliament before the last, certain papers relative to Captain John Westley Wright, R. N. were moved for in the House of Commons by Mr. Windham, and seconded, we believe, by Sir Sidney Smith.\*—It was so late in the session before those documents were presented, that we understand they were not printed, by order of the House; but that manuscript copies only were circulated: and that at all events the case has never yet met the public eye in a complete form. We are therefore happy to have an opportunity of making good that deficiency, by laying before our readers an authentic transcript of the whole of the very interesting official correspondence relative to the ill-fated officer in question; whose treatment was so derogatory from the credit and character of the government by whom it was inflicted, and so repugnant to all the laws and usages hitherto acted upon between civilized nations, that it is really difficult to believe that Buonaparte, however regardless of right and wrong he is, can have been truly informed upon the subject.

No. I.

(COPY.)

" SIR,

*Admiralty Office, 17th July, 1804.*

" I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith the enclosed copy of a letter from Mr. Riviere, of the office of the French minister of marine to the commissioners for transports, relative to the capitulation of the enemy's forces at the island of St. Domingo, and to request you will lay the same before Lord Camden, for his Lordship's information, and directions thereupon. I am, &c.

*Edward Cooke, Esq.*

(Signed) " WM. MARSDEN."

Enclosure belonging to No. I.

*Translation from the French.*

" GENTLEMEN,

*Paris, 10th June, 1804, 22 Prairial, XII.*

" The minister of the department of marine and colonies being informed that the crews of different vessels, as well as the several garrisons which

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\* For the first Parliamentary notice of Captain W.'s captivity, see NAVAL CHRONICLE, Vol. XIII. page 151.

evacuated the Cape, in the island of St. Domingo (in virtue of the capitulation made on board the frigate *la Surveillante*, the 30th November, 1803), are detained prisoners in England, his Excellency has ordered me to claim in his name, on the grounds hereinafter stated, the return to France of these crews and garrisons, in conformity to the second article of the said Convention.

“ It is conceived in these terms, “ *the garrison of the Cape embarked on board of the different vessels, and the crews of these vessels shall be prisoners of war, and sent to Europe as soon as possible upon their parole, not to serve until exchange, &c. &c.*

“ It is readily to be conceived that the spirit of this article would for greater exactness require the word *France* to be substituted for that of ‘ *Europe*.’

“ But it would be an offence towards the English national character to suppose, that its government could take advantage of a meer defect of precision in the choice of words, to infringe a capitulation, of which the spirit is so explicitly developed by the very conditions which they who capitulated have subscribed.

“ In effect, if the intent and spirit of the capitulation had not been that the garrisons and crews, who thereby constituted themselves prisoners of war, should be sent to France, the soonest possible, instead of being detained in England, it is evident that their conveyance to Europe would not have been shackled by the condition of *giving their parole not to serve before being exchanged*.

“ No doubt that the military men on both sides, as well those whom the events of war forced to abandon the post which they were forced to yield up, frankly and fairly understood the spirit of the conditions which they signed, without a grammatical arrangement of the phraseology; and they never supposed that any discussion about meer words would afterwards arise upon a matter so thoroughly established by the essential condition of Article II.

“ His Excellency is therefore led by his own innate equity to think, that if the British government believes itself authorised to retain the troops and sailors who capitulated at the Cape, that belief can only be owing to its not having sufficiently fixed its attention on this second article of the capitulation, and especially on these expressions, which form so very essential a part thereof. viz. ‘ *and shall be sent to Europe on their parole, not to serve until exchanged.*’

“ His Excellency orders me to request you to lay these important observations before the Lords of the Admiralty, and he likes to cherish the belief that the very line of conduct he himself would pursue in a similar case, namely, to conform to the manifest spirit of the capitulation, will turn out to be that which their Lordships will not hesitate to adopt in this. His Excellency observes, that the misfortunes of war are sufficiently grave in themselves, without those persons, who are called by their places to such extensive influence over the lot of humanity, descending to aggravate them, by descending to evasions and quibbles, unworthy their public character.

“ It is come round to his Excellency's ears that certain persons in England have supposed that prisoners of war sent back to France upon parole have been there employed before they were exchanged. Without choosing to dwell upon an allegation which has only reached him indirectly, his Excellency however charges me to acquaint you that no infraction of this nature has taken place.

“ On the other hand I have laid before him the representations which you have desired me to submit to him concerning the treatment of prisoners of war detained in France.

“ His Excellency has very lately had occasion to carry on some correspondence with the most distinguished amongst these prisoners, and nothing in the course of it has led him to perceive any tendency to complaint on this subject. Nevertheless he has, inasmuch as the police over them depends upon the minister of war, applied to the marshal of the empire having that department, for proper attention to be paid to your representation on this head, should it prove founded, and as soon as his answer shall come to hand, you shall be informed of the real state of things.

“ But you may rely upon it beforehand, Gentlemen, that none of the duties which humanity prescribes in favour of prisoners of war, will be neglected, for such is the formal intention of his Imperial Majesty.

I have, &c.

“ RIVIERE.”

“ *The Commissioners of his Britannic Majesty's  
Transport Service.*

## No. II.

*Copy of a Letter from Lord HARROWBY to the Chevalier D'ANDUAGA,  
dated July 13, 1804.*

“ SIR,

“ The obstacles which have been opposed by the French government to all communication between the two countries, as well as the want of any authentic information respecting what passes at Paris, have hitherto prevented me from expressing his Majesty's sentiments as to the manner in which a British officer of distinguished character is said to have been treated. As, however, an opening appears to be offered (in consequence of the conversation I had the honour of holding with you on Monday last) of apprising that government, through the medium of the Spanish ambassador at Paris, of the light in which his Majesty views the proceeding which is understood to have taken place, it is my duty not to lose the opportunity which you are pleased to afford me, of endeavouring by representation to avert the consequences which must follow so great a violation of the rights of nations and the usages of war.

“ If the accounts published in the French papers are correct, it appears that Captain Wright, commanding his Majesty's ship *Vincejo*, who was taken off the coast of Brittany, on the 20th of May last, by several gunboats, instead of meeting with that liberal treatment which has uniformly been experienced by French officers in similar cases, was sent with circumstances of peculiar indignity and severity to Paris, subjected to close con-

finement in the Temple, and obliged to undergo repeated interrogatories before a court of criminal justice.

“ It is unnecessary for me to enter into the discussion of those pretences by which this treatment is attempted to be justified, as none of the facts alleged would, even if true, authorize the French government to consider Captain Wright in any other light than as a prisoner of war, and as entitled to every privilege of that situation.

“ To call upon a prisoner of war to answer interrogatories in order to produce proof against himself of some alleged crime, supposed to have been committed previous to his capture, and even anterior to the present war, is evidently inconsistent with every principle of justice; and to abridge his personal liberty, much more to confine him as a prisoner of state, is contrary to that mitigated exercise of the rights of war, which has formed the boast of civilized Europe.

“ I have been directed to state these sentiments to you, in the confidence that you will take the first opportunity of conveying them to the Spanish ambassador at Paris, and of requesting him to communicate them to the French government.

“ His Majesty, ever unwilling to add to the calamities of war, is desirous of trying, through any friendly channel, to procure that redress by remonstrance which he must ultimately be compelled to seek by means less agreeable to his inclinations, he will abstain from having recourse to those means, while he entertains the hope that such an answer will be given through the same channel, as may satisfy his just expectations; but if he learns that, notwithstanding this representation, the imprisonment of Captain Wright is still continued, he will no longer feel himself justified in delaying to treat with the same rigour some officer of equal or superior rank, whom the chance of war has placed in his power, and to consider such officer as an hostage for the safety of Captain Wright.

“ I must beg you, Sir, to accept my best thanks for the obliging manner in which you have allowed me to make use of your intervention upon an occasion equally interesting to humanity and to justice.

“ I have the honour to be, &c.

(Signed)

“ HARROWBY.”

### No. III.

[Translation from the French.]

“ MY LORD,

“ *Portland Place, 19th July, 1804.*

“ I have received the note your Lordship has done me the honour of addressing to me, in which I am desired to forward its contents to his Catholic Majesty's ambassador at Paris, to the end that his Britannic Majesty's sentiments on the treatment which has been exercised towards Captain Wright, may be made known to the French government.

“ At our last interview I had the honour of expressing to your Lordship how much I should be flattered at being able to render myself at all useful to his Britannic Majesty's government, in facilitating its means of communication with that of France on this head. I consequently hasten to assure

your Lordship that I will seize the first occasion which may offer for making such communication.

“ Meanwhile, I have the satisfaction of expressing to you my very sincere wishes to see this step crowned with such a measure of success as may prove satisfactory to his Britannic Majesty.

“ I beg your Lordship to accept my assurances of the high consideration with which I have the honour to be, &c.

(Signed) “ THE CHEVALIER D'ANDUAGA.”

“ *Lord Harrowby.*”

No. IV.

(COPY.)

“ SIR,

*Downing Street, 28th Augus', 1804.*

“ I have had the honour to lay before Lord Camden your letter of the 17th ultimo, enclosing the copy of a letter from M. Riviere, written by order of the French minister of marine and colonies, to the commissioners for the custody of prisoners of war, claiming the release of the French crews and garrisons that were made prisoners by his Majesty's squadron off Cape François, in the island of St. Domingo, on the 30th of November last, in virtue of the 2d article of the convention then agreed to by the English and French commanders, and, in answer thereto, I am directed to communicate to you his Lordship's sentiments, for the information of the Lords Commissioners of the Admiralty, in order that they may be transmitted, through M. Riviere, to the French government.

“ In that letter, M. Riviere states, that the minister, under whose orders he acts, directs him to observe that ‘ the misfortunes of war are sufficiently heavy in themselves, and call particularly on those who, by their situation on either side, are so powerfully enabled to influence the fate of humanity, not to seek occasions reciprocally to aggravate those misfortunes still more, either by evasions, or discussions unworthy of their public character;’ and he concludes his despatch by remarking, ‘ that the Admiralty may be assured of the direct and decided intention of the government of France, that none of the duties of humanity shall be neglected in favour of prisoners of war.’

“ The sentiments thus avowed are congenial with those which are entertained by his Majesty's ministers; and, however much the conduct hitherto adopted by the French government has differed from those sentiments, I am notwithstanding directed by Lord Camden to lay before you the following statement, as he cannot, from M. Riviere's expressions, but entertain the expectation, that when the justice of the cases which I proceed to lay before you, for his information, shall be considered, the French government will afford that satisfaction to this country which she has a right to expect.

“ At the very outset of the war, even before his Majesty's ambassador had left France, a very considerable number of his Majesty's subjects, who were resident in France by the permission of the French government, and on the faith of the law of nations, or under the protection of passports from the ministers of France, were, in defiance of the established practice of

European nations, detained as prisoners in France, and have since been confined in distant fortresses in that country.

“ Whilst this flagrant violation of those laws and customs, by which civilized nations have so long been guided, has taken place in France, his Majesty's government have yet allowed all persons who are of the class known in the cartel of the last war by the designation of ‘*non Combattans*,’ to return to France, and 526 persons of this description have been actually sent to France, whilst only one person of the same description is known by the Transport Board to have been sent from France to this country.

“ Lord Camden conceives that this plain statement sufficiently marks the different principles which have actuated the conduct of the two nations, and therefore makes no further comment or observation upon it, but directs me to state to you other circumstances connected with this subject.

In the month of June, 1803, a detachment of his Majesty's troops landed on the island of St. Lucia, and, on terms of capitulation being refused, they stormed the chief fortress on that island, and took the garrison prisoners of war; but so far from using the power which a victory so obtained might have afforded him, his Majesty's commanding officer, though he might have kept the garrison prisoners in the West Indies, though he might have sent them to England, stripped of all their private property, there to be retained in prison, yet upon the highest principle of honour and humanity, he sent them to their own country on their parole, with an entire confidence of their being immediately exchanged.

“ No acknowledgment of this generous conduct has been made, and not a single British prisoner has been released in return for the garrison of St. Lucia.

“ In the same month of June, 1803, the island of Tobago was attacked by a strong British force; and, on being summoned to surrender, General Berthier, the commandant, not being in a situation to make resistance, proposed a capitulation the most favourable to the French garrison, which consisted of only 89 rank and file. It was in the power of his Majesty's commanding officer to have forced the garrison to surrender at discretion, yet he humanely agreed to the capitulation proposed, and sent the garrison to France at the expence of Great Britain.

“ In October, 1803, the French garrison of Pondicherry, consisting of 177 persons, cut off from all possibility of support, were summoned to surrender, by a strong detachment of his Majesty's forces; when, on their proposing a capitulation, the British commanding officer, who might have reduced them without the danger of loss, consented to allow them the most favourable and generous conditions—they were to be carried to France, and to receive their full pay, till their arrival, from the India Company, and were only debarred from serving again for a year and a day.

