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THE
Naval Chronicle,

FOR 1816:

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. XXXVI.

(FROM JULY TO DECEMBER.)

“ England is a Land which can never be conquered, whilst the Kings thereof keep the Dominion of the Sea.”—(W. RALEGH.)

LONDON:

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1912

THE
STATE OF
NEW YORK
IN SENATE
JANUARY 15, 1912.

REPORT
OF THE
COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION
PASSED BY THE SENATE
MAY 1, 1911.

PREFACE

TO THE THIRTY-SIXTH VOLUME.

F*INIS coronat opus*: i. e. the conclusion of our XXXVith Volume is its crown, and thus dignified, it comes forth, the honest representative of our six months' labours for the benefit of the reader (and we hope, in some respects, of the country), who will therein find the flight of time arrested in its sweeping course—the past rendered as it were present—and the future occasionally anticipated by the analogical inference of like effects from similar causes.

From this general or bird's-eye view of the Volume we shall now descend to a more close and particular consideration of its various contents. Our Biography is less varied than usual, but we trust it will be found not less interesting, as the record of, probably, all that will ever be known of our worthy but ill-fated countryman, Captain Wright—we felt it a duty especially incumbent on us, to vindicate his character (now all that remains with us of him) from the aspersions of his enemies, we had almost said his friends—and we have availed ourselves for the purpose, more of facts than argument.

In our NAUTICAL SELECTIONS, page 458, we have given an extract from the recent publication of Dr. Warden, late Surgeon of the Northumberland and medical attendant on Buonaparte, in which will be seen an attempt by the latter to wash his hands of that blood, but so weak, that it would seem there is “the smell of the blood still.” He asks “For what object? Of all men he was the person whom I should have most desired to live. Whence could I have procured so valuable an evidence as he would have proved in the trial of the conspirators in and about Paris? The heads of it he himself had landed on the French coast.” This might have been true enough if he could but have made him *speak*. But his honourable prisoner had given proof sufficient that, as such an evidence, he would be dumb; and, therefore, it may easily be supposed that the *object* was—the gratification of a tyrannical resentment, by rendering him dumb for ever!

In the Memoir of Sir David Milne will be found, briefly recorded, the public services of a gentleman who, by his admirable conduct in the attack at Algier, has merited and obtained a distinguished niche in the Temple of Fame. We regret the documents from which it was drawn up were not more copious of information.

The memoir of Captain Campbell also evinces the justice of his title to an honourable memory in the minds of his countrymen; and we sincerely lament that a longer life was not allowed him to enjoy, in a period of peace, the grateful retrospect of a long course of honourable warfare in the service of his country, and the honours and emoluments by which it had been so duly acknowledged.

The SELECTIONS will be found various and interesting, culled with a view to the gratification of the diverse tastes of our numerous readers, and we hope they will in no instance be found wholly void of interesting information or amusement.

The next department of our Publication demands a more especial notice,

as it is capable of doing much good or much harm. Our professed principle of impartiality binds us to the admission of candid argument and observation on both sides of every question, and if the general tone of our CORRESPONDENCE has too much of the *Croak*, it is the fault of those who should answer the *Croakers*, if their croaking be answerable. That of the present Volume commences with the remarks of *B—r*, in reply to some observations from *H. C.* relative to Falmouth harbour as a naval station, page 27.—At page 32, *Mentor*, on a redress of certain grievances existing in the navy.—*Nestor*, on the payment of King's ships on foreign stations, as a measure highly necessary to be adopted, page 33.—*Afred*, on the improved regulations of the navy, and suggesting farther improvements, page 26.—*Navalis*, on the neglect of the navy, page 37.—*A Seaman*, on the inefficiency of our superior class frigates, *ibid.*—At page 38 will be found an extract of a letter from an officer at St. Helena, relative to Buonaparte, to which we have subjoined a counter-statement, to shew how difficult it is to know the true state of persons or things at a distance.—At page 42, the monumental inscription of the late Captain Beaver, at the Cape of Good Hope, communicated by Mr. John Bayley.—*Albion*, on the necessity of watching the progress of the American navy, and building ships on a commensurate principle, page 42.—The observations of *A Friend to Naval Merit*, on the situation of old Commanders and Lieutenants, are very just, and the list of those who, he thinks, are officers entitled to an amelioration of condition bears its own recommendation with it, page 125.—At page 127, *A Constant Subscriber* reproves us for the admission of offensive personalities, but we assure him it is never our wish to indulge in any thing of the kind.—Page 129, an interesting extract from the Journal of the Hon. E. I. Ship Chambers, communicated by *J. H.*—The General Directions of the Ipswich Humane Society, for the recovery of Persons apparently Dead from Drowning, Hanging, Intoxication, &c. transmitted by our old friend, *T. H.* will be found at page 133, and especially worthy of notice. Our friend's proposal respecting the insertion of monumental inscriptions, we think eligible under his judgment of selection, to which we are no strangers: and, from our other Correspondents, a judicious selection would be in like manner acceptable.—Page 212 presents a letter from *N. T. T.* stating, indeed, a real grievance, "*Private Punishments!*"—so private as to be often unknown to the Captain himself; this is clearly a crime whenever it occurs, and we have no hesitation in saying, that the inflictors of such *private punishments* are amenable to the laws of their country for all such transgressions.—At page 213, *Trafalgar*, on the comparative advantage of naval Surgeons above naval Lieutenants in the Retired List. *Allion*, on the white slavery and the abolition of naval impressment, page 214; against the latter of which evils our worthy Correspondent evinces a generous and just warmth, considered abstractedly from its necessity. We most cordially wish, with him, that all possible means should be adopted to set aside that odious violation of personal liberty, but when we consider the length of time it has existed, we are induced to fear the difficulty of its total abolition great. So early as the reign of Richard II. we find the practice of arresting mariners and retaining them for the King's service usual and without dispute. By subsequent statute, any waterman using the River Thames, and hiding himself during the execution of any commission of pressing for the King's service, was liable to heavy penalties. By statute 5 Eliz. c. 5, No fisherman shall be taken by the Queen's commission to serve as a mariner; but the commission shall be first brought to two justices of the peace inhabiting near the sea-coast, where the mariners are to be taken, to the intent that the justices may choose out and return such a number of able-bodied men as in the commission are contained to serve her Majesty. And, during the administration of Sir Robert Walpole,

this evil was considered with an evidently sincere view to its abolition, but found impracticable.

We merely mention these things to shew that impressment, as an evil of so long standing, seems to imply that it is from absolute necessity, and a necessity very difficult to remove. The plan of binding apprentices of merchant ships to a service of seven years, in a time of war, would certainly go far toward lessening the evil; but, then, might it not be considered a kind of impressment by anticipation?—*Veritas*, on the disparity of pay between the Army and Navy, p. 216.—*Alfred*, on a proposed History of British Men of War, from the year 1700, *ib.*—*Navigator*, query respecting the *Mediterranean pass!* p. 218.—*Veritas*, on Corporeal Punishments, *ib.*—*Mentor*, on the same subject, p. 219.—*Navalis*, on the expediency of abolishing all superfluous Iron Work on board Ships of War, and on the deficiency of Medical Aid in the Navy, p. 220.—*Johannes* Critique on the Inscription for Captain Wright's Monument, p. 281.—Another, proffered by an Anonymous Correspondent, *ib.*—*Viator*, on the great inconvenience of sending Baggage to London for inspection at the Custom-House, p. 222.—*An Officer of the Leander*, in defence of the *Pastboard Fifties*, p. 295.—*Neptunus*, on the building of Ships, p. 297.—*Gracchus*, recommending the communication of Biographical Documents to the NAVAL CHRONICLE, p. 298.—*Nestor*, on the necessity of a *fixed System of Naval Command*, p. 299, a very excellent letter, written in the spirit of wisdom and candour, and entitled to official notice.—*Orion*, on the Mediterranean Trade, p. 301.—*Victor*, on the Victory of Lord Exmouth, p. 303.—*Albion*, on the same subject, p. 305.—*An Enemy to Slavery*, on the state of Algier after the Battle, p. 307.—*G. T. T.*, on the Conduct of the Algerines in the Attack of Lord Exmouth, p. 308.—*T. C. P.*, on the Construction of our Frigates, p. 377.—*Alfred*, on various subjects of Improvement in Naval Regulations, p. 384.—*Gracchus*' second Letter, recommending Communications of Naval Biography, p. 385.—*Y.*, on the propriety of bestowing Medals on the Officers and men who fought at Algier, p. 387.—*Mentor*, on Naval Punishments, p. 387.—*Oceanus*, in reply to an Officer of the Leander, p. 389.—*Albion*, on the Practice of bringing Sugars from distant Estates by ships' long-boats in the West Indies, p. 390, highly creditable to *Albion's* humanity.—*A Friend to Naval Merit*, on an Extension of the Retired List, *ib.*—*Nestor*, on the Duty of Naval Members of Parliament, p. 394.—*Sol*, on the Incorrectness of the Nautical Almanack, p. 394.—*Scriblerus*, advising the Publication of our Memoir of Captain Wright as a Pamphlet, p. 395.—*S.*, Remarks on the Sun's Eclipse, Nov. 19th, 396.—*Thessaly*, assigning the credit of first Breaking the Line in Naval Action to the Earl of Sandwich, on the 3d of June, 1665, p. 462.; we avail ourselves of this opportunity to return our thanks to *Thessaly*, for several valuable communications accompanying this letter.—*Quaestor*, on the introduction of Corporeal Punishments in our Commercial Marine, *ib.*—*Thessaly*, extract of a letter from Sir Charles Douglas to Admiral Greg, giving an account of the actions on the 9th and 12th of April, 1782, p. 464.—*Candidus*, asserting the late Lord Nelson no *Martinet*, p. 468.—*Nestor*, on Naval Punishments, and the Employment of our Seamen, p. 469.—*Albion*, on the necessity of watching, with a jealous eye, the growing Navy of the United States, p. 470, a truly patriotic letter.—*Triton*, on the improved regulation in the issues of Naval Pay, p. 472.—*Occasional*, correcting error in our Memoir of Sir David Milne, and transmitting a correct list of officers, promoted on occasion of the victory at Algier, p. 473; we return him our thanks for his favour.—*Neptunus*, urging a continuation of Beatson's Memoirs, p. 475.—*Orion*, on the present distressed condition of our Seamen, p. 476; we most cordially coincide with *Orion* in his observations and suggestions.

Having gone through our multifarious Correspondence in the way of respectful notice, we request our worthy friends to accept our grateful acknowledgment of their favours, and our hope that their exertions will be continued, and ultimately tend to the general benefit of their country.

We have now to advert to the Hydrography of the present Volume; in doing which, we cannot but feel the weight of obligation to our indefatigable friend the Hydrographer, who seems resolved that words shall sooner fail, than cause, to thank him. But while thus we acknowledge his liberal and obliging industry in aid of our endeavours to render the **NAVAL CHRONICLE** worthy of the reputation it has acquired, we are most ardently desirous that his labours might be lightened by the communications of our ingenious Correspondents, on hydrographical subjects. The importance of such communications must be unquestionable. The opinions of the Lords of the Admiralty, on this branch of nautic information, will appear from the following circular, which we here reprint, from page 321 of this volume:—

(Circular.)

SIR,

Admiralty-Office, 20th May, 1810.

A PRACTICE having obtained among captains and commanding officers of his Majesty's ships and vessels, of applying to this department, as a matter of course, for certificates to be granted upon statements furnished by themselves, of observations towards the furtherance of hydrographical knowledge that they have made, though the opportunity of making such remarks may not have occurred; I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they have directed that, after the 1st of July next, no certificate of remarks shall be granted, until the Hydrographer of the Admiralty shall have reported whether there was an occasion for making remarks or not, or (should any be furnished) upon the value of the remarks which may have been made; and I have further to acquaint you of their Lordships' direction that you transmit half-yearly, to this office, a remark-book, which shall contain, at least, the latitudes and longitudes of all places (out of the United Kingdom of Great Britain and Ireland) in which the ship you command may have been; and, whenever time and circumstances will permit, particulars of bearings, soundings, tides, currents, and all other circumstances of nautical utility, are to be carefully entered therein: and I am also to apprise you, that no certificate of remarks will be issued from this department, unless the observations in the several remark-books shall appear to their Lordship's to be such as, with reasonable diligence and accuracy, might be made. And my Lords trust that you, with the other officers in his Majesty's naval service, will see the advantage of collecting a body of hydrographical information, and that you will exert yourself to the utmost of your power in contributing to an object so necessary to the general advancement of science, and so highly advantageous to the best interests of a great maritime people.

I am, &c.

To the respective Captains, Commanders, and Commanding Officers of his Majesty's Ships and Vessels.