“ A cartel ship, named the *Matilda*, was taken into employment for this service, which a few days ago arrived in the Channel, and immediately proceeded off Havre; that port being blockaded, the cartel was directed to proceed to Fecamp; upon his arrival off that port, no notice being taken of the ship, several of the French officers requested to be allowed to enter the port in a boat; this was permitted, but on advancing near the harbour

with a flag of truce, the boat was so repeatedly fired upon, that they were obliged to relinquish the attempt, and the cartel has arrived in the Downs.

“ Notwithstanding these circumstances, and the last public cartel ship was fired upon from Morlaix, which is pointed out by the French government as the port to which flags of truce are to be sent, the cartel has been ordered to proceed to that port, and to make another attempt to carry the capitulation entered into at Pondicherry into execution.

“ I now proceed to state individual cases to shew the spirit which actuates the government of France.

“ Captain Jurien, commander of the French frigate *la Française*, was allowed to go to France, *on his parole to return to England in three months*, if he could not procure the exchange of Captain Brenton, of his Majesty's frigate *Minerve*.

The liberation of Captain Brenton has been refused, and the French government have proposed to substitute  
1st, Colonel Cranford. 2dly, Mr. Macnamara, and 3dly, a Colonel Smith. The two former of whom, being resident in France at the time of the rupture between the two countries, were detained as prisoners contrary to the law of nations; and Colonel Smith is not known to be in the army or the navy of this country.

“ I am next to advert to the capture and detention of Lieutenant Dillon, of his Majesty's frigate *l'Africaine*, who was sent into Helvoet Sluys on the 20th of July, 1803, in a six-oared cutter, with a flag of truce, and was there seized and detained with his crew.

“ Upon a representation being made on the subject, a letter was received from the officer commanding at the Texel, under date October 16, 1803, to the officer commanding his Britannic Majesty's ships off that port, stating that orders had been issued by the council of the Batavian navy, to the commanding officer at Helvoet on the 30th of July preceding, for the entire release of the said lieutenant, flag of truce, and equipage; in consequence whereof he departed on the same day, but that he was on his return carried back by a French armed boat, and transported on board the ship of the commandant of a French division stationed at the same port.

It appears that remonstrances have been made by the Batavian Republic to the French government, for the liberation of Lieutenant Dillon; but, notwithstanding these circumstances, Lieutenant Dillon is still detained a prisoner in the territory of France, in open violation of every privilege, in relation to flags of truce, established and acknowledged by civilized nations.

“ But the case of Captain Wright deserves and requires more observation than even any of these I have laid before you.

“ It appears that Captain Wright, commanding his Majesty's sloop *El Vincejo*, (which was taken off the coast of Brittany on the 20th of May last, by several gun-boats), instead of meeting with that liberal treatment which has uniformly been experienced by French officers in similar cases, was sent, with circumstances of peculiar indignity and severity to Paris, subjected to close imprisonment in the Temple, and obliged to undergo



repeated interrogatories before a court of justice, where none of the facts alleged against him, would, if true, authorise the French government to consider Captain Wright in any other light than as a prisoner of war, and entitled to every privilege of that situation. Lord Camden finds it difficult to permit me to advert to a case of this flagrant nature in the terms and expressions to which this communication ought to be confined; for he believes that no age has yet produced an instance of a gallant officer, who, after defending his ship to the utmost, was obliged to surrender, and who, thus becoming a prisoner of war, was entitled to all the respect which his conduct merited, was yet dragged to the capital of the hostile country, and interrogated there in a manner most unjustifiable, upon a subject to which he could not, and ought not to answer. Captain Wright's judgement and firmness appeared to be as conspicuous under the circumstances in which he was placed, as his gallantry in his particular profession, but he yet remains a close prisoner in the Temple at Paris, an example of the honour, the firmness, and the spirit of the British character.

" I close this statement with this case, and I now proceed to state to you, for the information of M. Riviere, that in order to lessen the evils of war, and to consult the interests of humanity, his Majesty has twice invited the French government to accede to the principles of a general cartel, founded on the basis of that which existed between the two nations in the last war.

" The accession to those proposals has, however, been evaded by the French government, by insisting that the Hanoverians are to be considered as British prisoners, when they cannot be ignorant that the case of the invasion of Hanover, and the war with the King of Great Britain, are perfectly distinct in all their circumstances; when they know that during several years of the last war, the electoral dominions of Hanover were at peace with France, and that a mention was made of Hanover in the treaty of the peace at Amiens, as not forming in any manner whatsoever a part of the British Empire; and when they equally know that no Hanoverian is a British subject: but on the contrary, considered by the laws of Great Britain as an alien and foreigner, and over whom there is no controul in this country.

" Having laid before you this statement, it remains for me now only to advert to the particular subject of M. Riviere's letter, viz. that those French prisoners who surrendered at Cape François, by capitulation, in November, 1803, should be sent to France without delay.

" On this part of the subject, I am, in the first place, directed by Lord Camden to refer you to the enclosed copy of the statement to Vice-admiral Duckworth by Captain Bligh, respecting the said capitulation, in order that, by a communication thereof to M. Riviere, no pretence may be made of ignorance with respect to all its particulars.

" Upon this statement of Captain Bligh, Lord Camden directs me to make the following observations:—first; It appears that, in a moment the most critical to the French garrison, all possibility of their escape cut off, their position being such that their falling a sacrifice to the vengeance of

the inhabitants of St. Domingo was inevitable, no time being allowed for consideration and adjustment of the terms and niceties of a formal capitulation, a paper of articles ready prepared by the French commanding officer was presented to Captain Bligh, who, actuated by the motives of generosity and compassion, immediately consented thereto, with certain modifications; and with great difficulty induced General Dessalines also to consent to them; which modifications (as there was not time to reduce them into regular written terms) the French commander, in the presence of Captain Bligh and three of his officers, promised on their honour to ratify as soon as they should arrive at Jamaica.

“ Secondly—On the faith of this promise, thus fully and distinctly given in the presence of four British officers, who certify the fact, the French garrison were received under the protection of his Majesty’s squadron, and removed from certain immediate destruction; but as soon as by these means they were placed in a state of security, they retracted their promise, and refused to ratify the very engagement by which they were saved.

“ Lord Camden has thought it necessary that a statement of the transactions which took place at Cape François should be detailed to M. Riviere, in order that the French government may be aware of all the circumstances of the case, and how equitably his Majesty might be authorised in acting conformably thereto; still, however, with that scrupulous adherence to capitulations and treaties, which has ever distinguished this nation, his Majesty will not insist upon any point which is not included in the words of the capitulation of Cape François, and will be guided in his conduct by the written instrument alone. I am now therefore directed by Lord Camden to desire, that it may be stated to M. Riviere, that no time will be lost in carrying into execution the capitulation of Cape François, whenever his Majesty’s government shall be enabled, from the conduct of the French government, to effectuate that measure, and that, so soon as a number of British prisoners, equal in number, and proportionate in rank, to the garrison of St. Lucia, shall be sent to England, a proportion of the garrison which capitulated at Cape François shall be sent to France in order to be exchanged.

“ This proposition is made upon the principle of evincing the most scrupulous regard to the capitulations agreed to by his Majesty’s officers; but Lord Camden hopes that the French government may be induced to ulterior measures, in which the cause of general justice and humanity is concerned, and which are calculated to alleviate those evils of warfare, which M. Riviere so truly states ought not to be aggravated.

“ I am therefore, secondly, to desire it should be proposed to M. Riviere, that if the French government shall release those persons, natives of Great Britain and Ireland, who were resident in France at the commencement of hostilities, by the permission of the French government, or the passports of their ministers, and who have been detained in France captives, contrary to the law of nations; or if Lieutenant Dillon shall be liberated, and Captain Wright released from his confinement, and treated as a prisoner of war, a general cartel, upon the basis so properly agreed to during the course of the last war, should be established between the two countries.

" It must be obvious to M. Riviere, and to the French minister of marine, under whom he acts, how deeply his Majesty must be impressed by the already lengthened and unjust captivity of his subjects; and by the circumstances of Lieutenant Dillon's detention, and Captain Wright's imprisonment, and how reasonable it is to expect an honourable redress in these points, previous to the establishment of a general cartel."

" When this sentiment is conveyed to M. Riviere, I am directed to desire that their Lordships may at the same time impress upon him the confident expectation of his Majesty's government, that if the French government shall embrace the measure of a general cartel, they will not again impede its progress, by requiring terms in which it is known that it is impossible for his Majesty to acquiesce.

I am, &c.

(Signed)

" EDW. COOKE."

" W. Marsden, Esq. &c."

#### No. IV.—Enclosure.

(COPY.)

*His Majesty's Ship Theseus, Port Royal, Jamaica,*

*December 11, 1803.*

" SIR,

" On the morning of the 30th of November I received orders from Captain Loring to proceed to Cape François to ascertain the real situation of the French, and the reason of their remaining in the port after the forts had been taken possession of by the Blacks, and from my knowledge of the circumstances, to act as I should deem most expedient.

" When I had proceeded as far as the entrance of the harbour, I was met by the guard-boat, which I thought proper to accompany on board the *Surveillante*. I acquainted Captain Barré that having perceived the colours of the Blacks hoisted at the batteries, and every appearance of a strong north wind coming on, which would necessarily prevent their putting to sea, we were induced, by motives which always actuate a civilized nation, to afford them once more an opportunity of entering into terms of capitulation, which would effectually prevent their falling into the hands of the Blacks; they instantly presented me terms of capitulation, to which I consented, with some exceptions, and for which I received General Boyer's and Captain Barre's word of honour (in the presence of the officers whose names are hereunto subscribed) that they would alter according to my explanation, or Captain Loring's (the senior officer) on their arrival at Jamaica.

" I was disposed to concur in this arrangement the more readily, as I was assured by Captain Barré that they were threatened with being fired upon with red hot shot, if every ship was not out of the harbour by six o'clock that evening; the time was critical, and I conceived it necessary, in order to prevent this threat from being carried into execution, to have some written document immediately to produce to General Dessalines, to prove to him, that they had become prizes to his Britannic Majesty's squadron.

" On my waiting on the Black General, at half-past five o'clock, it was with considerable difficulty I prevailed upon him to desist from his intention

of firing into the ships, if they did not leave the Cape within the appointed time, although at this time it was an impossibility, the wind blowing direct into the harbour, and nothing but their having surrendered to the squadron of his Britannic Majesty prevented him from doing so.

“ I feel extreme surprise, Sir, in hearing, that General Boyer and Captain Barré have refused to make the alterations they had pledged themselves to do on their arrival at Jamaica: they are well aware of the circumstances under which the capitulation was made, as well as the urgency of the time, which admitted only of verbal explanation and parole evidence.

According to those explanations, the 2d and 5th articles of the capitulation were greatly restricted from the sense which I understand they will have them to bear.

“ By the 2d article it never was intended that any but the officers should have their parole, and that only to return to Europe, meaning England, in order that their exchange might be effected without delay; and the 5th article meant only that personal property should be respected of course, without including merchandize, or public property, which might be found on board the vessels.

I have, &c.

(Signed) “ JOHN BLIGH.”

“ To Sir John Duckworth, &c.”

“ We, whose names are hereunto subscribed, do testify to the truth of the above explanations of the 2d and 5th articles of capitulation off Cape François, and likewise of the promise made in our presence by General Boyer and Captain Barré, that they would ratify them accordingly on their arrival at Jamaica.

(Signed) “ JOHN PERKINS, Captain of his Majesty’s ship Tartar.

“ FRANCIS MACDONALD, Lieutenant of his Majesty’s ship Theseus.

“ EDWARD WROTTESELEY, Midshipman of his Majesty’s ship Theseus.

No. V.

[Translation from the French.]

“ MY LORD,

“ *Portland Place, 24th September, 1804.*

“ At length I have the satisfaction of announcing to your Lordship the success which has attended the steps taken in favour of Captain Wright. By a letter from M. Talleyrand, addressed to his Catholic Majesty’s ambassador, (a copy of which I have the honour of transmitting to you) your Lordship will perceive that the French government is disposed to order Mr Wright to be placed at the disposal of his Britannic Majesty, and for his deliverance only waits to learn the place where this prisoner is to be consigned.

“ After the lively interest which is evident to have been felt by his Britannic Majesty in the fate of this individual, I cannot but be infinitely

flattered at the resolution thus taken by the French government, and I shall be no less so as being instrumental towards the perfect conclusion of this affair.

“ In expressing these sentiments, I do but fulfil the wishes and even the very orders of the King my master; for no sooner was his Majesty informed of the desires of the British government with regard to Captain Wright, than he charged his ambassador at Paris most particularly to omit nothing which could aid their obtaining a favourable result.

“ I avail myself of this opportunity for renewing to your Lordship the assurance of the high consideration with which I have the honour to be, &c.

(Signed) “ THE CHEVALIER D'ANDUAGA.”

“ Lord Harrouby.”

No. V.—Enclosure.

[Translation from the French.]

“ SIR,

“ Paris, 10th Fructidor, XII (1804).

“ I have laid before his Majesty the Emperor the letter which you have done me the honour of communicating to me. By his order I must recapitulate to your Excellency some facts which relate to the object of that letter. Mr. Wright was taken by our cruisers at the very moment he was landing Jean Marie and two of his accomplices on the coast of Brittany. Prior to this he had already landed at three times consecutively banditti of a similar description, who have since been brought to judgement, convicted, and punished, for having conspired against the state, and attempted the life of the first consul. These species of acts, under whatever point of view they may otherwise be contemplated, certainly do not appertain to war: there is no age nor any nation in which they would not be regarded as crimes, and one may with truth aver that it was *flagranti delicto*. Mr. Wright was captured by French mariners then officiating as an armed force.

“ According to accounts, to which full credit must be given, this officer had been demanded from the English Admiralty. The Lords directing this department were of course not ignorant of the kind of service to which he was destined; the shame attached to the premeditation and execution of a project as atrocious and vile as it was cowardly, remains entirely with the men who devised the plot, and with him who undertook to accomplish their views.

“ I am ordered, Sir, to declare to your Excellency, that his Majesty the Emperor will never suffer Mr. Wright to be exchanged. No Frenchman, belonging, with whatever rank he may, to the Imperial Navy, can ever consent to be placed in the balance with that person in a cartel of exchange. But, Sir, the Emperor having at heart to do every thing which depends upon his Imperial Majesty to mitigate the scourges of war, and willing to prove that in his breast such a disposition preponderates over every motive of useful and just severity, has authorised me to declare that his Imperial Majesty will give orders that Mr. Wright be placed at the disposal of the English government. May I beg of you therefore to make known to Lord

Harrowby this generous determination of his Majesty. You will see in it, Sir, the marked intention of doing what may be personally agreeable to yourself; and his Britannic Majesty's new ministry will be constrained to recognise in it a proof of the disposition so often manifested on the part of his Imperial Majesty, to shew himself above, not only those sentiments which offences in general excite, but even above those which might spring from the attempts of which his own person has been the object. I shall therefore remain in expectation of learning by your means the place which the English government wish the prisoner of state claimed through your intervention to be delivered over.

"I avail myself of this opportunity of renewing to your Excellency the assurances of my most high consideration.

(Signed) "CHARLES MAURICE TALLEYRAND."

Certified as a Copy,

(Signed) FREDERIC GRAVINA.

Certified as a Copy,

(Signed) THE CHEVALIER D'ANDUAGA.

"To his Excellency Admiral Gravina."

No. VI.

(COPY.)

"SIR,

"Downing Street, September 25th, 1804.

"I have the honour to acknowledge the receipt of your letter of yesterday, and to assure you, that his Majesty's government entertain a just sense of the liberality and generosity with which his Catholic Majesty has been pleased to interpose his good offices in favour of Captain Wright, and of the very obliging manner in which you and Mr. Gravina have complied with the request contained in my former note to you upon this subject.

"As the French government has consented to liberate that officer from his present confinement, and to allow him to return to this country, I do not think proper to make any observations upon the contents of M. Talleyrand's note to Admiral Gravina: I have therefore to request that you, Sir, will be pleased to communicate through M. de Gravina to the French government, in consequence of the wish they have intimated to know the place to which Captain Wright should be sent, that it is the desire of his Majesty's government that he should be sent to Dover in a flag of truce, or if there is any objection to that mode of liberating him, that he may be allowed to quit the territories of France, for the purpose of proceeding to Embden, or any other neutral port or place.\*

I have the honour to be, &c.

(Signed) "HARROWBY."

"The Chevalier D'Anduaga."

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\* The French government never fulfilled its promise, and Captain W. died in confinement. See NAVAL CHRONICLE, Vol. XIV. page 376.

*Inscription on the Monument of the late Admiral Sir GEORGE POCOCK,\* K.B.  
erected in Westminster Abbey, being the Frontispiece to the present Volume.*

Sacred to the memory of

**SIR GEORGE POCOCK, K.B.**

Who entered early into the naval service of his country, under the auspices  
of his uncle, Lord Torrington,

And who, emulating his great example, rose with high reputation to the  
rank of Admiral of the Blue.

His abilities as an Officer stood confessed by his conduct upon a variety of  
occasions :

But his gallant and intrepid spirit was more fully displayed

By the distinguished part he bore at the taking of Geriah,

And in leading the attack at the reduction of Chandernagore ;

And afterwards, when with an inferior force, he defeated the French fleet  
under M. D'Aché,

In three general engagements ;

Shewing what British valour can atchieve, aided by professional skill and  
experience.

Indefatigably active and persevering in his own duty, he enforced a strict  
observance of it in others ;

At the same time, with so much mildness, with such condescending manners,

As to gain the love and esteem of all who served under him ;

Whose merits he was not more quick in discerning, or more ready to reward,  
Than he was ever backward in acknowledging his own.

Returning from his successful career in the East,

He was appointed to command the fleet upon the expedition against the  
Havannah,

By his united efforts in the conquest of which,

He added fresh laurels to his brow, and a valuable possession to this kingdom.

Upon his retiring from public employment,

He spent the remainder of his life in a state of dignified ease and splendour :

Hospitable and generous to his friends ; and exhibiting a striking picture of  
Christian benevolence,

By his countenance and support of public charities, and by his liberalities  
to the poor.

A life so honourable to himself, and so endeared to his friends and his  
family, was happily extended to the age of 86,

When he resigned it with the same tranquil and serene mind,

Which peculiarly marked and adorned the whole course of it.

He left,

By Sophia his wife, daughter of George Francis Drake, and who was first  
married to Commodore Dent,

A Son, and a Daughter ;

George Pocock, Esq. who caused this Monument to be erected ; and Sophia,  
married to John Earl Poulett.

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\* For a portrairet and memoir of Sir George Pocock, see NAVAL CHRONI-  
CLE, Vol. VIII.

MARINE DESIGNS, NAVAL PORTRAITS, &c.  
 IN THE  
 EXHIBITION AT THE ROYAL ACADEMY,  
 M, DCCCIX.  
 THE FORTY-FIRST.

R. A. *Royal Academician.* A. *Associate.* A. E. *Associate*  
*Engraver.* H. *Honorary.*

THE Right Hon. the Earl of Kingston, as the Right Worship-  
 ful Master of the Royal Naval Lodge of Freemasons.

*G. F. Joseph.*

The watering place ..... *A. W. Calcott, A.*  
 Spithead: boat's crew recovering an anchor.

*J. M. W. Turner, R.A.*

Glendore Head, and entrance of Glendore harbour, in the county  
 of Cork, in Ireland—the Galley Head appears in the distance.

*G. Arnald.*

View on the Thames, near Millbank ..... *T. Bate.*

A fresh gale, with ships, &c ..... *N. Pocock.*

Aenercoil, near Manapar, on the Coromandel coast, a reclusé  
 situation of the religious Hindoos, East Indies *T. Daniell, R.A.*

Portrait of Lord Gambier ..... *Sir W. Beechey, R.A.*

Hurra-gowree, a place of great sanctity of the Hindoos, near  
 Bidzee-Ghur, a hill fort, in the district of Benares, East  
 Indies ..... *T. Daniell, R.A.*

The singular circumstance of his Majesty's ship Centaur, of 74  
 guns, Captain Markham, passing Gravesend at ten o'clock at  
 night by moon-light, September, 1797.

*Captain Richbell, R.N. H.*

View at the falls of the Yantick, a branch of the River Thames,  
 near Norwich, in North America ..... *J. Trumbull.*

Münster Point, Isle of Sheppy ..... *H. W. Pickersgill.*

The view from the west end, on Rochester bridge.

*J. Richards, R.A.*

Portrait of Sir C. Brisbane, representing his attack on Cnraçoa.

*J. Northcote, R.A.*

A calm ..... *T. Thompson.*



A boat's crew, with passengers escaping from a wreck. *G. Arnald.*

“ As buoyant on the wave the pinnace rides,  
Its crew, expectant of the wish'd-for shore,  
Quit the dear found'ring bark, and o'er the main,  
On every side a mournful wreck deplore.”

Portrait of Captain Curtis, R.N. .... *S. Woodforde, R.A.*  
The poor sailor ..... *G. Wilson.*  
Portrait of Earl St. Vincent..... *J. Hoppner, R.A.*  
View of Plymouth Dock and Hamoaze, taken from Mount  
Edgecumbe ..... *W. Daniell, A.*  
Portrait of Captain M. Seymour, of the royal navy.  
*J. Northcote, R.A.*  
Portrait of Sir W. Pole, Bart..... *J. Northcote, R.A.*  
View at the falls of the Yantick, a branch of the river Thames,  
near Norwich, in North America..... *J. Trumbull.*

#### ANTI-ROOM.

Sea piece ..... *C. M. Powell.*  
A sea piece ..... *Rev. C. Moyses, H.*  
Portrait of Admiral Essington ..... *J. J. Hall.*

#### COUNCIL-ROOM.

Dover, from the pier ..... *J. P. Neale.*  
North-west view of a sufferance wharf..... *V. Davis.*  
Portraits of a naval commander and a lady of quality.  
*J. Downman, A.*  
The interior part of a sea-port.—Vide Pausanias, b. ii. c. xii.  
*J. Gandy, A.*

#### ANTIQUÉ ACADEMY.

Hospitality to shipwrecked sailors..... *T. Thompson.*  
View of the action between his Majesty's ship Amethyst, Captain  
M. Seymour, and the French frigate Thetis, a few minutes  
before the latter surrendered, after a hard contest of three  
hours ..... *R. Dodd.*  
Retreat of the Russian admiral into Port Baltic; his rear-most  
ship, after being rescued in the morning, cut off and captured  
at the mouth of that port, at close of day, by the Centaur, 26th  
August, 1808 ..... *R. Dodd.*

#### LIBRARY.

A view on the river Medway ..... *E. Childs.*

|                             |                     |
|-----------------------------|---------------------|
| View near Southampton ..... | <i>R. Brown.</i>    |
| Margate Roads .....         | <i>T. Thompson.</i> |

### MINIATURES.

|                                                                                                                                                   |                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| Portraits of the late Captain Bettesworth, Lord Nelson, and Mr. Pitt .....                                                                        | <i>T. Warner.</i>     |
| Portrait of Lord Nelson: Impression from a die for a gold medal given by Dr. Turton, for a poetical essay on the death of that lamented hero..... | <i>T. Wyon.</i>       |
| Portrait of a naval officer .....                                                                                                                 | <i>T. Hargreaves.</i> |
| Sketch of Captain M <sup>c</sup> Leod, of the royal navy....                                                                                      | <i>D. B. Murphy.</i>  |

### MODEL ACADEMY.

|                                                                                                                                                       |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Design for a boat-house and banquetting room.....                                                                                                     | <i>J. Baber.</i>    |
| Design for a triumphal mansion for the descendants of the immortal Nelson, as a grateful tribute of his country to perpetuate that hero's valour..... | <i>P. Hardwick.</i> |
| Design for an observatory and light-house.....                                                                                                        | <i>J. Baber.</i>    |
| Britannia at the tomb of her departed hero, referring you to history for his achievements: Design for a public monument.                              |                     |

*J. Theakston.*

|                                                                                                                                                                                                                                                                                                                                                                         |                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| To commemorate the death of General M <sup>c</sup> Pherson, of Charles Town, South Carolina, who was shipwrecked in a storm off New York, on the 24th of August, 1800. After rescuing his daughter three times from the waves, he was washed overboard and disappeared. The life of Miss M <sup>c</sup> Pherson was afterwards preserved by one of the passengers ..... | <i>Devaere.</i>        |
| Bust of the late Admiral Earl Howe.....                                                                                                                                                                                                                                                                                                                                 | <i>F. L. Chantrey.</i> |
| Design for a boat-house, landing-place, and aquatic temple, for a gentleman's villa on the banks of the Thames.....                                                                                                                                                                                                                                                     | <i>J. Elmes.</i>       |
| Design for a marine villa .....                                                                                                                                                                                                                                                                                                                                         | <i>J. Griffiths.</i>   |
| Bust of the late Admiral Lord Duncan, modelled for the Royal Naval Asylum, Greenwich.....                                                                                                                                                                                                                                                                               | <i>F. L. Chantrey.</i> |
| Bust of Earl St. Vincent.....                                                                                                                                                                                                                                                                                                                                           | <i>F. L. Chantrey.</i> |
| Naval column to the memory of Lord Nelson, now building at Dublin.....                                                                                                                                                                                                                                                                                                  | <i>W. Wilkins.</i>     |
| Drawing of the Royal Naval Asylum now building at Greenwich, under the patronage of his Royal Highness the Duke of Cumberland .....                                                                                                                                                                                                                                     | <i>D. Alexander.</i>   |

### Patal Poetry.

The heart's remote recesses to explore,  
And touch its springs, when prose avail'd no more.

FALCONER.

### THE BRITISH CHANNEL.

BY ROBERT BLOOMFIELD.