Finally, we return our grateful acknowledgments to our numerous PATRONS for their liberal support, and hope, by our unremitting endeavours to render the **NAVAL CHRONICLE** worthy of their acceptance, to obtain the continuance of it.

A D D E N D A
TO THE
BIOGRAPHICAL MEMOIR
OF
JOHN WESLEY WRIGHT, Esq.
CAPTAIN IN THE ROYAL NAVY.

“*Stw yn erbyn y byd.*”

[Continued from Vol. XXXIV. page 456.]

HISTORY affords us but too many instances, proving it the bane of Sovereigns, unless when endowed with an extraordinary portion of repulsive wisdom, to be not only flattered in their virtues, but in their vices, fostered. Be the disposition of the Sovereign pious or profane, temperate or voluptuous, mild or tyrannical, it is the interest of parasites to study and promote it. He is solicited to indulgence—urged in his propensities—and precipitated in his passions, until, with unlimited means of gratification, he becomes extremely that to which he was originally but inclined—until his virtues become weaknesses, and his initiate vices dangerous and detestable.—The necessity of a barrier to all extremes of human conduct is so rationally obvious, that whenever the consciousness of that necessity is lost, we may affirm, the *Man* is lost, and the *monster* appears in magnitude proportioned to his power.

In the instance of Buonaparte, the flatteries of his fortune were of themselves sufficient to generate in him all that extravagance of character and conduct which has so long disturbed and distracted the peace of Europe—and which has exhibited instances of tyranny and cruelty in him, so monstrous, that they can scarcely be considered as the acts of a human being.

But although the flatteries of his fortune would account for the exorbitancy of his conduct and character, his great power and recent elevation at the time of Captain Wright's second captivity,

operating on the hopes and fears of his officers, drew forth, as an additional source of intoxication, and, consequentially, vicious excess, a various, an abundant, and in some instances impious adulation from all around him, or who wished to be within the circle of his immediate notice, maugre truth and honor ; and of this ordinary class of courtiers was the base, ungrateful Julien, whose original letter here follows as a comment on our text, and in continuation of the Narrative :—

“ *Le Général de Brigade, JULIEN, Préfet de Vannes, au Grand Juge, Monsieur REYNIER, 24 Floréal, 14 May, 1814.*

“ Ayant appris que les officiers et l'équipage d'une corvette Anglaise prise, il y a peu de jours, par nos chaloupes canonnières, passaient à Vannes pour se rendre à Epinal, je fis demander le capitaine dans l'intention d'obtenir adroitement de lui quelques aveux ou quelques renseignemens sur les traitres qui pouvoient le servir sur la côte, ou sur les complices de la conspiration qui auroient pu se sauver à son bord et de là passer en Angleterre. Je m'attendois peu, à trouver dans le capitaine un personnage assez important : c'est Mr. Wright qui a jété Georges, Pichegru, et complices sur la côte de Dieppe ; je l'ai beaucoup connu en Egypt, où il étoit lieutenant de Sidney Smith, et chargé par le commodore de toutes ses négociations avec l'armée Française. J'ai pensé que ce Mr. Wright, pourroit faire des révélations utiles, ou au moins déclarer, pour mettre sa responsabilité à l'abri, que c'est par ordre de son gouvernement qu'il a vomi sur nos côtes cette bande d'assassins, et fournir ainsi une nouvelle preuve authentique de la participation du cabinet Britannique à cette atrocité. J'ai donc cru devoir vous l'envoyer de suite par la diligence, et sous l'escorte de la gendarmerie, en recommandant toutefois d'avoir pour lui les égards dus à un prisonnier de guerre.

“ Mr. Wright est le même qui échappa du Temple, il y a quelques années, avec Sidney Smith ; il est tres fin et rusé, ennemi fanatique des Français, assez vain pour se croire destiné à jouer un rôle, insolent tant qu'il croira que la position le met à l'abri de tout danger, mais qui pourroit foiblir si on le plaçoit dans l'alternative de mettre authentiquement sa mission sur le compte de son gouvernement, ou de passer pour un conspirateur non avoué, et dès-lors justiciable. J'ai cru devoir vous soumettre ma manière de voir à cet égard. Il partira ce soir par la diligence de Rennes, et arrivera à Paris presque aussi-tot que ma lettre ; il est accompagné d'un tres jeune neveu et de son domestique, que je n'ai pas cru devoir séparer de lui. Quoique j'ai voulu lui cacher le motif de la mesure extraordinaire que je prenois à son égard, il n'en a pas été la dupe, et j'ai lieu de croire d'après la conversation que j'ai eu avec lui, qu'il a d'avance étudié son rôle, et qu'il est décidé à garder le silence, s'appuyant sur le principe qu'il ne doit compte de ses opérations militaires qu'à son gouvernement. Au reste, de quelque utilité qu'il puisse vous être, ou quelles que soient les mesures que vous prendriez à son égard, j'ai pensé, qu'à tout événement, il seroit

interessant de vous envoyer un homme qui a joué un rôle dans l'affreuse conspiration qui vient d'allarmer toute la France, et que la Providence, toujours propice, afin de donner à Buonaparte un nouveau témoignage de sa surveillance, semble avoir jette sur la côte du Morbihan où son bâtiment bien armé, a été pris par des simples batteaux, et lui même reconnu dans la foule des prisonniers, parmi les quels il auroit resté confondu dans tout autre endroit que celui-ci.

“ J'ose esperer, Citoyen Ministre, que vous approuverez la mesure qui j'ai prise.

“ J'ai l'honneur de vous saluer.

Julien.” *

To feel the full force of what relates to this man's conduct, it is necessary that this his letter to the Grand Judge should be present to the memory. I shall now abandon him to his infamy, and proceed to describe the treatment I received in Paris.

Conducted by two soldiers, one by my side in the carriage, and the other upon the coach-box, I arrived in Paris after ten days' painful journey, accompanied by my little nephew and my servant, whom Julien had permitted to go with me: the agitation of the journey had extended the inflammation of my wound to the bladder, and produced an excruciating strangury that had nearly forced me to remain at Haudan, near Paris. In this situation, on the morning after my arrival, I was transferred from Real's police office, to the Temple, and suddenly conducted, under a guard, before Judge Thuriot, presiding at a court of inquisition, attended by numerous secretaries, and surrounded by a military guard.

This man's countenance and brutal demeanour, brought to the memory the savages who, issuing from that hot-bed of the violent passions, the South of France, at a too memorable epoch of the late disgraceful revolution, rushed upon Paris to massacre thousands of innocent victims confined in its corroding prisons, without trial or even examination. He appeared, like another *Jefferies*, panting for blood, and cumulating insult, artifice, falsehood, and menace, to disconcert, betray, and intimidate the weak or unwary.

To his first questions, “ my name, profession, &c.” I answered, that being taken in arms, I had perfectly satisfied the

* For Translation, vide *B. C.* vol. xii. p. 15.

military men to whom I surrendered, upon all these points ; that as this novel mode of proceeding was in direct hostility to received principles, and the practice of civilized nations towards their prisoners of war, I was determined not to give it the least sanction, by my acquiescence, and should therefore decline answering any questions.

A pretty animated conversation ensued, upon general principles, the law of nations, and customs of war, in which he very indecently loaded my government and country with the most unjust and gross abuse, and concluded by declaring, that the laws and customs of France *alone* should be applied to me. Waving what immediately concerned my government, whose defense I observed it was unnecessary for me to undertake, as it was fully competent to justify its own measures, and would, no doubt, prove to Europe the falsehood of these aspersions, I pointed out to him the injustice of applying to me the laws of France, which I was totally unacquainted with, to which I owed no obedience; and would yield no submission ; confining myself within the sacred character of a prisoner of war, claiming personal inviolability, in virtue of the law of nations, I denied the competency of any authority in France to interrogate me, and again declined answering any questions. This disappointment of his hopes increasing his brutality, and his rage getting the better of all judicial decorum, he had the insolence to couple me with persons he called conspirators and assassins, employed by the British government ; and declared he would force me to answer, or send me before a military commission, to be instantly shot as a spy, if I persisted in my refusal. To this I answered, with a mixture of indignation and contempt, that I had never been afraid of my enemy's shot, that my person was in his hands, and he might do with it as he thought proper, but no power on earth should force me to betray my King and Country, or dishonor myself. Finding at length that he was prepared for every violation, and, lest my total silence should, in case of my becoming a probable sacrifice to my principles, favour an induction of criminality, which this government would not fail to propigate, for its own justification, I determined to leave behind me, consigned to the records of this country, such a statement of the battle in which I was overpowered, as would establish my claim, and that of my officers and ship's com-

pany, to the honorable treatment due to prisoners of war. With this view, I particularly described the action ; and entirely confining my replies to what related to it, whenever he interposed, as he often did, any subject foreign to this, I referred him to my former answers, declaring my resolution not to reply to any questions of such a nature, either negatively or affirmatively. He strongly urged me to acknowledge having debarked conspirators and assassins in France ; to recognize thirty or forty persons, who were confronted with me, and of whom he as falsely as impudently asserted, previous to their appearance, that they had *all acknowledged having been landed by me, under orders from the British cabinet, for the purpose of murdering the First Consul, overthrowing the government, and creating a civil war in France.* I replied, that I would not recognize any person whatsoever that might be confronted with me ; and should the whole emigration of France be brought before me, I would not acknowledge ever to have seen one, though I might have known many of them ; that, ignorant as I was of the precise object of this extraordinary and obviously sinister proceeding, which I demanded to know, but was refused to be told, I would make no answer that could have even the remotest tendency to commit any unfortunate men ; and he need not, under such circumstances, expect any thing from my mouth that might, under his interpretation, attach delinquency to myself : I rejected with indignation those horrid imputations, and felt it necessary to exhibit the Mayor of Auray's letter, in proof of the humane principles which governed my actions. With respect to my orders, I declared that I had been wherever they had led, but I would render no particular account of them to the enemies of my country : I was quite indifferent, I told him, as to what others might be described to have said of themselves or of me, and my conduct should be regulated alone by my own ideas of honour and rectitude ; being in the presence of my enemies, I had reason to suspect the purity of their intentions, and should of course be upon my guard against their treachery.

Of the persons confronted with me, *three* only said they knew me to be the captain who had landed them in France : two of these were suborned witnesses, who had been threatened with death if they did not affirm they knew me, and were screened

from the effect of prosecution, for having, under this menace, consented to give the evidence required : the third, in a letter to Real, afterwards explained away the whole force of what had been stated as his deposition, by asserting, that, far from declaring I was the captain of the ship in which he came from England, he meant to say, *merely*, he had been acquainted with me in London. This examination lasted almost five hours, until I was nearly exhausted, by the fatigue of six days' journey, an increasing inflammation, the great heat of a close and crowded room, and the ebbs and flows of contempt and indignation, excited by a succession of insult and provocation.

It is necessary to remark, that Thuriot directed the secretary to commit to writing such parts only of this examination, as suited his particular purpose, entirely omitting his menace to send me before a military commission, or my answers, which, on the one hand, would expose his departure from principle and decorum, or on the other, might leave some favorable impression of my character and conduct. But incorrect and mutilated as the written examination was, I thought proper to subscribe my name, as it really contained a narrative of the battle, and demonstrated the claims of myself and my people.

General Savary, whom I had spoken of to the *gend'armes*, during my journey, and expressed a desire to see, came to me, soon after I was dismissed by Thuriot. After a vain attempt to draw from me some avowal injurious to the unfortunate men before mentioned, he endeavoured to irritate my feelings, to throw me off my guard, by an unjust and ungrateful attack on my friend, Sir Sidney Smith, to whom thousands of his countrymen are under lasting obligations ; but he managed this so clumsily, that in condemning my friend's politics, as detestable, his heat betrayed him into an unwilling eulogium on Sir Sidney's private character. Finding me very unyielding, and quite prepared to support the public and private character of my friend, he shifted his ground, and pointed his attack at Mr. I. Spencer Smythe, to whom he seemed resolved to give no quarter. He brought to my mind the fable of the wolf and the lamb, who having proved his own innocence, to the savage beast, was still doomed to expiate the faults of some remote part of the family. He vainly boasted of having formed his judgment of Sir Sidney Smith in *two days* ; and I must confess it

bore the stamp of a *very hasty judgment*. After menacing me, and threatening Sir Sidney, as well as other British officers who should be found equally devoted to the service of their sovereign and their country, he had the folly and atrocity to declare, "*nous ne ferons plus la guerre aux Anglais honorablement et loyalement, mais nous sommes déterminés à leur faire tout le mal possible, par tous les moyens imaginables ;*" to this I replied, "*dès que vous me faites cet aveu, il faut prendre son parti :*" he quitted me, saying, "*vous pouvez m'écrire :*" but as his conduct had left an impression upon my mind extremely unfavorable to a military man, I entertained not the least idea of having any further communication with him.