**R**OLL, roll thy white waves, and enveloped in foam,  
Pour thy tides round the echoing shore ;  
Thou guard of Old England—my country, my home !  
And my soul shall rejoice in the roar !

Though high-fronted valour may scowl at the foe,  
And with eyes of defiance advance,  
'Tis *thou* hast repell'd desolation and woe,  
And the conquering legions of France.

'Tis good to exult in the strength of the land,  
That the flow'r of her youth are in arms ;  
That her light'ning is pointed, her jav'lin in hand,  
And arous'd the rough spirit that warms :

But ne'er may that period of horror be known,  
When these hills and these vallies shall feel  
The rush of the phalanx by phalanx o'erthrown,  
And the bound of the thundering wheel.

The dread chance of battle; its blood and its roar,  
Who can wish in his senses to prove ;  
To plant the foul fiend on Britannia's own shore,  
All sacred to peace and to love ?

Hail—glory of Albion ! ye fleets and ye hosts !  
I breathe not the tones of dismay :  
In valour unquestioned, still cover your coasts,  
But may Heav'n keep the slaughter away.

Thou gem of the ocean, that smil'st in thy pow'r,  
May thy sons prove too strong to be slaves !  
Yet let them not scorn in the dark-fated hour  
To exult in their rampart of waves.

The nations have trembled—have cower'd in the dust,  
Even the Alps heard the Conqueror's song,  
When the Genius of Gaul, with unquenchable thirst,  
Push'd her eagles resistless along.

And still they advance, and the nations must bleed,  
 Then sing, O my Country, for joy ;  
 The girdle of ocean, by Heav'n was decreed,  
 To protect what the sword would destroy.



MR. G. CAMPBELL, the admirable author of the *Battle of Hohenlinden* and the *Pleasures of Hope*, has very lately published amongst some other Poems, (the principal of which is styled *Gertrude of Wyoming*) a Naval Ode of great merit, entitled *THE MARINERS OF ENGLAND*. This little Volume we understand was all sold in a few days. We therefore insert the first, second, and third stanzas of the above Ode.

## YE MARINERS OF ENGLAND.

A NAVAL ODE.

### I.

**Y**E Mariners of England !  
 That guard our native seas :  
 Whose flag has braved, a thousand years,  
 The battle and the breeze !  
 Your glorious standard launch again  
 To match another foe !  
 And sweep through the deep,  
 While the stormy tempests blow ;  
 While the battle rages loud and long,  
 And the stormy tempests blow.

### II.

The Spirits of your Fathers  
 Shall start from every wave !  
 For the deck it was their field of fame,  
 And Ocean was their grave :  
 Where *BLAKE* and mighty *NELSON* fell  
 Your manly hearts shall glow,  
 As ye sweep through the deep,  
 While the stormy tempests blow ;  
 While the battle rages loud and long,  
 And the stormy tempests blow.

## III.

Britannia needs no bulwark,  
 No towers along the steep;  
 Her march is on the mountain waves,  
 Her home is on the Deep.  
 With thunders from her native oak,  
 She quells the floods below—  
 As they roar on the shore,  
 When the stormy tempests blow;  
 When the battle rages loud and long,  
 And the stormy tempests blow.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(May—June.)

## RETROSPECTIVE AND MISCELLANEOUS.

**A** GREAT and noble mind now actuates the armies of Austria and the Confederates. It will, however, be still a hard and severe labour to oppose the wide influence of French corruption, aided by the wretched politics of Russia. Spain still keeps her head above water; Sir Arthur Wellesley continues successful, and Buonaparte has certainly sustained a severe defeat and is retreating. But why is Lord Wellesley at an enormous expense to be sent out to Spain for only a few months, and then to return: and why are the troops kept on board the numerous transports at Spithead, and in Portsmouth harbour, losing the golden opportunity and their own health? These and various other questions are constantly asked, but are never answered.

The reports of a change at the Admiralty have proved fallacious, and the resignation of Lord Mulgrave and the raising of the Royal George are given up for the present. The trial of Lord Gambier has been put off for some weeks to collect the witnesses, and begins to take a more decided character than was at first expected. It is at all events a great misfortune to the service to meet with such impediments and clogs, whatever may be the result.

It is remarkable, that, in his Majesty's Speech, at the prorogation of Parliament, no mention whatsoever is made respecting America. The Speech of Mr. Madison, the American President, at the opening of the extra Session of Congress, on the contrary, dwells on scarcely any other topic than the renewal of amity with England, and the necessary alterations which that renewal will cause, in the respective departments of government. The event, which the Americans erroneously believe to have been accomplished, appears to give great and almost general satisfaction throughout the territories of the United States; and despatches have been forwarded to the American minister at Paris, instructing him to urge the revocation of the Berlin decrees.

A new and formidable expedition, intended to create a diversion in favour of Austria, is in great forwardness. An embarkation of 12,000 troops is taking place at Portsmouth; and the entire number of soldiers, it is said, will amount to nearly 40,000. The naval part of the expedition is to be entrusted to Rear-admiral Sir Richard Strachan, with Sir Home Popham under him. The military commander-in-chief has not been mentioned; nor is it yet known against what point the attack will be directed.

An attempt to destroy the enemy's fleet, in the Scheldt, is said to have been in contemplation by government, but to have been abandoned, in consequence of the escape of a person, considered as a spy, who had obtained a knowledge of the intention.

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*Extract of a Letter from a Naval Officer, dated Rio de Janeiro,  
13th January, 1809.*

“ Notwithstanding the great heat from 85° to 91° we are in tolerable health: the inconvenience Europeans feel here is from a nettle-rash, or prickly heat, which flays us alive, and renders it almost impossible to sit still, even for writing. This, however, is wholesome they say; and striking it in would be fatal, so we all take care of checks of perspiration accordingly. This heat is peculiar to this reverberating harbour; for off Cape Frio, where our advanced ships cruise, it is cool and pleasant, and in the River of Plata, about Monte Video, &c. at this season delightful. As to news, I can only say every thing is in a state of stagnation. By the time Lord S. has concluded his commercial treaty, we shall have no commerce. British influence *was* strong in every department ashore, till the President frigate brought her precious diplomatic cargo; after which, the reign of intrigues commenced, and ever since, although the Prince Regent expresses himself as happy in the protection of British naval force, the ministry shew occasional symptoms of jealousy: for instance, the London, in going out on a cruise some time ago, being obliged to come suddenly to an anchor under the fort, was seen, as is customary and necessary, to take soundings. This was made the subject of a formal complaint to the Admiral, as a breach of hospitality: which Sir Sidney Smith got rid off, by coolly answering, that the duty of his ships must be carried on according to the rules of the service, in all parts of the world; and that, as to any impropriety in surveying the coast, (supposing that to have been the case) as he was charged with the responsibility of defending it, it stood to reason that he ought to be made acquainted with it.—Sir Sidney has a pleasant house on the opposite side of the river, with a good deal of land. It was a present from the Prince, and is called Chacra Bragança. They are all at loggerheads in the Spanish provinces to the southward. I am convinced had Sir S. S.'s duties admitted of his appearing at Monte Video, he would greatly have promoted the interests of commerce. Some diminution of intercourse has been observed between our envoy and the admiral, arising as far as I can learn from the latter's dislike to asking as a boon what may be deemed our right.

A great many changes and removals in the squadron—Captain Schonberg to the President, *vice* Mackenzie, gone into the Bedford; Captain Davie to the Foudroyant, acting till the return of Captain Yeo, who is to be flag captain when he comes in from a cruise. One of the Agamemnon's lieutenants to the vacancy. Adieu."

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, MAY 27, 1809.

*Copy of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated on board the Ocean, at Sea, the 6th March, 1809.*

SIR,

I ENCLOSE, to be laid before their Lordships, a letter I have received from Lord Cochrane, captain of his Majesty's ship *Imperieuse*, who has been for some time past employed on the coast of Catalonia, and where the good services of his Majesty, in aid of the Spaniards and in annoyance of the enemy could not be exceeded. I have the honour to be, &c.

COLLINGWOOD.

*His Majesty's Ship Imperieuse, Cadagues,  
2d January, 1809.*

MY LORD,

Having received information of two French vessels of war, and a convoy of victuallers for Barcelona, being in this port, I have the honour to inform your Lordship, that they are all, amounting to thirteen sail, in our possession.

The French have been driven from the town of Cadagues, with the loss of nine cannons, which they had mounted and were mounting on the batteries. I have, &c.

*The Right Hon. Lord Collingwood, &c.*

COCHRANE.

La Gauloise cutter, commanded by M. Avenet, member of the Legion of Honour, 7 guns, 46 men.

La Julie lugger, commanded by M. Chasieriau, 5 guns, 4 swivels, 44 men. And eleven victuallers.

Vice-Admiral Sir James Saumarez, commander-in-chief of his Majesty's ships and vessels in the Baltic, has transmitted to the Hon. W. W. Pole, a letter which he had received from Captain Hollis, of his Majesty's ship the *Standard*, who had been detached with the ships and vessels named in the margin,\* for the purpose of attacking the island of Anholt, giving an account of its reduction on the 18th instant, by a party of seamen and marines, landed under the command of Captain Selby, of the *Owen Glendour*, assisted by Captain Edward Nicholls, of the royal marines. The garrison, consisting of one hundred and seventy men, surrendered at discretion. On our side one private marine was killed and two wounded.

The acquisition of this island is stated to be of importance in furnishing supplies of water to his Majesty's fleet, and affording a good anchorage to the trade in going to or coming from the Baltic.

\* *Standard, Owen, Glendour, Avenger, Ranger, Rose, Snipe gun-vessel.*

*Copy of a Letter from Vice-admiral Sir James Saumarez, Bart. and K.B. Commander-in-chief of his Majesty's Ships and Vessels in the Baltic, to the Hon. W. W. Pole, dated on board the Victory, in Wingo Sound, the 16th instant.*

SIR,

Herewith I enclose a letter I have received from Rear-admiral Sir R. G. Keats, K.B. stating the capture of a Danish lugger privateer by the boats of his Majesty's ship *Majestic*, and of two, sloop-rigged, by his Majesty's gun-brig *Earnest*, which you will please to lay before the Lords Commissioners of the Admiralty.

I am, &c.

JAMES SAUMAREZ.

SIR,

*Superb, off Ystad, May 9, 1809.*

I have the honour to inform you of the capture of a Danish lugger privateer, the *Spider*, of two guns and twenty-one men, by the boats of his Majesty's ship *Majestic*; and also two, sloop-rigged, by the *Earnest*, Lieutenant *Templar*, one the *Four Brothers*, of four guns and twenty-two men, the other the *Mackarel*, of two guns and eighteen men.

I have the honour to be, &c.

R. G. KEATS.

*Sir James Saumarez, Bart. and K.B. Vice-admiral of the Blue, &c.*

*Copy of a Letter from Captain Pater, of his Majesty's Ship the Princess Carolina, to Rear-admiral Sir Richard Strachan, of which the former has transmitted a copy to the Hon. W. W. Pole.*

*His Majesty's Ship Princess Carolina, off the Texel,*

*May 21, 1809.*

SIR,

As I had been informed that a schooner lay in the Vlie Passage to guard that anchorage, and having thought it practicable to cut her out, I beg to inform you, that having drifted to the northward so as to open the said Passage, I last night made the attempt (taking with me Lieutenants *Bashford* and *Dobbs*, and Lieutenant *Furzer*, of the royal marines, who volunteered) with four boats of his Majesty's ship under my command, which I am happy to say succeeded, by boarding her at half-past eleven o'clock, P.M. and in a few minutes after discharging her guns surrendered. She proves to be the King of Holland's schooner *Admiral Pietheyer*, of seven guns, three twelve and four eight-pounders, with one brass howitzer, twenty-four-pounder, commanded by Lieutenant *D. Van Heareskerch*; is five years old, copper-bottomed; she carries two bow chasers, twelve-pounders, and one aft; her complement is twenty-seven, all of whom were at their guns to receive us, having seen the ship at anchor and expected the attack. I am happy to add not any lives were lost on this occasion; and I feel it a duty I owe to the officers and men I have the honour to command, to say, that had the strength of the enemy been greater, they manifested a forwardness and zeal on this occasion that would have done honour to their country.

I have the honour to be, &c.

C. D. PATER.

P.S. From what we have discovered, I have no doubt of her being very fit for his Majesty's service, should a vessel of that force and easy draught of water be wanted; she is sent to Yarmouth.

JUNE 2, 1809.

A despatch, of which the following is a copy, has been received from Lieutenant-general Sir George Beckwith, K.B. commander-in-chief of his



Majesty's forces in the Leeward Islands, by Lord Viscount Castlereagh, one of his Majesty's principal secretaries of state:—

“ MY LORD,

*Fort Royal, Martinique, April 20, 1809.*

The French squadron, consisting of three sail of the line and two frigates, from L'Orient, having taken shelter in the Saints, in the vicinity of Guadeloupe, where they were blockaded by Rear-admiral Sir Alexander Cochrane with a superior force, I detached a corps, of between two and three thousand men, under the command of Major-general Maitland, to co-operate with the navy in the reduction of those islands, to destroy or capture the ships of the enemy, or to force them to sea.