I was immediately locked up in an upper tower, guarded for about a week by a centinel in my room, who was relieved every six hours: my nephew and servant were separated from me.

Two days after the first examination, I was again conducted before Thuriot, who recurred to the same artifices, falsehood, and insult, through the course of an equally tedious and tiresome "*interrogatoire,*" under which I several times dozed in my chair; but changing the terms of his menace, he declared that I should be considered as a member of the conspiracy, and be tried for my life; coupled, he said, with conspirators and assassins, whom I had voluntarily landed in France, unauthorized by my government, who would disavow me, and to whose protection I could have no claim. I told him it was not difficult to answer him victoriously; repeating, that in the whole course of my services as a captain of the British navy, I had acted under orders which were ever eminently humane; but not being responsible to my enemy, I should decline entering any further into particulars; satisfied that I had honorably performed my duty, I was ready to meet the very worst consequences of it, and felt no apprehension of being disavowed by my government. I was again confronted with many persons, whom I refused to recognize, and declined to answer any questions concerning them. As a last experiment, Thuriot affected to suspend over my head, *in terrorem*, a criminal prosecution, for having formerly escaped from the Temple, by means of a supposititious order for transferment. But I suffered nothing to warp me in the least, from the line of conduct I had early prescribed to myself, and which is as follows:—Deprived, as I was,

of counsel, or communications of any kind ; secretly immured, without access to any information of what had already taken place, or was under intended with regard to the unfortunate, but respectable men I was coupled with ; equally ignorant whether I was to be shot as a spy, arraigned as a criminal, or exhibited as a witness, and brought from my cell, occasionally, as part of the mechanism of the political tragedy then getting up for representation, I determined generally to *withhold all information which the enemy should appear solicitous to obtain* ; to recognize no person whatsoever that should be presented to me for that purpose ; to decline making any declaration that could, even remotely, implicate others ; and finally, to refuse to answer any question not immediately connected with the description of the battle in which I was taken. Thuriot, having completely failed in all his efforts, wound up his labours, by saying “ *il est donc inutile de vous interroger ;* ” to which I readily replied, “ *parfaitement ;* ” and was recommitted to secret confinement. My nephew and my servant were also interrogated by Thuriot, touching my services for some years back, my family and connexions, my nephew's family, &c. with an indelicacy that, I believe, has no parallel ; and, I have reason to believe, with a view of serving the purposes of the police, through the medium of spies which this government entertains in England, hanging upon the skirts of society, to pick up and report private conversations. A few days after, my nephew was permitted to be with me.

Considering it beneath the dignity, and inconsistent with the manly character of a British officer, to cover his personal responsibility by fable or artifice, I imagined no tale of deception, I disdained using the least prevarication, and stood alone upon the ground of the incompetency of the power that wished to subdue me to its authority ; refusing to declare, either negatively or affirmatively, whether I had formerly been confined in the Temple, as had been proved before me, by the evidence of many ; and having reason to apprehend that my recognition of the persons who gave the evidence, might become ground of prosecution, or persecution, against them, I equally declined saying whether I knew them or not. After some time the perpetual centinel was withdrawn.

In the course of the week, General Savary, accompanied by

two superior officers, repeated his visit. He seemed disappointed that I had not written to him : he gave me to understand that my case was very critical, and insinuated a menace. I told him, with marked contempt, that it was impossible, in justice, to refuse my claims as a prisoner of war ; but if the enemy must have a British victim to grace a triumph, I was ready to shed my blood for my Sovereign and my Country, but never would betray them, or sully my honour. He then changed his ground, saying, "*Je sais que vous ne craignez pas la mort, mais vous êtes deshonoré dans toute l'Europe, l'on vous regarde comme complice d'assassins; votre réputation est flétrié.*" I replied indignantly, that my reputation was not in the power of my enemy ; it was in the keeping of my country, and of my friends, who, being well acquainted with my character, would defend it ; many of his countrymen had ample reason not to be ignorant of it : it could not be tarnished by any thing that fell from his mouth, and I was not then in a situation in which an honorable man would permit himself such observations. That the calumnies it might be the interest of my enemies to circulate, would yield under the manifestation of truth, which could not long be concealed ; in the mean time, I was perfectly indifferent to them, whilst I retained an approving conscience, as they would not be believed by those whose good opinion I valued. He remarked, that the mere approbation of my conscience was not enough ; to which I replied, it was quite sufficient for an honest man. He attempted to wrest from me some declaration touching the nature of my orders, and asked me where they were ? I told him I would give him no account of them, farther than that they had been destroyed, as my duty dictated. He insinuated a pretended doubt of *my being an Englishman, or a British officer.**

“ Ridiculing this folly, I declared I was born in Ireland, and shewed him my uniform : but he remarked, *that was no proof of my being a British officer, for the brigands I had brought from England had uniforms.* I replied, that I had no connexion with *brigands*, and that my title to the uniform I wore, was derived

* This man dined for near a month with me at Sir Sidney Smith's table, on board the Tigre, during the treaty of El Arish.

from the commission in my pocket. He now attempted to pass some compliments on my personal character, but glancing, at the same time, some unjust censure on the national character, I rejected with disdain all praise that was offered at the expense of my country, whose reputation, I affirmed, was far superior to that of his country, for enlightened humanity. He appeared to regret the indecorum of his conduct, and begged this altercation might cease, on perceiving that it tended to his discomfiture, instead of humiliating or disconcerting me, as he intended. I readily agreed, reminding him, however, that it did not originate with me, and that I had been reduced to the necessity of repelling an indecent attack. Foiled in all his attempts to throw me off my guard, he at length suddenly said, with great affected emphasis, "*tenez, Monsieur Wright, si j'étois à votre place, je montrerois encore plus de caractere que vous n'en montrez même, car je dirois, oui, c'est moi, qui les ai débarqués :*" to which I replied, calmly, "*ce n'est pas de son ennemi qu' un officier Anglais, doit recevoir des leçons sur ses devoirs.*"

The situation of this man, and the part he may yet be destined to take, in the public affairs of this country, have imposed it almost as a duty upon me, to describe him accurately, in his own words. His conduct obviously suggests the epithet that alone suits him, and makes me forbear to apply it.

He left me abruptly, saying, "*vous ne vous reclamerez pas de moi donc, Monsieur Wright ;*" an implied menace, which neither deserved nor excited more than silent, though not less manifest, contempt.

The keeper of the prison has since informed me, in a manner that bore the air of a message from *Savary*, that the latter had an intention of repeating his visit to me. Entering into a recapitulation of this man's ignoble conduct, I told the keeper, that of all the despicable wretches it had been my misfortune to meet with, *Savary* was the man for whom I had the most sovereign contempt: that his conduct was disgraceful to a military uniform. I recommended him to desist from his intention, as he would hear from me such sentiments only as would make him blush, if he were yet susceptible of the feeling of shame.

I told the keeper, that being myself a man of no resentments; which is strictly the case, I felt no other sentiment but pity for

my persecutors, whose conduct I should never imitate: and I really have a feeling of honest pride, in the conviction, that if it should ever again be in my power to follow the duties of my profession, this miserable persecution, void of any practical or desirable object, will never provoke me to vengeance, but stimulate me to such humane and benevolent treatment of my prisoners, as will establish a contrast creditable to the national character of England, and to the reputation of the navy, which constitute my chief pride and comfort.

I have no doubt that the repetition of my sentiments to Savary, has prevented his hearing them from my own mouth, for he has not appeared since.

A summons being shortly after brought me to appear on a fixed day as an evidence against the persons accused of conspiracy and plot of assassination, subjecting me to certain penalties expressed in case of non-compliance, I protested against the authority of any court in France, to bring me legally before it: declared, that as a British officer, a prisoner of war, I could not be compelled to give any evidence, and that subject as I still was, though a prisoner, to the martial law and discipline of the navy, it was impossible for me to comply with the summons without being guilty of high treason against my King and Country, and incurring the penalty of death; that I could have no hesitation, in this dilemma, as to the preference of being shot by the enemy, in the execution of my public duty, and the support of my personal honor, rather than be shot in my own country for the violation of both; and upon this ground I refused to receive the summons: but this protestation not satisfying the messenger of the court, who had delegated his power to one of the guardians of the prison, I was conducted to the *guichet*, where repeating my protest, with my reasons at length, to the messenger, I finally refused to receive the summons. He said he must leave it, to perform his duty; to which I replied, that I must equally reject it, to comply with mine, and we might probably both be right: this scene closed by his leaving the summons with the guardian, and by my ridiculing the absurd farce, of pretending to summon me judicially to give evidence before the court, when I was known to be a secret prisoner, without the possibility of exercising a free will,

and under such circumstances as must invalidate any evidence, in a civilized court of justice.

“ In a few days after, I was brought down from an upper turret to a better apartment, and my servant was permitted to attend me. On the first day of the trial I was taken to the *guichet*, where a messenger was waiting with a *gend’arme*, to conduct me before the court, in conformity with the summons I had rejected. I repeated my verbal protest, exposed my reasons, asserted my rights, denied the competency of the court, claimed the law of nations, and customs of war, and refused to accompany them. The messenger then told me he had orders to use no violence, and to treat me with respect, and begged me to address my protest in writing to the president: this I refused, upon the ground of having nothing to do with the court or the president, either immediately or remotely; assuring him, that neither violence nor civility should induce me to do a voluntary act of the nature of that required: upon this he left me, to make his report, but returning some time after, accompanied by an officer and guard, he announced his having positive orders to take me before the court by force, if it was not to be accomplished by gentle means. The officer made the same declaration, entreated me not to place him under the necessity of recurring to violence, which he wished to avoid, and pointed out how ineffectual the resistance of one unarmed man must be against his guard. Having formally repeated by protest against this violation of the law of nations, and feeling that I had done my duty to my King and Country, to the utmost of my power, sustained my honor, and satisfied my conscience, as a private man, I declared, that under compulsion of superior force, my appearance before the court must be quite involuntary, and that nothing should compel me to give any evidence whatsoever. I was then conducted to the court, and after hearing the *act of accusation* read, which occupied the whole sitting, I was remanded to my secret confinement, without having been examined; notice being given me, that on a future day I must re-appear, to undergo an examination. In the mean time, my officers, including two very young midshipmen, after having been threatened with torture, I believe at Real’s police-office, as will appear by Lieutenant Wallis’s letter, were brought to the

Temple, and put under secret and solitary confinement, and were again examined by the keeper's son, who took a minute of their answers. In a week after my first appearance at the criminal court, I was again forced to appear, as had been announced to me, after formally protesting nearly in the same manner I had done before.

“ I was for some time left in an antichamber, where the witnesses were collected : these being for the most part what are technically denominated *témoins forcés*, may be considered as such in the most literal acceptation of the phrase, for they were describing to each other the different kinds of torture that had been applied to them, to extort confessions contrary to the truth, and against their consciencies, for the purpose of making the public believe in a plot of assassination, of which the non-existence cannot perhaps be better proved, than by this circumstance of the government having totally omitted that charge in the official indictment; causing it to be published throughout the provinces, and using it in all the preliminary proceedings, as an engine of the inquisition, to intimidate the weak and unwary, and attach some popularity to measures that were every where reprobated. Some of these poor people had their thumbs screwed together by the cock of a musket, operating as a vice, while gunpowder was placed upon their nails and fired ; others had burning coals, or hot embers applied to the soles of their feet ; the most shameful violence had been used to others ; all had been threatened to be shot ; the houses of many had been rifled, their furniture destroyed in search of written evidence, and their families put to the rout ; all these atrocious acts, the government agents were charged with in my presence, and in that of 50 soldiers, some of whom having been actors in the inhuman outrages, denied a part, although much the gravest part was still re-asserted, and remained undisputed ; and from what I and my officers have experienced, there remains not the least doubt in my mind of the facts maintained. On leading me into court, the messenger informed me that I should be tried for my life, with the other prisoners, if I should refuse to answer the questions to be put to me, or to confirm my examination before Judge Thuriot : to this I replied : *soyez persuadé que je n'en ferai rien*. By this menace, I first discovered the use intended to be made of the written interrogation I had signed ; and the

comfort I immediately felt reflecting upon the conduct I had prescribed to myself in the earliest stage of this painful and delicate business, and which had strictly regulated all I had said and signed, tended greatly to support and fortify my mind, under a spectacle as novel to me, as it was imposing in itself; forced under implied delinquency into the presence as it were of a whole nation, nay even of Europe, my name artfully and most unjustly connected with pretended plots of assassination; opposed as a witness against 40 unfortunate men arraigned for their lives; the character of my country manifestly the primary object of the enemy's attack; and not a little dependant upon the conduct I should hold, and the issue of the trial.

It being observed that I walked lame as I was led into court, a chair was offered to me; seating myself perfectly at my ease, with my leg in a resting posture across the opposite knee, I employed my eyes, previous to the examination, all round the hall, examining its structure, ornaments, and audience. The president, calling me by name, enjoined in a certain *formula*, to answer all the questions that would be asked me, without partiality, hatred, or fear. I replied, in French, that I had to observe, in the first place, that military men knew no fear; that I was a British prisoner of war; that I had surrendered by capitulation, after an action with a very superior force; that knowing my duty to my King, and to my Country, whom I loved, and to whose service I had devoted myself from my youth; and owing no account of my public services to any authority but my own government, I would not answer any one of the questions that might be put to me: that I claimed from him the law of nations, and the customs of war among civilized nations, those laws and customs which I had always extended to the numerous Frenchmen who had fallen within my power. The approbation, and the cries of *silence* from the vergers of the court, alternately interrupting me, I several times suspended my speech until silence was restored, and resumed it always where I had left off, in order that the public might hear the whole of what I had to say, and to defeat the trick that I observed was about to be practised, to permit me to say only what might answer the enemy's purpose. After this, the interrogations I had undergone before Thuriot, were ordered to be read: the secretary had not finished the preamble, when I interrupted

him, by saying, I had a preliminary observation to make: the president granted me *la parole*, and I seized the opportunity of declaring aloud, that those writings were incorrect, as, amongst other omissions, they did not contain the threat to send me before a military commission, to be instantly shot as a spy, if I did not betray my government, and dishonor myself. The rage and agitation of Thuriot at this moment became extremely remarkable to every body; he rose, and addressed the president with great gesticulation, interrupted me; I still insisting, and succeeding to express myself loud enough to be heard by the whole audience, notwithstanding the reading which at times continued, and at others was suspended, until Thuriot's continued instances with the president induced the latter to call aloud iteratively and precipitately, *faites retirer les témoins*; during some of the interruptions, the secretary took a share in the debate, by telling me, first, that what I insisted on would occur in the course of the reading; but being contradicted by me, he then said it was in the second interrogation, which he would at length read; this provoked me to turn round and tell him, sternly and loudly, that he himself knew it was not in either, for he had written them both. The witnesses being ordered to withdraw, I descended two or three steps from my seat, then turned round, bowed to the man who had the civility to offer me a chair, then saluted the prisoners all round, and retired, bowing to the counsel and to the audience as I passed, without once turning towards the court. I have endeavoured to give an exact picture of this proceeding, to shew how little the ends of substantial justice were the object in view; and how exactly it resembled a *pièce de theatre*, where *les convenances* had been the chief object in contemplation, to deceive the public, and give a false colour to the scenery, that it would not naturally bear. I believe no European court of justice ever exhibited a scene of such base, criminal, and indecent artifice. I was remanded to my secret prison. There is reason to believe that my enemies regret ever having brought me into it. I have since told some of their agents that there was no little *maladresse*, in letting me into their secrets behind the scenes, where I contemplated all the traps and wires that set their puppets in motion: some have frankly acknowledged the fact, whilst others have almost blushed in silence; but they are a very unblushing tribe. It is impossible

for me to feel towards such people any other sentiment than the most sovereign contempt; and after the base and ungenerous falsehoods they have published against my reputation, for public purposes, knowing them at the same time to be falsehoods, I must, at the expense of every private and personal consideration, manifest that sentiment on every occasion, by all the dignified means in my power.

“ I find I have omitted to state, that the former keeper of the Temple, his wife, the present keeper, the emigrant before mentioned, as well as the suborned witnesses and others, were called upon again in court, to recognize, and to be recognized by me: they gave similar evidence to that they had previously given, but I refused to answer either negatively or affirmatively, when asked if I knew them.*

“ It is manifest that the enemy at first meant to make me the victim of my devotion to my country; but finding that the engine of his inquisition had failed to produce the materials he sought for, to give a colour of justice to so flagrant a violation of the law of nations, and apprehensive, perhaps, of the application of the law of retaliation, to some of the present prisoners in England, he laid aside this intention, though he still hoped to wrest from me declarations that, being artfully woven into the plot of assassination conjured up in Paris, might be shown to the world as presumptive proof that it had originated with the British government, as a British officer would appear to have been employed to land in France, the persons to whom the execution of it was assigned by the French government. He seems also to have expected some avowal that he might strain into an unnatural form, in some degree to justify the destruction of men as respectable for their public character, as they were for their talents and energy, whose influence he was jealous of, as capable of thwarting his ambition, and of opposing his usurpation: another desire, not less near his

* Thus ended the attempts of Thuriot, in the garb of Justice, and of Savary, his coadjutor, as the Director of Civil Order, to divest a British officer of all that remained with him as their captive—his *Honor*. But in this they failed—never was British honor more nobly maintained—or more disgracefully attempted. But although he had stood the test—had passed the ordeal—it was only as a destined victim to the place of sacrifice—not a victim to public policy, but to personal resentment.

heart, was, to hold up to Europe an ignoble example of disloyalty and pusillanimity, in the conduct of a British officer, yielding under the terror of his brutality, to support the calumnies he daily causes to be published against the national character of England, and the reputation of its incomparable navy; for the whole of his conduct, wherever that character and reputation have been concerned, has demonstrated it to be a fundamental principle of his *tactique*, to discredit, degrade, and endeavour to destroy them by base means, convinced that they are the only strong barrier to the progress of machinations, schemes of conquest and usurpation, which, in the weakened and debased state of the continent of Europe, is still left; convinced that England, while respectable and respected, at home and abroad, can alone check his newly usurped influence, by her long established credit; that she only is yet capable of bringing into the struggle the unimpaired athletic force of independent adolescence.

“After a month’s secret and solitary confinement, my officers were permitted to walk about the court-yard; they profited of facilities occasionally found, to have access to me; and the boys, whose education I was anxious should not be neglected, came to me daily several times, to repeat the tasks I had set them, through the small opening of the door; and I do not recollect their being more than once or twice interrupted in their visits.

“In July, my officers were directed to prepare for their departure, and it was announced to me that my nephew and my servant were to join the party. On this occasion I wrote the letter to the minister of war, which some time after the departure of my officers produced me the visit partly described before. In the course of conversation, Colonel Curts told me, that hopes of peace had been conceived by *them*, I suppose he meant his government, at the period of the King’s last illness, on the prospect of the Prince of Wales’s accession to the throne; and he expressed his desire to know my opinion of the probability of his Royal Highness being so inclined. I replied, that I had not the least doubt the Prince of Wales would mark the first moments of his reign, by his energy in support of the honor of the country. The conversation turned upon the invasion, which he said he believed would immediately

take place: I told him, the only reason I had to regret this circumstance, arose from the little hope I had of being one of the party. I observed that it had been the fashion here to speak lightly of our soldiers, but I recommended him not to indulge such an illusion: he replied, that he was himself very far from undervaluing our army. He had been in Egypt, and I believe was at the capitulation of the French army there. He seemed to lay considerable stress upon the hopes they entertained of support from an English mob, in the expedition, and magnifying the importance of the factions by which he said the country was disturbed, glancing also at the opposition to the ministry. With respect to the first, I told him he appeared to be under great error; he would find a very masculine resistance, where he expected succour; and asking him what advantage a French army could possibly offer to Englishmen, to induce them to join, or favour it; I remarked, that surely he could not, now at least, pretend to meet Englishmen, with proffers of Liberty in his mouth; on which he replied, rather hastily, system; it was quite unnecessary to carry this subject further, than to wish him the enjoyment of his liberty.

“ With respect to the opposition, I told him the French had always misconceived it; they looked upon it as a faction aiming at the destruction of the constitution and government; when it was, in fact, the sentinel over the public purse; a torch to enlighten the minister; a constitutional barrier, that every true Englishman venerated and cherished in his heart; and an abundant source of national energy, that produced the most beneficial effects. He appeared to have some particular unostensible mission; he had my letter to the minister with him, and another he referred to occasionally as his instructions. Speaking of the conduct of the war in Egypt and in Syria, he glanced a little censure at my friend Sir Sidney Smith (for whom, however, he professed profound respect), for joining the Turks at St. Jean d’Acre, when Buonaparte’s army was advancing against that place. I observed, that it was quite legitimate to support our ally, and very natural to Englishmen to follow their enemy wherever he led them; that it would be very fair to ask what business had a French army making war in a neutral country, without permission of the

sovereign : and I took occasion to tell him, that he had better not go too deep into that subject, for he was speaking of a man who was perfectly acquainted with *all* that had passed in Syria : he ventured to ask me *what ?* I cited Buonaparte's *ordre du jour* to his army, accusing *Sir Sidney Smith of having sent to Constantinople for ships infected with the plague, for the premeditated purpose of destroying the French prisoners he had captured;* although he was actually sending them to France most humanely, at great expense, accompanied by his own officers : Colonel Curts acknowledging the truth of this, I immediately observed, " I suppose he will not think proper to retract this calumny." He then attempted to retort some ridiculous charges against Sir Sidney Smith, which induced me to say, I was ready to avow and take upon myself every act of Sir Sidney's. Here this conversation ended, and considering the situation I am in, and the person I have to deal with, will perhaps be thought that I went quite far enough ; but I had in the rear of this fact such a *corps de reserve*, as would have petrified him where he stood, if he had given me any very strong reason for bringing it forward. He said he had no doubt the minister of war would, from his report, make such a representation to the Emperor, as would operate a change in my favour ; it was at this period of our conversation, that I told him I would receive no favour or pardon, *je ne veux pas de grace, plutôt la mort sur le champ;* and I discovered that he wished to know that very circumstance. He professed upon introducing himself to me, to have a mission of delicacy ; and I will say that he did not depart from it ; but I entered into all the reasons I had for reprobating the conduct which had been held to me. These are the most essential circumstances that have presented themselves to my recollection.

" I have omitted to mention a circumstance or two, which will strongly characterize the *régime* these barbarians kept me very long under. I requested permission to have a flute for my amusement, which was positively *refused;* but during the time my officers were here, I procured one clandestinely, which has not been taken from me. I believe I mentioned (to you) verbally, that for *ten months* I was not permitted to obtain books for my amusement ; on requesting that permission, through Fauconnier, a good

many months ago, he told me I had nearly every thing I could want ; and casting his eyes on a few books my officers had left me, he replied, that I had already *more than I could read*. On another occasion, he told me, that they had a right to treat their prisoners of war as they pleased : this is the very answer made to Cæsar by Arioviste, king of the savage Celts, during the war in Gaul ; and it is not, by many, the first proof I have had, that the present rulers of this unfortunate country derive their principles from the barbarians. I practise patience, and the burthen of my song is :—*dulce et decorum est pro patria mori*.

“ Confining myself to the more important facts, as much as possible, I have omitted a multitude of minor, though not less characteristic circumstances, in order to avoid trivial details, which, though not destitute of their peculiar interest, derive all that I attach to them, from the extraordinary conduct they contribute to elucidate. I have purposely forbore to scatter flowers as I went, to embellish the tedious path ; and preferring the opinion that will result from the operation of an unbiassed judgment, I have avoided any attempt to excite an interest by an appeal to the feelings.

“ I have now to declare, that perfectly resigned as I am to my fate, I am able to support the worst a barbarous enemy can farther intend against me ; that the character of my country, and the reputation of the navy, are the dearest considerations to me, and that in no possible circumstances will I ever lose sight of them, but make my death, should I die in the hands of the enemy, as disgraceful to him as it will be creditable to my country ; and the history of that country will afford me a thousand examples to imitate, from the catalogue of British martyrs, and that the only circumstance that could give me pain, would be to see my government, yielding to the unjust pretensions of the enemy, make any undue sacrifice on my account.”

Such was the final appeal of Captain Wright to his countrymen ; and though he disavows any design on their feelings, callous must their's be who can read it unaffected.

NAUTICAL ANECDOTES AND SELECTIONS.

TREATY WITH THE BARBARY POWERS.

[From the Independent Whig.]