I have the satisfaction to report to your Lordship, for his Majesty's information, that after three days of great toil and most active service, the forts were reduced, and the troops surrendered prisoners of war.

The French ships of the line pushed to sea early on the night of the 14th; on the 16th the admiral was within four miles of them, and, I trust, will be enabled to bring them to close action.

I have the honour to enclose the major-general's report upon the honourable termination of this service; and I beg leave to recommend to his Majesty's favourable consideration, the meritorious services of this general officer, not only in the present instance, where he held a distinct command, but for his general good conduct during the whole campaign.

The officers of all ranks have done their duty in an exemplary manner, and the troops employed upon this service have maintained that superiority which has distinguished this army during the whole series of our operations since our departure from Barbadoes. I have the honour to be, &c.

GEO. BECKWITH.

*The Right Hon. Lord Viscount Castlereagh, &c.*

SIR,

*Camp, at the Saints, April 18, 1809.*

I have the honour to transmit you a report of the proceedings of his Majesty's troops detached for the reduction of the Saints.

We sailed from Fort Royal Bay on the 12th; Captain Beaver, of his Majesty's ship *Acasta*, who was commodore of the division, left the squadron under charge of Captain Carthew, of his Majesty's ship *Gloire*, and went forward to meet Rear-admiral Sir Alexander Cochrane. The 13th was passed in examining the enemy's positions, and in making arrangements.

The disembarkation was fixed to be at six o'clock in the morning of the 14th, but a bad night separated our ships. By ten they were collected. Soon after the *Acasta* led in, through a very narrow channel which was buoyed on each side. The *Gloire*, *Narcissus*, and *Circe* followed; the *Intrepid* about an hour after, but the *Dolphin* not until next day. His Majesty's ships anchored opposite to the little bay, *Bois Joly*. The landing was meant to have been at the next to the eastward, called *Ance Vanovre*. As much time, it was then seen, would be lost by persevering to go to *Ance Vanovre*, because the boats would have had a long row against wind and current, we landed at *Ance Bois Joly*; a secure landing, though a stony beach, protected by the fire of the frigates. We experienced no opposition except a cannonade from the *Islet of Cabrit*, the guns of which fired over the ridge among the shipping.

When advanced to the first ridge, we found the enemy occupied the great mountain which is above eight hundred feet high, called *Mount Russel*. This was immediately on our right, nor could we advance. The rifle companies of the 3d and of the 4th battalions 60th regiment, were

ordered to dislodge the enemy. The exertion of these companies, under Captains Dolling and Lupton, was great; the ascent no less steep than an angle of fifty degrees, covered with bush and prickly pears, they most gallantly effected the service, and drove back the enemy, who suffered considerably. The rifle companies were supported to their right by the flank companies of the 3d West India regiment, and one company of the Royal York Rangers, led by Lieutenant-colonel Campbell, deputy adjutant-general, whom I detached for this service. We had now a strong position. Before us were the enemy's three forts, showing stout garrisons, and three line-of-battle ships, and two frigates in the harbour. The large ships were full of men. We found, however, we could not advance without being flanked on our left by the fort on Isle de Cabrit. Two eight-inch howitzers were immediately landed, a battery quickly constructed by Lieutenant Hobbs, of the Royal Engineers. Brigadier-general Strehelin, of the royal artillery, and all his officers and men, were most strenuous, and before six that evening our battery opened on the enemy's squadron at a very fair distance. About an hour after, there were indications that the French squadron was about to push out, and by eight it was not doubtful. Not a moment was lost; Captain de Courcy, of the quarter-master-general's department, was sent by me to Captain Beaver, of the *Acasta*, and we fired six rockets from a headland, at five minutes interval, being the signal fixed on by the admiral. About ten at night, the three French line-of-battle ships were seen to go through the windward passage. Next morning, the 15th instant, the *Intrepid* was the only line-of-battle ship in sight.

The difficulty of advancing on the west side of the island, forced us to re-embark the greater part of our troops, to land at Ance Vanovre, but as the enemy occupied a strong and commanding position on the east side of this bay, Lieutenant Colonel Prescott, with the flank companies of the 3d West India regiment, and the two rifle companies of the 60th. and Major Henderson, with the reserve, were ordered to descend from Mount Russel to protect the landing, and to dislodge the enemy. This was well executed, and we gained a favourable position, whence our mortars could reach Fort Napoleon at a proper distance, as well as the fort on the islet. A mortar battery of two thirteen-inch, and four ten-inch was immediately begun, and carried on with unremitting exertions; all our men volunteering every labour. Between the enemy's forts Napoleon and Morelle, and us, was a middle ridge, which was on the back of the town, and held by the enemy. On the night of the 15th, a strong picquet of the enemy was surprised by two companies of the Royal York Rangers, commanded by Captain Starke and Lieutenant White. The French had one officer and seventeen men bayoneted, and twelve prisoners were brought away. This affair was highly creditable to the officers named. The night following we determined to occupy the middle ridge, and confine the enemy within his works. Major Allen was ordered with the two flank companies of the 3d West India, and a flank company of the 8th West India for this service; he was supported by part of the Royal York Rangers, under Major Henderson. The position was taken up without opposition, but about eight next morning the enemy advanced from Forts Napoleon and Morelle to recover this ground. A sharp action took place, the whole of the York Rangers, and the rifle companies of the 60th, supporting our black troops. The ground lay open in great part to the grape shot from Forts Napoleon and Morelle, and to round shot from Islet de Cabrit; but all our troops were undaunted;—none were more brave or active than the flank companies of the 3d West India regiment, and a flank company of the 8th West India, under Major Allen. The enemy was driven back with loss, and our possession of the ground completely secured. On this occasion our loss was about thirty men, killed and wounded.

I omitted to say that the two French frigates, both loaded with flour, took their chance of escaping on the forenoon of the 15th. They went through the windward passage, keeping a little from the wind to gain the shore of Guadaloupe. The leading frigate was engaged by his Majesty's ship *Intrepid*. This frigate however doubled the point of Vieux Fort, was followed by the other, and both escaped into Basse Terre.

About the middle of the day, yesterday the 17th, the French commandant, Colonel Madier, sent a flag of truce to enter into terms. They expected what we would not concede, and they submitted to what we were willing to grant. They are prisoners of war.

I understand their number to be from seven to eight hundred; of this number, six hundred were landed by the French squadron.

We are to take possession of the forts this evening at four o'clock. The French troops will be immediately embarked, and I shall proceed to carry the remainder of your orders into execution without loss of time. But I must not conclude my report without doing justice to the merits of those whom I have been so happy as to command.

The navy have most cordially supported us. Captain Beaver, of his Majesty's ship *Acasta*, has increased that character which I know his conduct at Bay Robert, Martinique, in your presence gained him. His arrangement and presence of mind render him particularly qualified for joint operations. Captain Carthew, of the *Gloire*, and Captain Malcolm, of the *Narcissus*, also merit the warmest acknowledgment: and I am, also much obliged to the Hon. Captain Bertie of his Majesty's ship *Dart*, who acted on shore.

The royal artillery, under Brigadier-general Stehelin, have continued their usual spirited manner. If the enemy had not capitulated yesterday, we should have opened a fine battery of six mortars; and I am certain, from what happened at Martinique, our artillery would have given them enough of it in one night.

To Lieutenant-colonel Rial, 15th regiment, I with pleasure acknowledge the assistance I have received from him. He tantalized me with an offer to take Fort Morelli by assault with the 15th regiment, the morning of yesterday during the action. Lieutenant-colonel Prevost deserves equal good report. Major Henderson, who commands the reserve, is a true soldier; and Major Alen, 3d West India regiment, gallantly led his black troops.

The Staff have all been active. Lieutenant-colonel Campbell, deputy adjutant-general, has been always forward; he is an officer who must rise from his merit.

The Hon. Captain de Courcy, of the quarter-master-general's department, has shewn an activity and exertion which does him great credit, and proves him to be an officer for service.

Lieutenant Hobbs, royal engineers, yields to no one in work, and is an admirable officer for a service of this nature.

The medical department has been ably conducted by Doctor Burke.

I have been much assisted by Colonel Soler, the royalist, a man inflexible in loyalty.

My aide-de-camp, Captain Taynton, 64th regiment, will have the honour to deliver this despatch to you; he has been many years with me; I wish I could get him the promotion his merit deserves.

I have the honour to be, &c.

F. MATTLAND, Maj. Gen.

*His Excellency Lieutenant-general Beckwith,  
Commander of the Forces.*

P.S. I enclose the necessary returns. There are fourteen pieces of artillery and four mortars; eighteen in all in Fort Napoleon alone.

F. M.

ARTICLES of CAPITULATION proposed by Colonel Madier, Member of the Legion of Honour, Commandant of all the Saints, to Major-general Maitland, commanding the Troops of his Britannic Majesty, and Captain Beaver, of his Majesty's Ship *Acasta*, Senior Naval Officer.

Lieutenant-colonel Campbell, deputy adjutant-general, and Captain Mercier, of the 66th regiment, in the service of France, being appointed Commissioners, agreed upon the following terms:—

Article I. All the troops shall march out with all the honours of war.

II. They shall be prisoners of war, and conveyed to England.

III. The officers shall equally be considered as prisoners of war upon their paroles of honour, to be transported to England until exchanged. They shall retain their swords.—Answer. Articles I, II, and III, granted.

To be carried into execution between twelve and four o'clock.

Arms to be deposited outside of the different forts, and the troops to embark immediately after.

IV. The troops shall retain their personal baggage.—Ans. Granted.

V. The officers shall also retain their private baggage.—Ans. Granted.

VI. All the officers regularly employed in the administration, and medical officers, shall not be considered as prisoners of war; they shall be sent to Guadaloupe, with their private baggage.—Ans. Granted.

VII. Private property shall be respected, and the inhabitants shall return to their houses.—Ans. All inhabitants possessing property in the Saints, who are not soldiers in the service of France, may return to their houses, and shall not be molested as long as they conform to the laws of the colony.

All private property shall be respected, and every individual treated with the same liberality and good faith of the British nation.

VIII. Whatever is doubtful in these articles of capitulation, shall be construed in favour of the inhabitants.—Ans. Granted.

#### ADDITIONAL ARTICLE.

An officer of artillery and one civil officer shall be appointed from each side, who will meet at this spot to-morrow morning at eight o'clock, in order to take a list of all military stores and other public property. They shall be given precisely in the state they are at this moment,

Subscribed by us at the Saints, the 17th day of April, 1809.

(Signed) N. CAMPBELL, Lieut. Col. and  
Dep. Adj. Gen.  
MERCIER, Capt. 66th Reg.

Ratified,

(Signed) FRED. MAITLAND, Maj. Gen.  
P. BEAVER, Captain of his Majesty's  
ship *Acasta*, and senior Officer at the  
Saints.  
(Signed) M. MADIER, Colonel, Commandant  
les Isles des Saintes.

*Return of Killed, Wounded, and Missing, of the Army under Major-general Maitland at the Saints, from 14th to 17th April, 1809.*

3d Batt. 60th Reg.—1 officer, 1 rank and file, killed; 1 officer, 16 rank and file, wounded.

York Light Infantry Volunteers.—3 rank and file, wounded.

Royal York Rangers.—1 rank and file, killed; 1 officer, 24 rank and file, wounded.

3d West India Reg.—1 rank and file, killed; 2 serjeants, 1 drummer, 12 rank and file, wounded; 1 rank and file, missing.

8th ditto.—1 officer, 1 rank and file, killed; 1 officer, 7 rank and file, wounded.

Total.—2 officers, 4 rank and file, killed; 3 officers, 2 serjeants, 1 drummer, 62 rank and file, wounded; 1 rank and file, missing.

N.B. The officer of the 60th returned killed, is Captain Dolling, who fell from a precipice, and was found dead two or three days after.

The officer killed of the 8th West India Regiment, is Lieutenant John Crosbie.

The officer wounded of the 60th, is Lieutenat Von Koning.

The officer wounded of the Royal York Rangers, is Major Henderson, slightly.

Assistant-surgeon Beasant, 37th regiment, attached to 8th West India regiment, slightly wounded.

(Signed)

N. CAMPBELL,  
Lieut. Col. Dep. Adj. Gen.

*Return of Ordnance and Stores found at the Saints, at Fort Napoleon,  
April 18, 1809.*

*Iron Guns.*—1 serviceable 18-pounder on a garrison carriage; 4 serviceable 12-pounders on ditto; 1 serviceable 4-pounder on ditto; 3 serviceable six-pounders on field carriages; 3 serviceable 4-pounders on ship carriages; 3 serviceable 3-pounders on ditto.

*Brass Guns and Howitzers.*—1 serviceable 6-inch howitzer, the carriage unserviceable; 1 serviceable 4-pounder gun, the carriage unserviceable.