THE late Treaty concluded under the auspices of a British Admiral with the piratical States of Africa, has been the subject of much animadversion in many parts of Europe, and numerous are the letters we have received on the subject. It certainly did appear extraordinary to us, that so crying an evil as the depredations committed by these States, should be so long suffered to continue almost unmolested, and still more so that when other Powers of Europe were disposed to lend a helping hand to rid the civilized world of such a nuisance, and to effect it under the direction and by the instrumentality of a British officer, *that* officer's own country should not only not accede to the proposition with alacrity, but should even, by pursuing a less decisive and much less effectual course, be the one to prevent that course which the *new* world had taken with success, and the rest of the *old* one were desirous of adopting. All this did, we repeat, appear to us one of the most extraordinary mysteries in the governments of modern times. How far it has been solved by one of our Correspondents, we presume not to judge, but will afford our readers, by the insertion of an extract from his letter, the means of judging for themselves:—

“ You must know in England, long before this time, that our admiral has been honoured with a mission to the Prince of Ruffians at Algier, and that he has patched up a something, which is called a *Treaty* with him, as if the ringleader of a banditti of Corsairs would adhere to any treaty longer than necessity and a superior force compelled his observance of it. It is quite a farce to talk of a treaty with this rascal, and that too by the very man who said that Napoleon Buonaparte was a man incapable of the relations of peace and amity. Leaving such sort of nonsense, however, to be digested by those who have stomachs to swallow any offal which drops from ministers, let me say something of this notable treaty itself, and its execution. In the first place, it is extremely partial, if I am rightly informed, in its *provisions*, and I know that it is still more partial in its *execution*. Then as to those countries, on which it was designed by our wise governors to be conferred as a favor, they are loud in reprobating it. They think the benefit small and temporary, and the expense burthensome and lasting; and they know that the execution of the treaty, after all, will be so capricious, that unless every demand be backed by a British fleet, it will be very soon a mere dead letter. But what is worse in a national point of view, than all this, to us British at least, is, that this adds one to the many causes for which our government is held in contempt, and we poor wanderers are twitted with it every day.—They say our ministers never do any act but with a view to serve themselves and their own friends, and that unless some such object is held out to them, all the world may go to the

d—I for any thing they care. I was told yesterday by an ecclesiastic here, the only reason why this nest of barbarians was not routed when the rest of Europe were willing to lend their assistance, and to entrust the execution to a British officer was, because Sir Sidney Smith was too independent a man to please them. That if the *enterprising* Lord G——, or the *patriotic* Sir H—— P—— had made the offer, it would have been accepted, not for the merit of the project, or the humanity of the object, but for the emolument of the projector; but that good however great, would be an evil, if effected by such men as Lord Cochrane or Sir Sidney Smith; because, although they would neither “*shear off*” to avoid an engagement when they were bid, nor “*smuggle*” when opportunity offered, they were “*intractable*” and troublesome, and must therefore be discouraged.

The remainder of our Correspondent’s letter contains a mere illustration of some of his positions, drawn from Sir Sidney’s bickerings with a diplomatic Lord at Brazil, and from Lord Cochrane’s with a *gallant* admiral, who thought his lordship too *rash and adventurous*, but as they do not throw any additional light on the principle subject of the correspondence, we omit them. The old apology for giving any thing like support to the Barbary Powers, “*their utility to us, by supplying Gibraltar with provisions whenever we were at war with Spain,*” can no longer hold; for as we have been giving, and transferring, and exchanging territories all over the continent of Europe, we might very well have disposed of a slice of Africa to any one that would have been quite as friendly as the Dey of Algier.

We cannot help recurring for a moment to a sentiment which escaped us at the commencement of this article, in which we have attributed to the liberality of political opinions, many of the most philanthropic propensities, which have no immediate connection with political subjects. When the reader recognizes in the character which we have been barely attempting to do justice, but whom we are not in possession of language to eulogize; in Mr. Wilberforce, the friend of the Negroes—in Sir Sidney Smith, of the captive slaves on the coast of Africa—in Lord Holland, of the unprotected Aliens—in two of our Royal Family, the universal friends of man, in every state and station, and the supporters of every benevolent institution for his benefit, he will fully understand our meaning, and appreciate our feelings.

A DEPLORABLE CASE.

WHAT would be said of the King of France, if a French officer, professing the Protestant religion, after having in various battles signalised himself, and obtained the high approbation of his commanders, had been refused the rewards of his valour, because he was not a Catholic? Would not every officer shrink back with dismay?—Would not every Briton, be his religion what it may, justly exclaim—“*Sec, the Bourbons and fanaticism and bigotry are inseparable!*” And still, in this our native land, a British officer, having served nearly twenty years in the navy, having signalised himself in various battles, having his honour reported most

honourably by his commanders, being on the very point of receiving the reward of such deeds, a reward, to the credit of the Lords of the Admiralty, intended for him, is told—"Sir, you must renounce the Catholic religion or the profession in which you are engaged."—Officers of Great Britain! such is the fate of your fellow officer, Mr. White.—At the close of near twenty years service, this gallant officer is obliged to retire; because, forsooth, his honour and his conscience will not permit him to deny that religion, which in the hours of danger was his comfort, in the midst of battle his solace—of Mr. White, too, whose numerous brothers have fought, and bled, and died in the glorious fields of Spain, in defence of their King and country! Is this to be the law of the United Empire in the nineteenth century? or will not his Majesty's ministers turn their minds, whilst they are engaged in consolidating the taxes, to consolidate at the same time the interests, feelings, and exertions of every class of his Majesty's subjects? This hard case is certain to make a deep impression on the public mind.

VOYAGE OF DISCOVERY.

THE ship *Swarrow*, Captain Lazaroff, belonging to the Russian East India Company, arrived at Spithead on Tuesday, whence she sailed on the 10th of March, 1814, on a voyage of discoveries in the north Pacific Ocean, but more with a view to form two military and commercial establishments on the West Coast of North America—namely, at the Island of Kodiak, in lat. 55° N. long. 160° W. which is the nearest part of the American Continent to the Russian establishment at Kamtschatka; and upon a neck of land called California. From these they will be enabled to carry on their fur trade with China, with greater advantages; and their homeward-bound voyage, with the produce of China, will be likewise greatly facilitated.

The *Swarrow* has been so far as $58^{\circ} 50'$ north lat. $190^{\circ} 50'$ east longitude. She touched at Kamtschatka. On the 10th of October, 1814, she discovered an island in lat. $13^{\circ} 10'$ S. long. $163^{\circ} 20'$ W. It is about eight miles and a half long, and seven miles wide. Cocoa-nut trees and sea-fowl were found upon it. The rocks around it appear formed of solid coral. It not being laid down in any chart, Captain Lazaroff named it after his ship, "*Swarrow Island*." It appears from Captain Vancouver's track, upon his published chart, that he must have passed this island in the night time. The *Swarrow* has a valuable cargo of furs, which she took on board in Norfolk Sound, with many articles, the produce of the coast of Peru. She lay two months at Lima. The cargo is not estimated at less than one hundred thousand pounds; and so prosperous has been the entire of the voyage, that she has not sustained the loss of even a rope or spar of any description, since she sailed from Spithead. She has about fourteen rare animals on board—species of the Llama, Vigonia, and Alpaca. They are intended as a present to the Emperor of Russia.

DIVING-BELL, AND OTHER TRANSACTIONS AT PLYMOUTH.

THE first trial of this ingenious machine, which is attached to the *Resolute brig*, under the direction of Mr. Sedley, King's harbour-master

for Plymouth-Sound and Catwater, took place in the latter harbour on 24th June, in the presence of numerous spectators in boats. Being lowered from the vessel with Fisher (of Yorkshire), the diver, it remained suspended under water nearly half an hour, in order that he might ascertain the fitness of the apparatus. Finding all correct, he made a signal of recall, and then went to the bottom in 27 feet water, accompanied by Mr. Pope, ship-builder, of Turn-chapel, and two of Mr. Sedley's boat's crew, as volunteers. After exploring the marine regions for half an hour, they rose and brought up with them a very large iron ladle, which had apparently lain in the water a considerable time, highly pleased with their adventure, and without having sustained the least inconvenience. The light from the bull's eye reflectors enabled them to see clearly every thing just around, and when they wished either to shift their situation or rise, it was done by striking the side of the bell one, two, three, or more times, with an iron hammer, which was distinctly heard by the persons in attendance on board the vessel. Mr. Fisher has frequently remained four hours under water, and will shortly go down in the Sound, to examine the base of the Break-water.

Two frigates have been ordered to be laid down at Plymouth Dock-yard, upon the largest scale of any yet built. They are to be called the Lancaster and Portland. Their main decks are to be flush fore and aft; to be built without ceiling (on Mr. Sepping's plan), to be filled in between the timbers, and to be rated at 50 guns; they will, however, carry 60 guns each; the long guns to carry 32-pounders, and the short guns 42-pounders, besides one 68-pounder.

The *Resistance*, a large frigate, has been hauled up by powerful machinery on the slip near Mutton-Cove, in which the *Nereide* was lately broken to pieces.

TO WHAT BASE USES MAY WE NOT RETURN!

THE Royal Danish yacht, which fell into our possession at the battle of Copenhagen, is now employed as a collier from Newcastle to Plymouth.

WASHING LINEN BY MEANS OF SALT WATER.

Mr. GARNET has sent to the Bath Society an account of the American mode of washing linen by steam, which is more simple than the method adopted in this country. The steam is of the intensity of boiling water, and the compensation is made by a longer exposure to its influence; in general about two hours answer. The utensils consist of a boiler, nearly filled with water, with a copper convex cover, inserted 3 or 4 inches in the water, and fitting the boiler sufficiently tight, though it is not essential that it should be completely close; a pipe, to indicate when the water has evaporated so low as to endanger the burning of the boiler; a steam pipe, in parts, conveying steam to the washing-tub, which has a false bottom, perforated to let the steam ascend to the clothes; and a washing-steaming tub, the cover of which need not be very close.

GENERAL CONFLAGRATION.

THE Italian Astronomer, who foretold that the world would be destroyed by fire on the 18th of the present month, July, is not the first who has ventured upon such outrageous fooleries. In 1712, Mr. Whiston having calculated that a comet would appear on the 4th of October, added, that a total dissolution of the world by fire would take place on the following Friday. As the comet appeared exactly at the time specified, it was concluded that the conflagration would as certainly take place, and many ludicrous events are said to have occurred. A number of persons seized all the craft on the river, sagaciously inferring that during a fire the water was the safest place! One gentleman, who had never before prayed in his life, directed that family prayers should be regularly performed. The stocks fell considerably, and there was a great run on the banks. A Dutch captain then in the river threw his powder overboard, that the ship might not be damaged. The Archbishop's palace was crowded by divines consulting their chief as to a form of prayer on this novel occasion. Some of the maids of honour burnt their profane books, and there was a great demand for *Taylor's Holy Living and Dying*. On Thursday morning the churches were thronged by the nobility and gentry who came with their kept mistresses to be married. No conflagration, however, took place the following day, to the great mortification of the Illuminati, and the prophet in particular.

DEPUTATION TO THE ADMIRALTY ON THE TRADE TO NORTH AMERICA.

A DEPUTATION of Merchants in the Quebec trade had an interview with Lord Melville, and the other members of the Board of Admiralty, at two o'clock on Saturday, June 29th. They represented to the Board, that in consequence of the seamen belonging to the merchant vessels arrived out at Quebec having been offered 90s. a month to serve in his Majesty's ships on Lakes Erie and Ontario, whilst they received only 35s. per month in the merchant's service, the whole of the crews had left their employ and joined the navy. No seamen could be had in North America to supply their place, and the result was, that the ships were detained at Quebec to the great loss of the owners of the vessels and cargoes. Under these circumstances, the deputation were desirous to learn what steps government were disposed to take in order to relieve them. Lord Melville expressed great concern at the inconvenience the trade to North America had experienced by the circumstance mentioned; but his lordship reminded the gentlemen, that it had invariably been the custom during peace, to obtain men for his Majesty's ships of war in the colonies, by means of the merchant service. With respect to the wages given, at the rate of 90s. per month, his lordship was totally at a loss to explain, as only 45s. per month was allowed by government. If any advance was made beyond that sum, it must have been done by way of bounty. It was enquired of his lordship why the men in time of peace, for the service of the navy generally, could not be procured at home instead of the

colonics, by which system the trade to all quarters would be less incommoded. To this his lordship replied, that the thing was impracticable. Very few hands are required at home at the present moment, but even these could not be procured by the custom of volunteering. The gentlemen next intimated a wish to learn from his lordship to what extent the government wanted hands, and for what purpose they were to be employed: but these questions his lordship declined answering; he, however, assured the deputation, that no time should be lost in writing out to the proper officers to allow all the accommodation in their power to the merchant vessels, and promised, at the same time, that government would as speedily as possible send out a transport, with men, to supply the deficiency of hands in North America.

MINISTERIAL ECONOMY.

THE number of Clerks in the Admiralty, Navy, and Victualling Offices on the war establishment, was 445, and the amount of their salaries 90,840*l.*—Ministers have reduced the number of clerks to 421, and their salaries amount to 101,170*l.* so that the public lose 10,230*l.* by this *economical plan!*—besides this, the public has to pay all the superannuation (3,392*l.*) of the 24 clerks reduced!!!—This is economy with a vengeance!

NEW METHOD OF PRESERVING SHIPS.

A NEW method has been lately adopted in all the King's dock-yards, with regard to the means of preserving such ships as may in future be built or repaired. It consists in the whole of the ships on the stocks, or in dock, being completely under cover by means of a large and capacious shed being erected over them, to keep off the effects of the sun and weather: windows and sky-lights are placed on each side and the top, by which at all times a free circulation of air can take place, and the men employed are kept dry.

ALGERINE ATROCITY.

It is stated in letters from the Mediterranean, that a Captain of one of His Majesty's frigates had, by going on shore, fallen into the hands of the Algerines, who, with the most refined cruelty, nailed him to a cross, making him suffer the most excruciating tortures. Some Turks who were present, moved to pity by his sufferings attempted to release him, but were shot dead for their humane interference. The captain's name is given in the letter which communicates the intelligence; but we forbear to mention it without further corroboration of the fact.

By a vessel which arrived at Malta the 17th of May, from Coron, it appears that the piratical squadron from Tunis had sunk an English merchant brig near Naravina, and murdered the crew; that a British and a Russian vessel had been found off Milo, deserted, and from their decks being strewn with arms and ammunition, it is supposed they had been taken by the pirates.

CORRESPONDENCE.

MR. EDITOR,

OWING to particular circumstances, the writer of the biographical memoir of the late patriotic Mr. Budge had not an opportunity of perusing the animadversions of your correspondent H. C. until about four days since; and notwithstanding they are altogether founded upon misconception, yet the subjects they embrace cannot be permitted to pass without observation.

When men of choleric habits imagine that representations which have been made allude to them, or any whose cause they espouse, although neither may have even been thought of, they will combat the fancies of their imaginations with as much earnestness and fury as if they were realities. Such appears to have been the case with your correspondent H. C.; for, the circumstances to which he alludes do not appear to have any connexion with that related in the biographical memoir. The writer has no reason to doubt of their authenticity, as they came through a channel whose veracity will not yield even to that of your correspondent.

Any unbiassed mind, in perusing this part of the memoir, will not perceive any desire in the writer to reflect upon the officer alluded to for his ship being placed in the situation she was, whatever might have been the cause; but that it is mentioned solely to shew what kind of arguments have been used to condemn the harbour of Falmouth, even by experienced officers, who suffered themselves to be borne along by the stream of prejudice. But perhaps H. C. thinks this is impossible; and that the assertion is "*infamous*." Those who know any thing of the world, and of mankind, will not be at all disposed to listen to his suggestion.

He says, "naval men do not require to be told it is the captain alone who is answerable for the conduct of his ship, even with a pilot on board."

This assertion requires much qualification and limitation. Cases certainly may occur, where the captain's knowledge and duty require him to act promptly, and contrary to the pilot's advice; but in anchorages, where captains have never before, or seldom been, in intricate channels that require patient experience to examine, and confident knowledge to navigate, naval men have yet to learn, that in such situations the "*captain alone is responsible*," or at all responsible, farther than in directing the necessary evolutions required by the pilot.—Hence "naval officers of the first talent and ability" may receive instruction even from a fisherman; what disgrace then if he could receive any from the suggestions of the late patriotic Mr. Budge, or his biographer, in any point where no reflection could be justly attributed for the want of it?

But allowing the writer has been misinformed with respect to some of the circumstances, still the objection made against the anchorage continues to stand on the same ground, and must so appear to every impartial mind, which is the only inference the writer had in view; not the aspersing any

officer's character, as H. C. seems to imagine; and then conjures up a phantom, on which, in a rage, he deals his blows of "*calumnious charges—base calumny—infamous aspersions—little minds—no merit of their own—deficient of those virtues—guilty of the crimes, &c. &c.*" Surely after being bespattered by such filth and dirt, and all this too from the hand of "christian charity," Mr. Budge, his biographer, and the advocates of Falmouth Harbour, must appear in a woeful plight, which, according to H. C. they highly deserve. But he seems to forget that the subject on which he has issued forth, no doubt in a gust of friendly zeal that may have roused him into unusual agitation, is a national subject; and therefore ought not to shrink before "talents and experience;" much less before the blusterings of those who only possess them in imagination. Perhaps H. C. in another choleric fit, may be so deceived as to imagine this is also an "*infamous aspersion*" on some phantom of his imagination, and then sally out, armed cap-a-piè, to attack it; but his labour will be lost, as you, Mr. Editor, and by far the greater part of your readers, will be at no loss to make the application, from but a small acquaintance of men and their transactions.

Your impartial correspondent informs the readers of the *B. C.* that "*he is not inclined to call the MERITS of Falmouth Harbour in question;*" but immediately after this declaration he says, "We have now before our eyes a man of war in perfect order and condition, capable of making every effort, with the wind more favourable than when she anchored (and such a wind as would enable the enemy to sail from Brest, as it had drawn round to the northward and westward at 3 P.M.) commanded by one of the first officers the naval service ever produced; yet notwithstanding all these favourable circumstances, the ship was unable to leave the port."

If this be not calling its merits in question (no reason being assigned as the cause), few men will be able to comprehend what calling the merits of any anchorage in question means; and as the covert attack is upon a national subject neither unknown to many naval men, nor to his Majesty's government, it cannot be amiss to examine what the assertion means.

A N.W. wind is a leading wind from Falmouth Harbour into the Bay of Biscay, a leading wind from Carrick outer road; but as the inner road leading to St. Just's Pool runs nearly in the direction of east and west along the north edge of St. Maw's Bank, it follows that a N.W. wind will blow across the *inner* road upon this bank; hence, if the wind be strong, as the channel is narrow, it might be dangerous to move a ship at *such a time*, drawing more water than on St. Maw's Bank, more especially after the ebb tide has begun, as it sets over the bank. This is the amount of the difficulty; but what is it compared with the general advantages arising to naval operations from the situation of the harbour, as it respects the western coasts of France and Spain, and its vicinity to the Atlantic Ocean? The force or weight of the difficulty can only be appreciated by looking at other anchorages with the wind acting upon them in a similar manner.

The sailing from Carrick outer road with a N.W. wind cannot be called in question by any man, let his talents and experience be what they may; therefore, it is only to the anchorage running along the north edge of St.

Maw's Banks, that the objection applies, during a strong wind from the N.W. Now, Mr. Editor, let a fleet of ships of the line be moored at Spithead, one of the first naval anchorages; and "let us have before our eyes this fleet, in perfect order and condition, capable of making every effort, commanded by the first officers the naval service ever produced," waiting for a wind to carry them on service of emergency into the Western Ocean; let a gale of wind come on from S.E. what would be the situation of the fleet? No doubt most of your readers can easily answer the question, having witnessed what the anchorage is at such a time, when *the French may sail from Brest*. But who would reckon that man wise, or who would admire his nautical experience, or his patriotism, who should tell the country, that for this reason Spithead ought to be forsaken? Do not general advantages far outweigh objections on minuter points in all the affairs of men?

Let a squadron be placed in Cawsand Bay, in every respect equal to that supposed to have been at Spithead, and a strong wind come on from S.E. what would be its situation?

Let one be placed in Plymouth Sound, and a strong N.W. wind arise; it may put to sea; but before it could weather Ushant, if a French fleet had sailed from Brest at the same time, as H. C. says it might, the latter might be at Lisbon before the former could clear the English Channel. Yet who would object to the *general* advantages of Plymouth Sound on that account, or others which might be noticed? But it seems, Sir, as if the operation of particular winds were all reserved by the wise-acres of the present day as objections against Falmouth harbour, and against it only. No matter what effect they may have upon other anchorages; no matter how they may retard or delay naval movements in any other situation, there, and there alone, are they to be attended with serious consequences. These, and these alone, are the objections (which apply in some degree to all anchorages in the known world) to be considered as of any force; and there, to futility are the interests of a country to be sacrificed.

Respecting this subject, there has been such a ringing of changes upon the points of the compass, and so loud at Charing Cross, that it would appear as if the Land-Lords had been completely scared from making any lodgement near the Land's End.

We have long had a S.E. wind sounding in our ears, and the sailing of the French from Brest; but now; behold, we are assailed by a black north-wester, and the old bug-bear, the sailing of the French from Brest.

Mr. Editor, will any of your intelligent correspondents, or readers, give to the country an account of the French fleets or squadrons that sailed from Brest during the war, with a S.E. or N.W. wind?

Your correspondent H. C. says, that he considers the late patriotic Mr. Budge, and his biographer, to have espoused the cause of Falmouth harbour, "right or wrong, otherwise they would at least have listened with attention to *opinions founded upon experience*."

Where are these "*opinions founded upon experience*" recorded? Your correspondent ought to have informed your readers, that they may attentively peruse them. That the advocates of that anchorage might read,

reflect, and be convinced of their ignorance, their arrogance in attempting to draw the attention of their country to a subject connected with her best interests; from which they could derive no benefit, but on the contrary, unreasonable opposition, and unmerited censure, from those who had other objects in view.

The opinions of those who espoused the cause of their country when proposing Falmouth harbour for a naval station, are before the public; they have not shrunk from, but courted investigation. They have not been propagated in private circles, where their errors could not be confronted; but they have openly desired the nation would try them by that impartial experience and ability equal to the task; not by flimsy arguments and petulant confidence, unworthy of serious consideration.

The advocates of this cause proposed a remedy for any case of emergency, to obviate the difficulty mentioned by H. C. which was to remove the bank on the west of St. Just's Pool, and on the north of Carrick inner road, so that ships of the line might have water enough at any time of tide; when this space, with the outer road, would have contained a strong fleet, that could have put to sea, without experiencing the difficulty that must arise from lying near the north edge of St. Maw's bank during a strong N.W. wind; which is, in other respects, a leading wind out of the harbour, proved beyond all controversy, by the numerous convoys and expeditions that have sailed from that same port with such a wind.

The advocates of this anchorage, so favourably situated for maritime operations connected with the Atlantic Ocean, are in no manner convinced by the head-strong, and hitherto successful opposition they have had to encounter, that any sum which would have accomplished this national object, could have been so advantageously applied to promote the interests of the country in any other situation. So far from this, they not only think, but are certain, they could point out naval expenditure, where it has been, and may be, comparatively thrown away as to national advantages, however beneficial it may prove to individual interest.

The Opposition, which was forced to crouch at the foot of the firm and comprehensive mind of a Pitt, being permitted after his death to rear its head, by clamouring and insinuation, triumphed over the interests of the country; but had the Sovereign disposer of all events seen fit to prolong the life of the Right Hon. William Pitt to the present day, the question of the merits of the harbour of Falmouth as a naval station would have been placed beyond all dispute; and probably some of the bitterest of its enemies, from becoming local residents, would, before this time, have ranked with its warmest advocates.

As your correspondent H. C. has been in an error with respect to the construction he has put upon the writer's meaning and intention when mentioning the objection made to Falmouth by a naval officer; so likewise he has erred in his view of the phalanx opposition. It must be obvious to those who calmly reflect, that he could never mean to condemn a *patriotic* opposition to any measure of government that was apparently hostile to the interests of the country; that he never meant to condemn a *disinterested* opposition, that was purely so from principle; that manfully resisted all

despotic attempts against the liberty of the people, and encroachments upon the British constitution, that had a tendency to invade this inestimable privilege: such an opposition deserves the applause of every subject in the realm; but that he must have had in view an opposition that *would be* an opposition, "right or wrong;" an opposition, that for this reason, would harass the executive on every measure upon which it could lay its hand; a selfish opposition, that would exult and rejoice in the failure of any measure of government, although the consequences might be ever so disastrous to the country: an opposition that could give the government no credit for unparalleled efforts and firmness amidst gigantic dangers and the desolation of surrounding nations, and led their country safely into the haven of triumph, amidst the acclamations of the wondering and astonished world. An opposition, some individual of which might * * * * *

The writer had particularly in view a transaction that took place above twenty years since. Let any one who is acquainted with it, search the English language, and call it by its proper name.

The writer was not actuated by any *party feeling* when he made use of the language he did; he had in his view transactions practised under the cloak of patriotism, which could only excite his indignation; and, most probably, he is as little obliged, or it may be less, to the present members of his Majesty's government as H. C. or any other individual.

When national subjects of recent date are brought upon the carpet, and *some facts* connected with them unavoidably touched, it needs excite no surprise that they call forth animadversion.

The recent death of Mr. Budge, for obvious reasons, must have been the cause of suppressing facts interesting to his country; and the writer regrets with your correspondent, that his memoirs had not fallen into more able and intrepid hands, that might have done more justice to his patriotism and memory; and his biographer should unfeignedly lament, were the insinuation true, that to "his memory" he had "done more harm than good." A memory unsullied by chicanery; a memory in whose mind burnt the pure flame of patriotism; a memory that bore wants itself, rather than stoop to wring unrelenting fees of office.