*Brass and Iron Mortars*—1 serviceable English 8-inch; 1 serviceable French eight and half-inch, dismantled; 1 repairable 12-inch.

*Shells.*—55 serviceable 13-inch; 40 serviceable 8-inch; 120 serviceable seven and half-inch; 178 serviceable five and half-inch.

*Shot.*—755 serviceable 12-pounders; 90 serviceable 6-pounders; 40 serviceable 4-pounders; 40 serviceable 3-pounders.—57 serviceable barrels of powder; 711 serviceable muskets; 40 serviceable pistols; 100 serviceable files; about six casks of serviceable musket-ball cartridges; 5 kegs of serviceable musket-balls.

*Fort Morelle.*

*Iron Guns.*—2 serviceable 24-pounders; 1 serviceable 4-pounder; 1 serviceable 3-pounder; 1 serviceable 10-inch iron mortar; 40 serviceable shells for ditto;—shot, 22 serviceable 24-pounders; 15 barrels of serviceable powder.

*Point Suere Battery.*

2 serviceable iron 8-pounders, mounted.

*Fort Islet.*

*Iron Guns.*—5 serviceable 24-pounders; 1 serviceable 12-pounder; 1 serviceable, 1 unserviceable six-pounder; 1 serviceable 3-pounder.

*Brass Mortars, and Beds repairable.*—1 serviceable 8-inch; 1 serviceable

seven and half-inch.—80 barrels of serviceable powder; 16,000 serviceable musket ball cartridges.

*Saints' Town Magazine.*

12 barrels of serviceable powder.

(Signed)

EDWARD STEHELIN,  
Brigadier-general, Royal Artillery.

JUNE 10, 1809.

Vice-admiral Sir James Saumarez has transmitted to the Honourable William Wellesley Pole a letter he has received from Rear-admiral Sir Richard Goodwin Keats, reporting the capture of the Levigerna Danish privateer, of 6 guns, and 17 men, by the Superb; and of the Tilsit French privateer, of 10 guns, and 41 men, by the Cruiser sloop.

*Copy of a Letter from Captain Goate, of his Majesty's Sloop the Mosquito, to the Honourable William Wellesley Pole, dated off Heligoland, the 25th May, 1809.*

SIR,

I have the honour to inform you, that his Majesty's sloop Mosquito, under my command, has captured the Sol Fuglen Danish privateer cutter, of six guns and twenty-four men.

I have the honour to be, &c.

WILLIAM GOATE.

MEM.—Captain Goate, with another letter to the Honourable William Wellesley Pole, has transmitted one from Captain Pettet, of his Majesty's sloop the Briseis, giving an account of the capture of El Courier Danish privateer, of one two-pounder and four swivels, by the boats of the Briseis and Bruiser gun-vessel.

JUNE 13, 1809.

*Copy of a Letter from Captain Toker, of his Majesty's Sloop the Cruiser, addressed to Vice-admiral Sir James Saumarez, and transmitted by the latter to the Hon. W. W. Pole.*

*His Majesty's Sloop Cruiser, off Bornholm,  
May 31, 1809.*

SIR,

I have the pleasure to acquaint you, that his Majesty's sloop under my command, this evening captured the Danish privateer brig Christiansborg, commanded by H. F. Hatting, of six guns, three of which she hove overboard during the chase, with a complement of thirty-seven men, thirteen of whom were lately sent to cruise in a large boat, and taken by one of his Majesty's ships. She was six hours from the Earthholms, is copper fastened, and had not made any captures.

I have the honour to be, &c.

THO. RICH. TOKER.

*Vice-admiral Sir James Saumarez, Bart. and  
K.B. Commander in-chief, &c.*

JUNE 17, 1809.

*Copy of a Letter from Captain Baker, of his Majesty's Ship the Tartar, to Rear-admiral Sir Richard G. Keats, and transmitted by Sir James Saumarez to the Hon. W. W. Pole.*

SIR,

*His Majesty's Ship Tartar, June 2, 1809.*

I have the honour to acquaint you, that on the 15th of May, 1809, I chased on shore near Felixberg, on the coast of Couriand, a Danish sloop

privateer, of four guns, two of them twelve-pounders, on slides, and two long four-pounders; the crew, twenty-four in number, landing with their muskets, and being joined by some of the country people, posted themselves behind the sandhills, near the beach.—The vessel appearing calculated to do much mischief to the trade, I sent the boats of this ship, under the command of Lieutenants Sykes and Parker, with orders either to bring her off or to destroy her, the former of which they effected with considerable address and activity, and without loss, very soon getting the vessel's guns to bear upon the beach.

Before the Danes abandoned her, they placed a lighted candle in a twelve-pounder cartridge of gunpowder, in the magazine, where there was some hundred weight beside, which was happily discovered by one of the boat's crew, who immediately grasped it in his hand, and extinguished it, when it had burnt down within half an inch of the powder; another minute would in all probability have been the destruction of every man on board and alongside the vessel;—a dishonourable mode of warfare necessary to be known, to be properly guarded against.

I have the honour to be, &c.

(Signed) JOS. BAKER, Captain.

*Copy of a Letter from Lieutenant Mansel, commanding his Majesty's Gun-vessel Patriot, addressed to Captain Goate, of the Mosquito, and transmitted by him to the Hon. W. W. Pole.*

*His Majesty's Gun Vessel Patriot, Heligoland,  
30th May, 1809.*

SIR,

I beg leave to inform you, that his Majesty's gun-vessel under my command yesterday, in the River Hever, captured the Danish cutter privateer Snap, mounting three guns, with nine men, one week from Tonningen, without making any capture.

I am, Sir, &c.

(Signed) E. W. MANSEL.

## Imperial Parliament.

HOUSE OF LORDS.

FRIDAY, APRIL 28.

THE Royal Assent was given by commission to the Newfoundland Judicature Bill, the British American Fisheries Bill, the Dover and Portsmouth Works Bill, the Naval Officers' Widows' Pensions Bill, and Malta Prizes Bill.

THURSDAY, MAY 4.

Lord *Selkirk*, adverting to the affair with the Chesapeake American frigate, contended, that the government of America had, from beginning to end, acted hostilely to the welfare and to the honour of this country, and that therefore ministers should have demanded reparation and satisfaction for that conduct, and for the insult committed on the British flag; instead of which, they had tamely submitted to concessions. He therefore moved, "that an humble Address be presented to his Majesty, expressive of their Lordships' opinion, that, in whatsoever negotiation or treaty there may be

entered into between his Majesty and the government of the American States, there should be introduced a preliminary covenant, declaratory of reparation for the past, and of the supremacy of the British flag for the future."

Lord *Liverpool* opposed the motion, on the ground that the Hon. mover had not obtained sufficient information on which to found it, and that it was an improper interference with the royal prerogative.

The motion was consequently negatived, without a division.

MONDAY, MAY 8.

The Earl of *Liverpool* laid before the House a message from his Majesty, the purport of which was, that his Majesty had been graciously pleased to advance, by way of loan, to the Prince Regent of Portugal, the sum of 600,000*l.* the same to be guaranteed or secured by the possession of the Island of Madeira, in trust for the repayment thereof.

TUESDAY, MAY 9.

An Address was agreed to, on the motion of Lord *Liverpool*, thanking his Majesty for his gracious communication respecting the loan to Portugal.

FRIDAY, MAY 12.

The Bill, relating to the compassionate List of the Navy, and the Admiralty Droits Prizes Bill, received the Royal Assent.

THURSDAY, MAY 25.

Earl *Grey*, in the course of a conversation which arose respecting America, expressed his opinion, that Mr. Erskine, the British envoy to the United States, had acted conformably to the spirit of British interest, if not to the strict letter of his instructions.

The Earl of *Liverpool*, on the contrary, asserted, that the gentleman alluded to had not only acted in a manner which his instructions did not warrant, but had acted in direct opposition to them.

The Earl of *Liverpool* presented a Message from his Majesty, relative to the proposed subsidies to Austria, Spain, and Portugal; stating, that it was the usual Message for a Vote of Credit previous to the close of a Session, and the amount of the Vote which it was intended to ask of Parliament, 3,000,000*l.* in order to enable government to take advantage of circumstances as they arose, and to render assistance to our allies, according to the nature of those circumstances, and the exigencies of the case.

FRIDAY, MAY 26.

An Address, the echo of the above Message, was agreed to.

THURSDAY, JUNE 15.

The Prize Share Regulation Bill, and the Ship Owners Bill, received the Royal Assent.

WEDNESDAY, JUNE 21.

Parliament was prorogued, by commission, to the 10th of August. [For the Speech, see the Commons.]



## HOUSE OF COMMONS.

FRIDAY, APRIL 14.

Sir *Charles Hamilton* stated to the House the circumstances of his arrest, on Tuesday last, by Daniel Butler, a sheriff's officer, who was then in attendance. Butler and another man came into his room, and shewed him a writ against a Sir John Hamilton, and said, that he was the person. He told them that he was not the person intended, but they persisted that he was, and told him to go along with them. He then told them, in the hearing of his servants, that his name was not John, and that he was a member of Parliament, and if they arrested him, they must take the consequences. Butler insisted that he was the person, and that if he did not go willingly, they would take him by force. He then went with them to the plaintiff's attorney, when he satisfied them that he was not the defendant, and they set him at liberty. The Hon. Gentleman concluded with stating, that it was not his own wish to put Butler to any trouble, but as no apology had been even offered for such a gross breach of privilege, he felt it his duty to lay the case before the House.

Butler was then called to the bar; but not offering any apology, he was ordered to be committed to Newgate, for a breach of the privileges of the House.

Lord *Castlereagh* called the attention of the House to the services of the navy and army in the West Indies, in the conquest of Martinique. That capture had never been effected under circumstances more glorious than in the recent instance. It was a proud circumstance for the country, that whilst we had an army of 50,000 men on the Continent of Europe, government had been able to collect a force of 10,000 men for offensive operations against Martinique, without detaching any troops from Europe. Though the gallantry of the troops had been most distinguished, there was one circumstance which peculiarly characterized this conquest, namely, that from the effectual measures taken by the Officers of Health, the object of the expedition had been accomplished with less loss by disease than at any former time. Every favour, too, consistent with the interests of the public, had been shewn to the inhabitants of Martinique, who had behaved with the greatest good-will towards their captors. The Noble Lord concluded by moving the thanks of the House to Lieutenant-general George Beckwith, for the entire conquest of the Island of Martinique; to Sir A. Cochrane, Knight of the Bath, for his able disposal of the naval force under his command for the attainment of this object; to Lieutenant-general Prevost, Major-general Maitland, Brigadier-general Houghton, Commodore Cockburn, and those under his command; and that the approbation of the House should be signified to the non-commissioned officers, and to the sailors and marines concerned.—Agreed to *nem. con.*

Mr. *Ward* informed the House from the Bar, that the Lords Commissioners of the Admiralty, having ordered a court martial to be held on the 1st of May, upon Admiral Harvey, on charges for a breach of disci-

pline exhibited against him by Admiral Lord Gambier, had issued a warrant to the Marshal of the Admiralty to take the said Admiral Harvey into custody, and as he was a member of that House, that their Lordships thought it right to communicate the same, together with a copy of their warrant to that House. The warrant was then given in, and read by the clerk at the table.

MONDAY, APRIL 17.

Mr. *Rose* brought in a Bill, for amending the law as to the register of captured ships.

TUESDAY, APRIL 18.

Mr. *Rose* alluding to an opinion, that the manufactures of the country were on the decrease, observed, that our shipping employed to the different parts of America, had increased 63,000 tons during last year, according to a statement now on the table of the House. That members, therefore, might be sufficiently in possession of such necessary and important facts, he moved that certain papers relative to British shipping employed to America, be printed.—Ordered.

THURSDAY, APRIL 20.

Mr. *Canning*, in answer to a question from Mr. Ponsonby, stated, that the Spanish treaty bound his Majesty not to acknowledge any other Sovereign but Ferdinand VII. but as that prince and his family were in the actual possession of the Ruler of France, it became necessary to look forward to the possibility of their extinction, in which case there would arise a divided claim to the Throne of Spain, different Spanish jurists being disposed to assign it to different families. It therefore became necessary to add to the legitimacy of the Sovereign, that he should be acknowledged by the Spanish people. He wished also to add, that the whole purview of this treaty went to bind us to act in concert with the Spanish nation only in certain circumstances. Should they deviate from it, and acknowledge the reign of a French Ruler, in that case the Treaty was *ipso facto* annulled.

Lord *Henry Petty* observed, that it appeared to him, from the American Non-Intercourse Act, that all English ships from this country entering any American port after the 26th of May, were made liable to confiscation. He should be glad to know, whether due measures of precaution had been used, for the purpose of warning our merchants, to prevent the loss of their property.

Mr. *Canning* could not say what precaution Mr. Erskine our ambassador had taken, but he had no doubt that that gentleman had taken due means to warn off all British ships from entering the American harbour, and thus to prevent the effects of the Act.