But I trust, Mr. Editor, that many of your readers are of a different opinion. I trust the pages of the Naval Chronicle would never be the mean of disgracing the memory that deserved the approbation of the country. I trust your judgment could clearly discern between national topics and their actors, and those purposely introduced to gratify illiberal insinuations and personal invective; between the *amor patriæ*, and the foul mouth of calumny.

I am, Sir, your humble Servant,

B———

MR. EDITOR,

8th June, 1816.

THE many recent improvements in various branches of the naval department which have taken place during the administration of the present and preceding Boards of Admiralty, have received, as they deserved, the approbation and applause of not only professional men, but also of the public in general, who very properly consider the navy as the palladium—the invulnerable bulwark of Britain: but although so much has *been* done, it is very certain, that *much* has yet been left undone and unnoticed, or, if taken under consideration, still left unchanged; the various grievances (some of them very serious ones) pointed out in your last number by Alfred, Arion, and Nestor, incontrovertibly prove that it is so; and I fear there are many others besides. The suggestion of these various correspondents, as well as those of Albion, Anti-torturer, &c. respecting the *abolition of impressment, the polishing system, &c.* are unquestionably entitled to the attentive consideration of the Board of Admiralty; for they treat of subjects of vital importance to the British Navy, which I will venture to say, if left unredressed much longer, will lead to the most serious evils and difficulties; if an attentive consideration is not speedily bestowed on them by those at the head of the naval department, they will have assumed such an aspect, as to alarm and appal even the most lukewarm and thoughtless. During peace (especially the first years of it) the service expects—the whole country expects—that the undivided attention of the Board of Admiralty will be bestowed on these matters; I trust, therefore, these hopes, so well founded, will not be disappointed; the Board will be responsible, and must expect to meet with the censure, with the *condemnation* of their countrymen, if they are not looked into, with the anxious wish and determination of rooting out every noxious weed, every absurd practice, which has crept into the system during a long period of war, and which practice has made nearly tantamount to law and justice in effect, although decidedly wrong and unjust in principle.

The present session of parliament is about to close, and certainly the navy estimates were never more feebly, nor in my opinion, more injudiciously defended than during the late sitting of the house; the naval members have been put on the alert, and I anxiously and earnestly hope, that by the time it meets again, great progress will have been made in carrying into effect various suggestions for the good, *unquestionably*, of the service; which I think were only thrown aside because they did not *originate* with Mr. Croker in the Board. When, however, I have in my eye such men as Sir W. J. Hope, and Sir J. Moore at that Board, I certainly do feel very much persuaded, that, if *much* has been already done, much more will be soon added to it; and, I think, those who shall set their shoulders to the wheel with the firm determination of doing all they can for the good of the service, combining the reward* of the officers with the comfort of the seamen, and who fear not *making innovations*, where they tend so certainly to promote their ends; such men, Sir, will deserve, and will receive a

* By promotion, I allude to men of *no* interest, but *long* service.

nation's praise—a nation's gratitude. I trust, Mr. Editor, we possess such men, and I shall only add, that too surely the state of the British Navy and the naval service call, imperiously call, for their immediate services. At present, I shall conclude with only one suggestion, which has before been mentioned, but is still, I believe, not put in practice. In the French navy, commissioners are regularly furnished with the necessary and useful charts and atlases of every description at the expense of the government. These are delivered into their care, previously to the ship leaving port; when a ship is paid off, or a captain superseded, he returns them to the proper office, or to his successor. Why does not the British Admiralty follow this example? it is surely a good and right one. All ships of war are also required to lodge at the Admiralty correct journals of their proceedings on the voyages and cruises, with all their observations, which, if possessing interest or valuable information, are invariably published in their nautical journal—this also is worthy of imitation.

The Admiralty have very recently adopted some regulations for examining and passing lieutenants; if they look a little further, a little higher up, some other very useful regulations might be put in force for the guidance and direction of very young captains. You have told us, Mr. Editor, that 5000 seamen have already gone to America; if we lose them in such a ratio what will be the consequence—the question is momentous.

Yours, &c.

Mentor.

MR. EDITOR,

14th June, 1816.

ALTHOUGH the motion lately made in the House of Commons to regulate the payment of king's ships on *foreign*, as well as *home* stations, has unfortunately failed for the present; yet, I must hope, a plan so *evidently* and *eminently* calculated to promote the comfort and happiness of the warrant officers and seamen, will, yet, at some future and early period be adopted; and the more especially as I perceive, although the Admiralty oppose it as an *innovation*, as an *inconvenient innovation*; yet some of the ministers, including Lord Castlereagh, admit it as a desirable arrangement, could it be carried *easily* into effect. It is very gratifying to me, to find that your correspondent Arion (and you have none superior to him, either in composition or powerful reasoning) agrees so completely with me on this subject; his opinions have always appeared to me remarkably sound and well founded, and I therefore, in the present instance, derive additional confidence in the correctness of my own from this striking coincidence of sentiments, which induces me, although I before took leave of the subject, to say a few words more, merely to remind the naval lords (should they have short memories) that the *utility*, *practicability*, and *facility*, which the plan of paying our seamen on foreign stations affords, have been each and all fully, and I think incontrovertibly proved, and it remains with them to *account* to the country, for refusing to

adopt what the good of the service requires. Arion appears equally convinced with myself, that if the system pursued at the A——y Board is not one of *conciliation, encouragement*, and attention to merit, the best interests of the navy must suffer *deeply*, perhaps *irretrievably*; and although at the conclusion of the war, rewards* were bestowed on seamen who had served long, and fought and bled for their King and Country, yet I am of opinion, that there is still *much* wanting, to reconcile our sailors to the king's service; and I think it is clearly shewn, by the astonishing backwardness manifested by them to re-enter the service, even six and eight months after being paid off, when they were in a state of poverty, and almost want; it is very certain, it is *known to the service* (however the naval lords may seek to hide or veil the fact, and it is an important one) that most of the ships lately fitted out for the peace establishment, waited some of them six months for one or two hundred seamen; and I know at this very time a frigate,† commanded by one of the most popular men in the navy, is still, or was very lately, incomplete in men, after fitting for four or five months: the fact I look upon as certain, that a general dislike and repugnance to the king's service pervades the whole body of our seamen; it may be said, perhaps, that the late long war sufficiently accounts for it, and that it never was otherwise; but if this is true, and it may very possibly be so in part, my conviction is, that it is full time the exertions of the Board were directed to *attract* men to the service; if the late war was so long and arduous, as to give our seamen an almost invincible repugnance to it, certainly there can be no object better deserving the attention of the Admiralty, than to listen to and promote every scheme which may tend to improve the comfort of the men and officers throughout the service; and to enable government to reject in future the power of impressment, and to man our men of war by other means, more worthy of a great and free nation.

I fear, Mr. Editor, the *late* conduct of the Board, if examined attentively, will be found more *self-willed* than *wise*, more *absolute* than *liberal*; I go no farther; my object is to advise and warn, not to abuse or vilify. No, Sir; could my humble voice be heard, it would only call on them earnestly to protect, cherish, and encourage our seamen; to treat them as *men*, as Englishmen, who are much changed for the better, and much improved of late years; and who, I am sure, would not be ungrateful to their country. What have they not already done for her? They have saved her from invasion, from pillage, and desolation. England is invincible in arms by land and sea; but the navy saved her shores from being polluted by the invader's tread.

Grievances do unquestionably still exist in the service; Alfred has named several, but there are *more*.‡ It is surely not too much to hope and expect, that in time of peace the Board will turn its attention towards

* Pensions.

† The Madagascar, Sir J. A. Gordon.

‡ I shall hereafter mention them more fully.

redressing them; the sooner it is done the better: let them not be startled at the difficulties which may stand in their way; let them not talk of that *bug-bear, innovation*, any longer; it is unworthy of scientific, enlightened men; whom can it startle, except men with strong prejudices, or old women.

The charge which the A——y Board have, is a heavy one, and demands their best exertions, and their unwearied attention; for much is required to be done to bring back our navy to a state of pre-eminent superiority, which every Englishman wishes to see her sustain: both men and ships require much to be done for them. Your's, &c.

Nestor.

MR. EDITOR,

22d June, 1816.

IN a former letter I adverted to the very important discussions which had arisen in Parliament on the consideration of the naval estimates for the present year; from which, I am hopeful, some *ultimate* benefit will arise to the country, and to the service; for, however much the naval administration may have chosen to *undervalue* the suggestions of *others*, there is no doubt that many of these suggestions were not only *well meant*, but decidedly and clearly for the good of the service. I have, therefore, strong hopes, that they will very soon become the adopted children of the A——y Board itself; and as this Board has already done so much, surely, when it is manifest that their work is not yet nearly finished, they will not leave it only *half done*; but persevere until the naval service is put into a complete state of revision and improvement. The grievances of the navy *were* many, now, I am glad to say, they are comparatively *few*, but a few still exist; those I enumerated, and it is useless to revert to them again so soon, except to express the sincere hope I entertain of seeing them speedily removed, by the wise and judicious regulations of the Board of A——y; at which I am glad to observe seated *two first-rate favorites* in the service; *viz.* Sir G. Hope, and Sir G. Moore; from whom, however, I give them notice, much is expected, and I trust not without just reason; for I am convinced they are the seamen's friends, and the officers' stay. It may be proper at present to enumerate a few of the *improvements* lately introduced into the service, which will shew, that much has certainly been done; and at the same time proves the necessity and justice of continuing the same system of redressing the grievances of our officers and seamen, *whenever* and *wherever* they are proved to exist.

The pensions bestowed on seamen after serving a certain number of years, is certainly a very great, if not the greatest improvement of all, as it shews the high sense government entertain of their meritorious services, and will enable worn-out and disabled men to live comfortably in their old age, after serving twenty years in the King's service.

With respect to officers, their half-pay has also been increased, and their promotion has certainly been great beyond example; but it has still

excluded many most meritorious officers,* of very long standing, who ought unquestionably to be attended to as soon as possible.

The permission given to lieutenants to wear an epaulet, is also an improvement of the first consequence to the comfort and respectability of that class of officers, especially abroad, where an officer without epaulets was quite incomprehensible to foreigners, who indeed seldom believed they had any title to the claim, without possessing the proper badge of such rank. The midshipmen have also had much done for them, both as to promotion and in other respects: by a late regulation, the examinations for lieutenants are ordered to be much more particular and strict than formerly, and none are now allowed to be introduced into the service without the approbation of the Board, which will tend to improve the *race*, and exclude admirals' and captains' favorites, often of low degree, very often men devoid of education, and of every quality entitled to gain him advancement, save that he was a *useful* person to some *very great man*.—I entirely approve of the observation of an old officer † on the subject. I think, however, there is still much might be done for the comfort and improvement of these young tars, from whom we hope to see arise future Nelsons; they ought to receive their pay *abroad*, at least quarterly, as well as *at home*; and proper masters ought to be obtained at any rate for large ships, in time of peace for every ship; and a part of their time of service ought to be spent at naval academies.

In the House of Commons, I was sorry to see it mentioned, that the Naval Asylum maintained only *seventy* boys; this to me appeared astonishing, and certainly requires investigation; an Hon. Member stated, that one of these poor boys cost the country 500*l*. I believe he did *not* add per annum; but as the funds are ample, there must be a most ruinous system of management, when so few are reared; and I trust Sir Charles Pole will sift it to the bottom. How much it is to be lamented that the country knows so little of these matters! In Chelsea Hospital there are, I believe, only 500 worn-out veterans maintained; when out of the salaries and accommodations of a governor, lieutenant-governor, and other officers (most of them useless), at least a thousand more might be supported: I fear there is a canker worm *at the root* of these excellent institutions, which is too often experienced in this country, and converts them into *jobs*, instead of making them asylums solely for helpless old age, and indigent youth.

It is full time, then, to bestir ourselves, and to see that we have a navy ‡ wherein the *dry rot* has *ceased* to exist; and naval and military asylums and institutions for the support of our worn-out veterans, and the education of their children, where the money is *properly* expended, and appropriated *solely* to the benefit of the deserving objects they were originally designed for. I do not mean to say that improper people are admitted to the benefits of them, but I do mean to say that their funds are eat up by

* Particularly lieutenants and commanders.

† *Vide* D. C. vol. xxxiv. page 483.

‡ My last letter related to its decayed state.

hungry governors and a variety of officers with enormous salaries, which they do not require, and which prevents these institutions doing half the good they might effect. I hope some of your correspondents, possessed of information on this interesting subject, will come forward with it, so as to make these cursory remarks only the prelude to others giving *minute* details, and leading to public exposure.

Alfred.

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Neglect of the Navy.

MR. EDITOR,

Chatham, 10th July, 1816.