Sir *C. Hamilton* presented a petition from Daniel Butler, the sheriff's officer, expressing his great contrition, and begging the pardon of the House, and of Sir C. Hamilton, for the gross insult of which he had been guilty towards the Hon. Baronet, in attempting to arrest him, and stating that his conduct proceeded entirely from mistake, arising from the information of a brother officer.

SATURDAY, APRIL 22.

Butler, the sheriff's officer, was brought up to the bar, reprimanded, and ordered to be discharged, on paying his fees.

WEDNESDAY, APRIL 26.

In a Committee of Supply, the sum of 15,000*l.* was voted, for the works at the harbour of Howth.

Two Resolutions were agreed to, allowing the planters of Martinique to import their sugars and coffee into British ports, for exportation, on the same terms as our own West India Colonists.

THURSDAY, APRIL 27.

Mr. *R. Wharton* brought in a bill for preventing frauds and depredations on ship owners and underwriters. The Hon. Member stated, that he meant the Bill to extend to all the out-ports of the United Kingdom. There was a provision therein, that all property found at sea should be entered on the log-book of the ship finding the same, the day on which it was found, and on their arrival at the port of their destination, should make a return of the same to the Trinity House. The penalties which would be fixed in the Committee were intended to be divided between the informer and the poor of the parish where incurred, and the distribution to be made according to the Act of Queen Anne.

MONDAY, MAY 1.

Mr. *Ord* called the attention of the House to the Fourth Report of the Committee of Public Expenditure, and particularly to that part which related to the Dutch Commissioners for the management of Dutch prizes. In the year 1795, certain Commissioners, to the number of five, were appointed to manage and dispose of vessels captured from the Dutch. These gentlemen received instructions from the Privy Council how to act, the mode how they were to keep their accounts, &c. In July, 1799, the amount in their hands was 180,000*l.* and here they acted in the first instance in direct violation of an Act of Parliament, as, instead of paying the money into the Bank of England, it was deposited in private banks every one of the commissioners having his own private banker. In May, 1796, the amount of cash in their hands amounted to 200,000*l.* and afterwards fluctuated. In February, 1795, Mr. Pitt made an application for 150,000*l.* for the public service, but the answer he received was, that the commissioners could not make any advances whatever, because there were demands on them for money. But it would appear to the House, on a perusal of the Report, that great advantages accrued to those commissioners, in keeping the money at their private bankers, and discounting bills. They were directed to keep minutes of their proceedings, but none were to be found. The committee, he observed, next adverted to the enormous sum of five per cent. which they charged on their sales, when it was proved by very respectable merchants, who gave their evidence before the Committee, that they never charged more than two and a half per cent. commission. The total profits which they received was 27,000*l.* each, for work done for four years and a half. It appeared that they had asserted that they did not get

more than the French commissioners; but the fact was, the latter consisted of fourteen, who did not get more than 1,000*l.* a year each. They also considered themselves as prize agents, because the Lord Chancellor mentioned them as such in the House of Lords, but they differed widely from prize agents, who were obliged to have a capital of their own, were subject to heavy advances, and liable to great losses; but they were subject to no loss whatever. In 1804 the Treasury pronounced the commission useless, but it was not terminated, because there were some legal obstructions, and the Treasury certainly would not be suspected of wantonly reporting against a commission of which Mr. John Bowles was a member.—Two members, it had been said, abandoned their profession, and therefore, notwithstanding the enormous profits they obtained, they required compensation. It appeared that there was a Mr. Thomas Macdonald, who, he understood, as a commissioner of American claims, received 5,000*l.* and 1,500 a year as compensation, which was a shameful and monstrous job. As to Mr. John Bowles, he did not think he ever held a brief, and would, with respect to his profession, probably have been starving, if Mr. Pitt had not employed him as a political writer, who wrote under the denomination of an Anti-Jacobin.—The Hon. member concluded with reading the following Resolutions:—

“ 1st, That it appears to the House, that to commit pecuniary trust to any persons without any check on their proceedings, and without calling periodically for their accounts, and settling their remuneration, must lead to the prejudice of the country, and was a shameful neglect and violation of the duty of government.

“ 2dly, That it appeared such neglect existed, with loss to the public; and that the Dutch Commissioners violated their trust, by appropriating sums of money to themselves, without any authority for so doing, and are accountable for such to the public.

“ 3dly, That it appears that the Report of the Commissioners should be referred to the Committee of Public Accounts.

“ And, 4thly, That all decision with respect to remuneration, should be suspended till the said accounts were finally settled.”

The *Chancellor of the Exchequer* thought it necessary to state what steps had been taken by the Treasury towards the Dutch commissioners, upon the appearance of the Report. They called upon them for their accounts to be examined, and allowed them the per centage of five per cent. upon the net proceeds which should come into their hands, deducting the interest received by them for such balances as they should hold. They were not to be allowed the per centage upon the gross proceeds, but upon the net balance after the expenses of sale, and all incidental expense had been deducted. Of all the successive administrations which had been in office during the period of the commission, no particular blame attached to any; none of them could stand perfectly clear, but none of them deserved that reflection which was thrown upon them in the resolutions. He considered it a perfectly anomalous fact in Parliamentary history, to take the controul of

any public commission from the executive government, when it could be properly and constitutionally controuled by government. If the commissioners had in any instance neglected their trust, they were responsible to the Court of Admiralty. It was there that the public ought to look for redress. The House of Commons would have no other business before them, if they were to attend to subjects like the present. He concluded with moving the previous question.

On a division, the first resolution was negatived, by 98 against 77; and the original motion was consequently lost.

## MONDAY, MAY 8.

Mr. *Canning* brought up a message from his Majesty, respecting the loan to Portugal, similar to that presented by the Lords.

In a Committee of Supply, the following miscellaneous grants were voted:—

|                                                                  |          |
|------------------------------------------------------------------|----------|
| To pay bills drawn from New South Wales .....                    | £.30,000 |
| For the expensè of the colony at Sierra Leone for this year .... | 17,000   |
| For the expenses of the civil establishment of Upper Canada ..   | 8430     |
| New Brunswick .....                                              | 5500     |
| Nova Scotia .....                                                | 10,000   |
| Island of St. John .....                                         | 3100     |
| Cape Breton .....                                                | 2060     |
| Newfoundland .....                                               | 1985     |
| Bahama Islands .....                                             | 2700     |
| Bermuda Islands .....                                            | 1030     |
| Tortola .....                                                    | 600      |
| For the establishment at New South Wales .....                   | 15,100   |

## FRIDAY, MAY 12.

Mr. *Canning* presented a copy of the Subsidiary Treaty that had been entered into between his Majesty and the King of Sweden.—He observed, that it would have been presented immediately on its arrival from Stockholm, had not the events in Sweden rendered it probable that it would be necessary to accompany it with some observations. No payment had taken place on this treaty subsequently to the first quarter after its conclusion; and such was the state of the relations existing between this country and Sweden, that at the present not any thing more was intended.—The Treaty was ordered to lie on the table.

## MONDAY, MAY 15.

Mr. *Rose* brought in a bill to amend the Acts relating to the preservation of seamen's wages for their heirs.

## THURSDAY, MAY 18.

Mr. *Ward* moved, "that an humble address be presented to his Majesty, praying that he would be pleased to order a monument to be erected to the memory of the late Capt. G. N. Hardinge, in St. Paul's Cathedral, in commemoration of his gallant services, and glorious fall."

This motion experienced some opposition from Mr. *Windham*, and one

or two others, on the ground that the honours of the House ought to be conferred only in cases of great and important result, however exalted might be the merit of the party; but it was at length agreed to, *nem. dis.*

THURSDAY, MAY 25.

The Chancellor of the Exchequer brought up a message, relative to a supply to be granted to that presented in the Lords.

THURSDAY, MAY 30.

Mr. *Marryatt* moved, that an Humble Address be presented to his Majesty, praying that his Majesty would be pleased to order to be laid before the House, Copies of such Notes as may have passed between his Majesty's Minister in America, and the Government of that country, relative to the repeal of the Orders in Council of January and November, 1807, together with a Copy of the Instructions transmitted by his Majesty's Secretary of State to the British Minister in America, relative to that subject.

Mr. *Canning* had no objection to the motion.

His Majesty's Minister in America had been instructed to make concessions to that government, arising out of such concessions as they should propose on their part to him, and in such a manner as should render the concessions mutual. Instead of this, however, Mr. Erskine, our Minister, had made every concession on his part, without obtaining one stipulated concession on the part of America.

Mr. *Ponsonby* wished to know, if Government had received any communication from Mr. Erskine, by way of justification on this subject.

Mr. *Canning* acknowledged there had been such a communication received, but saw no necessity at present to lay any thing of this nature before the House.

WEDNESDAY, MAY 31.

Mr. *Huskisson* brought in a Bill to appoint Vice-Admiral Courts where such Courts were wanting, in order to protect the Navigation.

MONDAY, JUNE 12.

Lord *Cochrane* gave notice, for the next Session, of motions on the subject of Naval Courts Martial, of Proctors, and the Distribution of Prize-Money, and on the subject of the Fortifications at Portsmouth.

THURSDAY, JUNE 15.

Lord *Cochrane* called the attention of the House to the subject of affording assistance to the Spanish cause, on the side of Catalonia, concerning which, if Ministers, during the recess, did not adopt some effective measures, he should feel it his duty, early in the ensuing Session, to make a motion on the subject.

WEDNESDAY, JUNE 21,

The Speaker, attended by the Members, proceeded to the bar of the Upper House, where his Majesty's Commissioners were in waiting to prorogue the Parliament. The Lord Chancellor then delivered the following Speech:—

*“ My Lords and Gentlemen,*

“ We are commanded by his Majesty to acquaint you, that his Majesty has great satisfaction in being enabled, by the state of the public business, to release you from your laborious attendance in Parliament.

“ His Majesty doubts not that on your return into your respective counties, you will carry with you a disposition to inculcate, both by instruction and example, a spirit of attachment to those established laws and that happy constitution which it has ever been his Majesty’s anxious wish to support and to maintain, and upon which, under Providence, depend the welfare and prosperity of this kingdom.

*“ Gentlemen of the House of Commons.*

“ We have it in command from his Majesty to thank you for the liberal provision you have made for the services of the present year; and to express the satisfaction which his Majesty derives from your having been enabled to provide for those services without any great or immediate addition to the burthens upon his people.

“ His Majesty particularly commands us to acknowledge your prompt attention to his wishes, respecting an increased provision for the poorer clergy; an object in the highest degree interesting to his Majesty’s feelings, and deserving the favourable consideration of Parliament.

*“ My Lords and Gentlemen.*

“ The atrocious and unparalleled act of violence and treachery by which the Ruler of France attempted to surprise and to enslave the Spanish nation, while it has excited in Spain a determined and unconquerable resistance against the usurpation and tyranny of the French government, has, at the same time, awakened in other nations of Europe a determination to resist, by a new effort, the continued and increasing encroachments on their safety and independence.

“ Although the uncertainty of all human events, and the vicissitudes attendant upon war, forbid two confident an expectation of a satisfactory issue to the present struggle against the common enemy of Europe, his Majesty commands us to congratulate you upon the splendid and important success which has recently crowned the arms of the Emperor of Austria, under the able and distinguished conduct of his Imperial Highness the Archduke Charles.

“ To the efforts of Europe for its own deliverance, his Majesty has directed us to assure you, that he is determined to continue his most strenuous assistance and support, convinced that you will agree with him in considering that every exertion for the re-establishment of the independence and security of other nations, is no less conducive to the true interests, than it is becoming the character and honour of Great Britain.”

A Commission for proroguing the Parliament, till the 10th of August, was then read; after which, the Speaker of the House of Commons retired, and the Members respectively withdrew.

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## LOSS OF THE TRAVERS EAST INDIAMAN.

The *Travers*, Captain Collins, extra-ship in the Honourable East-India Company's service, was lost in the Indian Seas, in the month of November, 1808. She had treasure on board to a large amount, besides 500 pipes of Madeira wine, and several valuable investments; and, in the whole, her loss, which is related in the following letter from Captain Collins, to the Right Honourable Lord Minto, Governor General, &c. is estimated at 150,000*l.*:—

MY LORD,

It is with the deepest regret I have the honour to inform your Lordship of the loss of the Honourable Company's extra-ship *Travers*, under my command, on the 7th of November, at five o'clock, *a. m.* on a rock detached from the Sunken Island, in lat. 15. 38. N. long. 94. 20. E. Diamond Island bearing W. by N. distance about three miles; Sunken Island S. W. by S. distant, one mile and a quarter. But I feel myself still happy in saying, the passengers, officers, and ship's company (lists of whom I have the honour to subjoin), with the exception of six Europeans, seven Chinese, and three Lascars, were all saved, and have been received by Captain Heming, of the *Earl Spencer*. The deplorable state we were all in, having nothing but the cloaths we had on, left most ample room for the display of his generosity. I now further beg leave to intrude upon your Lordship a detail of this most melancholy catastrophe.

About ten minutes before five o'clock, *a. m.* on the 7th. of November, when in our station on the starboard quarter of the *Monarch*, with the *Earl Spencer* in company, having hove the lead and got ground in 20 fathoms, mud and fine sand, I went over to leeward, and saw breakers on the starboard beam, and a head. I immediately hauled the ship close to the wind, but unfortunately notwithstanding our exertions to clear the reef, we struck about five *a. m.* on a rock detached from Sunken Island, the other two ships passing considerably within hail. The cause of their escape, I believe, was from my hailing and firing guns. At this time the mizen-mast went 15 feet above the board, the ship then bilged on the starboard side, and in about five minutes we lost the rudder, and the stern-posts gave way. Finding it impossible to get the ship off, I ordered the main, foremast, and spare anchors to be cut away, and threw over the starboard guns to ease her. I then sent an officer down to secure the packets, which I regret was impracticable, as the water was level with the gun deck, part of which had given way. As it was now day-break, and we clearly could distinguish the ships standing on their course, we hoisted our ensign to the stump of our mizen-mast, with the union downwards: but not seeing that to have any effect, our only resource was now, in our boats, which, with the greatest exertions of the officers and crew, having no masts left to which we could affix tackles, we were obliged to cut the gunwale down, to launch the long boat, and by dint of strength—a labour which was rendered doubly difficult by the uneasy state of the ship, the sea laving by this time made a com-



plete breach over her. By seven o'clock I had the happiness to see all the ladies, passengers, and crew, with the exception of the sixteen men mentioned, in the boats. The weather was so extremely squally, and a heavy sea running, I thought it not safe to allow more than ninety-three persons in the launch, she being so extremely deep, and eighteen in the cutter; but ordered the jolly-boat back, though she was also very crowded, to endeavour to bring off as many of those remaining as possible; which I am sorry to say, from their obstinacy in persisting on not coming without their baggage, the officer was unable to effect, excepting three. When we put off, our situation was still more distressing, as Captain Hawes, of the *Monarch*, the senior officer, followed by the *Earl Spencer*, had gone to so great a distance, that we could not discern the ships. I had in my pocket a compass, and steering W. S. W. in about an hour and a half described them at a distance of about ten or eleven miles. The boats shipping much water, kept us constantly baling, which gave me at one time much apprehension from the severity of the weather, of our not being able to reach them; but, to our great joy, about eleven A. M. we were all safe on board the *Earl Spencer*, &c. &c.

(Signed)

J. COLLINS.

NAMES OF THE PEOPLE LEFT ON THE WRECK.

Thomas Tracey, carpenter's mate; John Green, quartermaster, W. Hoiff, Peter Olson, Jacob Bergman, and F. Smith, seamen; three Lascars; and seven Chinamen.

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The grand Naval Pillar, which was to be erected in honour of our heroes of the ocean, cannot be finished, from the want of an adequate subscription; and the money which has been advanced, has been returned to the subscribers. The Bank of England, which subscribed 500*l.* has transferred it to a fund under the direction of the Marine Society, for bestowing pensions of 10*l.* a year upon 30 widows of deserving naval officers.

*Extract of a Letter from Heligoland, May 30.*

“ A very gallant action was fought on the 21st. by the *Alert* hired cutter, mounting two 3-pounders and two carronades, commanded by lieutenant Macdougall, with a crew consisting of eight boys, the master, and himself. Proceeding up the *Jahole* with a convoy, four Danish privateers were discovered in-shore, receiving reinforcements of men from the French stationed there. They soon made sail towards the convoy, which lieutenant M. in his small cutter bravely resolved to protect. With that intention he bore down on the enemy, keeping between them and the vessels under his charge, and in that situation maintained an action, frequently within pistol shot, for two hours, when he had the satisfaction to see the whole convoy

safe in port. The Alert had none killed or wounded, and only received a few grape shot through the main-sail; eight men are said to have been killed on board the privateers. When the disparity of force is considered, each of the privateers having not less than 25 men on board, it is difficult sufficiently to appreciate the steady courage and superior seamanship of lieutenant McDougall, and the bravery of his little crew, by which four privateers, each greatly superior in force to the Alert, were prevented from taking a single vessel of the convoy."

### Promotions and Appointments.

#### Captains appointed.

Commodore Francis Beaufort, of the Woolwich, is appointed to the Blossom sloop; Captain J. Phillimore to the Marlborough; Captain D. Ramsay to the Eurydice; Captain R. W. Otway to the Ajax; Captain Tait to the Grampus; Captain Charles Napier to the Abercrombie, for his gallant conduct at the capture of that vessel, in the Recruit; Captain Anthony Abdy, acting in the Tonnaut; Captain Alexander Robert Kerr, from the Isis, to the Ganymede; Captain Woodley Losack to the Isis; Captain Shortland to the Valiant; Commodore John Peyton, grandson of the late Admiral Peyton, to the Ephira; Captain James Sanders to the Atlas, *vice* Pym; Captain Bayntun to the Milford; Captain Robert Plampin to the Courageux; Commodore Robert Williams to the Ruby; Captain John Sykes to the Adamant; Commodore John Lawson to the Port Mahon; Commodore George William Blamy to the Harpy; Commodore John Taylor to the Devastation; Commodore Edward Killwick to the Princess; and Commodore William Dowers to the Cherub.

#### Lieutenants appointed.

Lieutenant William Hird is appointed to the St. George; James Setford, from the Prometheus, to the Alfred; Joseph R. Hownam to the Resistance; George William Brown to the Glommen; Bevis Thelwall to the Venerable; T. Manderson to the Adamant; Hon. A. Turnour to ditto; George Davis, from the Champion, to the Courageux; Thomas Wren Carter to the St. Domingo; M. Donnellan, from the Revenge, to the Sarpedon; John N. O. B. Hall to the Raven; David Anderson to the Adamant; John Nepean to the Pernvian; Andrew Duncan, from the Salooman, to the Devastation; Lawrence Smith to the Archer gun-brig; William Brown (1) to the Hound; Thomas Crawford, late of the Magnet, to the Saturn, James Rusden, from the Duke of York cutter, to the Beagle; Frederick Vernon to the Implacable; G. S. Parsons to the Valiant; George Seward to the Aboukir; Henry Richard Camplin to the Briseis; Thomas Drake to the Hound.

A list of midshipmen who passed for lieutenants the first Wednesday in June:—Othnell Mawdesley, David Welch, John Hudson, William Vine, John Rothery, John Thompson, B. H. Wyatt, Philip Graham, Richard Pettman, Charles B. Hitchins, Richard Holmes, Stephen Poyntz Townley, John Arnall, Edward Simmons, John Waterman, James Athill, Joseph Birch, George Addis, Orlando Orlebar, Joseph Dodd, Thomas Lee, Joseph Smith, Thomas Cook Dyball, Richard Cole, R. Whitehurst, Charles Grantham, Edward R. Hunter, and Thomas Darby.

Mr. Lane is appointed to be purser of the Princess, at Liverpool. Mr. Denny Walker has been dismissed the service, by the sentence of a court-martial.

## Surgeons appointed.

Mr. William Watson is appointed to be surgeon of the Rosario; J. P. J. Michod to the Fly sloop; William Aitken to the Bucephalus; Edward Bromley to the Adanant; William Ratty to the Harpy sloop; George Gilbert to the Rover sloop; Henry Lewin to the Arachne; Alexander Telfer to the Ganymede; James Campbell (S) to the Hawke; David Steel to the Mosquito; Caryer Vickery to the Gladiator; S. H. Jones to the Edgar; Richard Webster to the Royal Oak; Alexander Baxter to the Nereus; James Brydone to the Endymion; Matthias Hoffman to the Inflexible; Robert Shand to the Ajax; J. E. Risk to the Milford; William Ratty, from the Harpy, to the Sabrina; William Cullen Brown, from the Woolwich, to the Aetna bomb; William Jackson, from the Illustrious, to the Nereus; and F. M'Allister to the Jamaica.

## Assistants appointed.

Robert Dunn is appointed to the Bucephalus; E. H. Seymour to the Jamaica station; William M'CORD to the Shannon; Joseph Henry Jones to the Caton; P. H. S. Donald Cameron to the Alfred; William Carrol to the Centaur; David Small to the Powerful; Simon Davidson to the Caledonia; G. H. Weatherhead to be an hospital mate at Haslar; James Fry to the William store ship; F. A. Donally to the Alfred; Charles Osborne to the Adanant; Alick Osborne to the Alfred; James Scott to the Marlborough; Henry Barnes to the Hyana store ship; James Grant to the San Josef; John Curtis to the Couragex; James Simpson to the Heroine; Thomas Miller to the Hermes store-ship; Henry Hart to the Endymion; J. R. Scott to the Orion; Matthew Anderson to the Milford; Thomas Logan to the Tickler cutter; William Simpson to the Ajax; William Dobson to the Defender gun-brig; James Carruthers to the Gibraltar; John Thompson to be an hospital-mate at Haslar hospital; William Waddell to the Basilisk gun-brig; Andrew Hutchison to the Mediterranean; Joseph Cook to ditto; William Campbell to ditto; John Cameron to the Donegal; Thomas Hayes to the Woolwich store-ship; Richard Morgan to the Argonaut; Andrew Barrie to the Imperieuse; John Greig to the Nereus; James Breer to the Atlas; Andrew Macask to be an hospital mate at Deal; John Weir to the Mediterranean; William Blakie to ditto; William Leaky to the Perlen; R. H. M'Gee to the Ajax; Thomas Miller to the Diligent store-ship; George Burrowes to the Rebuff gun-brig; John Pawson to the Jamaica; Patrick Reilly to the Mediterranean; James Harvey to ditto; William Cullen to the Antelope; and Alexander Laughlen to the Leyden.

## MARRIAGES.

Lately, at Weymouth, Miss Esther Ellison, second daughter of Captain Joseph Ellison, of the royal hospital at Greenwich, to Captain Basden, only son of Lieutenant Basden, of his Majesty's dock-yard at Deptford.

On the 6th of June, at Limehouse, F. J. Jago, Esq. first assistant surgeon of his Majesty's ship Antelope, bearing the flag of Admiral Holloway, to Miss Jane Whitmore, daughter of Captain Whitmore, of Blackheath.

By special licence, at the parish church of St. Mary-le-bone, Captain J. P. Beresford, of the Thesens, to Miss Molloy, daughter of Captain J. P. Molloy, of Upper Wimpole-street.

## OBITUARY.

Lately, at Plymouth, Lieutenant Samuel Holmes, of the royal navy.

In February last, on board the *Wanderer*, in the West Indies, aged 21, Lieutenant William White, of the Royal Navy, eldest son of A. W. White, Esq. of Jamaica.

On the 17th of March last, at sea, a few days after leaving St. Helena, Captain Thomas Hudson, commander of the Hon. East India Company's ship *Ceylon*.

Lately, after a lingering illness, Mr. Matthew Ball, of the Transport Office, only son of Dr. Ball, of the royal navy.

On the 14th of May, sincerely lamented by her family, Miss Bowen, eldest daughter of Commissioner James Bowen, of the Transport Office.

Suddenly, Lady Hughes, an old and very respectable inhabitant of Southampton, and relict of Admiral Sir Edward Hughes, Bart.

Lately, at Boston, in Lincolnshire, Mr. George Moore, surgeon, of the royal navy.

At Portsmouth, suddenly, Mr. James Reed, of the Guildford store-ship.

Off Porto Rico, in an action with the *Hautpoult*, Mr. Casey, boatswain of the *Pompée*; and, in the same action, Mr. Samuel Cross, master's mate of the *Castor* frigate.

On the 19th of January, Mr. John Simmons, surgeon of his Majesty's ship *Claudia*, which was on that day wrecked off the coast of Norway.

On the 15th of June, at her residence in Millman-street, Mrs. Margaret Haswell, widow of the late Admiral Haswell, aged 74.

At Chelsea, after a very lingering and painful illness, Sir William Henry Douglas, Bart. Vice-admiral of the Blue. He is succeeded by his brother, now Sir Howard, a lieutenant-colonel in the army, and commandant of the royal military college at High Wycombe.

At Richmond, on the 30th of May, aged 14, Henry, the eldest son of John Deas Thompson, Esq. one of the commissioners of his Majesty's navy.

At Brackley, the country residence of his son, after a long and distressful illness, Henry Grueber, Esq. many years a captain in the Hon. East India Company's service.

On the 6th of June, at Cheltenham, aged 46, the lady of Captain Sir Francis Hartwell, Bart. one of the Commissioners of his Majesty's navy.

On the 11th of June, at Sheerness, Mr. William Ety, of the royal navy, aged 28. He was unfortunately drowned whilst bathing.

On the 9th of June, aged seven years, Miss Mary Ann Paterson, daughter of Captain C. W. Paterson of the royal navy.

On the 27th of April last, on board his Majesty's ship *Ocean*, off Minorca, Mr. McInnes, first assistant surgeon of that ship.

At Gosport, on the 9th of June, of a decline, Mr. Robert Welch, surgeon of the royal navy.

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