IT is seriously to be lamented, that there is scarcely a ship or vessel in the British navy, whose *pumps* are not of very inferior quality. This great defect is of the more consequence to be remedied, because as many of our vessels are built of fir only, they must necessarily, when opposed in action to others built of oak, and with infinitely stouter bulwarks, become in a short time comparatively very much cut up in their hulls indeed; and consequently make much water. But "*experientia docet*;" and it would seem nothing but experience of the most bitter kind, can work any amelioration in our much-neglected naval service. Let me not be told, "they have done very well hitherto:" the fact is, our navy is just retrograding in a ratio proportionate to the improvements in other States; and unless the eyes of the country are opened to this incontrovertible fact before very long, God knows what will become of us.

I am Sir, your very humble Servant,

Navalis.

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Inefficiency of our "Superior Class Frigates."

MR. EDITOR,

11th July, 1816.

AFTER the loss of our three frigates, government ordered ships to be constructed to match the American forty-fours. Two, built of *fir*, were lately on the American station. The *Leander*, one of them, although she measured 1571 tons, and mounted 58 guns, long 24's; and 42-pounder carronades, had *top sides not thicker than a 36-gun frigate!** Among her crew, consisting of 435, she had 44 boys!

This ship, commanded by a gallant officer, was fitted out to engage a ship like the *President*, with *top sides twenty-two inches thick at the port cills, made of oak, and perfectly solid*. How fortunate perhaps that a meeting did not take place. The valour of the officers and men could not prevent the recoil of her own, nor the shot from the enemy's guns from tearing to pieces her flimsy sides. She must either have sunk beneath her devoted crew, or surrendered!—What *could* we have said then?!!

I am, Sir, your's, &c.

A Seaman.

* About sixteen inches.

Extract of a Letter from an Officer, brought by the Havannah, lately arrived from St. Helena:—

St. Helena, April 21.

SIR HUDSON LOWE arrived here a few days back, in the Phaeton, after a tedious passage, and took upon himself the reins of government. The day after his arrival, he proceeded to Longwood, accompanied by the admiral, and his own staff, at nine o'clock in the morning; but in consequence of some want of form in waiting on him (such as not having first asked at what hour it would be convenient to receive visitors, and probably the unreasonableness of the hour pitched upon), Napoleon refused to see either him or the admiral; for the latter of whom it is said, by the bye, he has no great affection. The next day, however, the mistake, whatever it was, was rectified, and Sir Hudson Lowe was introduced to him; but it appears that he *would not* see Sir George Cockburn, whether *designedly*, or through some mistake of the servant who was stationed to announce visitors, I cannot find out, but shrewdly suspect *the former*. After a few minutes conversation, Sir Hudson withdrew, and Sir Thomas Reid, and the rest of his staff, were introduced, who were received with great politeness by Napoleon. It is whispered, that an offer has been made to all, or such of his suite as might be desirous to return to Europe, of allowing them an opportunity of doing so, by proceeding to the Cape in the first instance, where Lord Charles Somerset has orders to see them provided with a passage; and that such of them as are not willing to abandon their old master in his adversity, must sign a paper, the purport of which is, that they are willing to remain in the island as long as Napoleon shall be detained in it, and to undergo similar restrictions to such as it may be thought necessary to impose on him. I understand that they have all preferred remaining with Napoleon to forsaking him, under even his present calamitous circumstances. It is also reported, that he may have Plantation House, instead of Longwood, should he prefer the former; and that on the arrival of the whole of the 66th regiment, he will have the liberty of extending his rides over the entire of the Island, saving and excepting the batteries. It is truly ridiculous to read the contradictory accounts with which the newspapers are crammed respecting Napoleon, many of which contain gross falsehoods; and one would suppose at first that they had never been written by persons in the Island, but rather had been fabricated in London. Such are the stories of his recounting to young ladies (with whose archness and ingenuous candour, particularly the youngest, he certainly was considerably amused), the history of his campaigns, with all the impudens vanity of a school-boy, describing the hair-breadth escapes he had encountered in his first fox-chase; when the fact is, that it is a subject which he scarcely ever touches on, and never without being asked some question concerning them. I have heard from persons who have been as often in his company, when with them, as most people in the Island, and have had opportunities of hearing him converse for hours, that they never heard him touch upon that string. In fact, it is of a piece with

the Munchausen historian of his breakfast, who modestly states that he drinks a pot of porter and two bottles of claret at that meal ; when the fact is, that there are few men more temperate than him in the use of wine. I understand from unquestionable authority, that he never exceeds, during the day, from a pint to perhaps two-thirds of a bottle of light wine ; and never has been known to taste malt liquor. The stories about his voracity of appetite are entitled to a similar share of credit. It is certainly ungenerous to villify a fallen enemy in such a manner, particularly when in your power.

With respect to the external appearance of the rock destined for his future residence, imagination the most exuberant in the terrible, could not picture to itself an abode so dreary and frightful. Stupendous and perpendicular volcanic rocks, without a morsel of vegetation, elevated 2,500 feet above the surface of the ocean, having their summits crowned with rugged and enormous rocks, eternally menacing destruction to the passenger crawling up the zig zag paths which the hands of slaves have laboured in the steep sides of these hideous masses of rock ; diversified, certainly, by deep and horridly yawning ravines, whose lava-coloured sides impart to the terrified beholder a good idea of as many gaping chasms bursting forth from the infernal regions. As you advance into the country, the eye, fatigued with the view of such a complication of all that is frightful, contemplates with satisfaction the less horrible scenes which present themselves, and which (in comparison with the first) even gives a transitory idea of beautiful scenery ! Such, in fact, is St. Helena, that the absence of that which is horrible constitutes beauty ! If the Devil was ever allowed to emerge from the infernal regions, and was afterwards obliged to choose an abode similar to the one he had just quitted, he would certainly fix his paw upon St. Helena, which carries upon its red sides undoubted proofs of having derived its origin from that element with which his Satanic Majesty is supposed to be eternally surrounded ; and, excepting the absence of that, I do not know that he would gain much by the change.

The salubrity of the climate has been as much exaggerated by fanciful writers (some of whom have been only two days on the Island, and have afterwards given a description of beauties which never existed but in their own brain) as the topography. In comparison with such climates as Batavia, and some others in the East Indies, destructive to life, it is certainly considerably salubrious ; and in consequence of having been principally resorted to by persons on their passage from the above-mentioned baneful climates, and afflicted with scurvy, which readily yielded to the water-cresses with which the sides of the scanty brooks dignified with the name of rivers abound, it has acquired an undeserved reputation. However it cannot (at least in the mountains) be termed a very unhealthy climate, though it is certainly a very disagreeable one, as it is extremely humid, and for a great part of the year you are either enveloped in dense fogs, or if you budge out, encountered by heavy showers, which penetrate in a moment a good fearnought. If you wish to ride out, without a certainty of being wet to the skin, you ought to have men stationed with relays (if I

may use the word) of great coats every mile. Buonaparte, it is said, has christened it "The Isle of Mists amid Desolation."

Previous to Buonaparte's arrival here, such was the scarcity of fresh meat, that when any of the famished inhabitants wanted a little fresh beef, not then being permitted to kill even their own cattle without leave from the governor (which was not always to be obtained), it was well known to be customary with them to precipitate some unfortunate bullock, while unsuspectingly grazing on the side of some of the ravines in the interior, down into the gulf below, in order to break some of his bones, and thereby obtain a pretext to cut his throat, and partake of his flesh! Since, however, Sir G. Cockburn has arrived, men of war have been appointed by him for the purpose of bringing cattle from the Cape. This cruel method of obtaining fresh meat is no longer prevalent, as the restrictions upon slaying bullocks have been taken off. Nevertheless, the desired object of supplying the Island with a sufficient quantity of fresh beef cannot be attained, as great numbers of the Cape cattle die soon after their arrival. Longwood, where he resides at present, is the only plain in the Island: upon it grow numbers of melancholy looking useless trees, called by the natives gum-wood, which being all of nearly the same height and shape, give to the whole a sombre appearance. This, when connected with the secluded state of the person inhabiting it, separated, as it were, from this life, impresses you with an idea of being in an immense charnel house.—It is, however, the only spot in the Island where a carriage can be driven with horses; for you must know that, previous to our arrival, the only vehicle of the kind in the island was slowly dragged along by bullocks! Plantation House and Grounds are an instance of what art can effect in a place denied every thing, but mists, by nature. His limits are now about four miles in extent, where he may go without being accompanied by any British officer, and by dint of tacking, like *Hawser Trunion* working up to church to be married, he may considerably lengthen his ride.

Had he ever any intention of effecting his escape from this cage, the view of it, and the precautions taken by Sir G. Cockburn, must ere now have perfectly convinced him of the utter impracticability of it. Those about him say that he never had any intention of the kind, and that his sole ambition now is, to be permitted to end his days in England. He is greatly dissatisfied with his sojourn here, and frequently, I understand, expresses his indignation at the conduct of the ministers, in sending him to this remote and hideous rock.—The letters you have seen in the papers, describing the ladies of the Island to be grossly ignorant, and only able to articulate *yes* or *no* in answer to a question, are false and scandalous, as there are several very fine sensible and entertaining girls on the Rock (some of whom have even been educated in England), and who form the principal ornament in society here.

We are enabled, from good authority, to state, that the circumstance of Buonaparte's refusal to see Sir George Cockburn, when he went to

Longwood, for the purpose of introducing Sir Hudson Lowe to him, was immediately afterwards explained to Sir George, by Generals Bertrand and Methouon, as having originated in a mistake made by the porter of the lodge. The circumstance here alluded to was published in most of the papers, in a letter received by the Havannah. It is not correct that General Bertrand had signified his intentions to abide by the fortunes of his fallen master; he had expressed a wish to return to Europe at the expiration of a year (for which period only, he says, he pledged himself to remain with Buonaparte), for the purpose of attending the education of his children. It was expected, in consequence, when the Havannah sailed, that he would be sent to the Cape of Good Hope, in the Phaëton, for Lord Charles Somerset to provide him with a passage to Europe. It is a known fact, that the behaviour of Buonaparte toward Madame Bertrand had, for some time, been marked with that offensive coarseness and asperity, known to be so easily excited in him by his dependants, upon any discovery of their defection in attachment to his person and service. He actually forbade her to appear at his table, unless specially invited, though he knew she had no table of her own provided. General Gorgan did not sign the paper which pledged him to stay with Buonaparte during his captivity, until after considerable deliberation, which was not at all approved by Buonaparte, though he had affected to bid all his followers not to consider themselves as being shackled by the situations they held toward him. It is not correct that Buonaparte seldom speaks of his campaigns: he speaks frequently of all of them, except that of Waterloo; and when that one is noticed, the loss of it is invariably attributed by him to a treasonable panic. Colonel Wilkes (late governor), previous to his leaving St. Helena, had a conversation with Buonaparte, which lasted an hour and a half—a circumstance that was considered the more extraordinary, as he had for some time shewn a steady disinclination to converse more than a few minutes at one time with any person; and he had, likewise, discontinued taking exercise in those limits which he knew would subject him to the *surveillance* of Captain Popplewell, of the 53d regiment, who commands at the advanced posts. This new regimen, the product of his own perturbed state of mind, had given him a very pallid look, previous to the sailing of the Havannah. It will be remembered that Bertrand was included by the King of France in the Ordinance of the 24th of July last, as being charged with waging war against France and the government; and that his subsequent condemnation was founded upon a letter which he wrote to the Duke of Fitzjames, offering fealty and allegiance. Bertrand says, in reply to this, that his letter was dated on the 19th of April, and was written to the Duke of Fitzjames when the Comte de Lille (Louis XVIII.) was in England; that it could afford no proof of his treason to Louis XVIII. as it promised fealty only to whoever might be chosen to the head of the government by the *voice of the French people*; and it was not this voice, he says, that placed the present King on the throne.

MR. EDITOR,

H. M. S. Wellesley, Spithead, May 13th, 1816.

HAVING recently touched at the Cape of Good Hope, on my return from India to England, sentiments of exalted regard and esteem for a friend while living, led me to contemplate the spot containing his remains, and I experienced a consolatory degree of satisfaction, in finding a head-stone, with the following inscription, pointing out the place of his interment:—

“ Here lie the Remains of PHILIP BEAVER, Captain of his Majesty’s ship *Nisus*, who, after a short but painful illness, which he bore with his characteristic firmness, closed an enterprising and virtuous life, 5th April, 1813, aged 48 years.”

Although this is but a modest and humble record of the decision and ability that marked his character as a naval officer, with so much promise of future greatness, yet I am desirous it should find a place in your intelligent and widely circulating Chronicle, till such period as a further memoir of his useful and honorable life may occupy a larger portion of it.

I am, Sir, your very humble Servant,

John Bayley.



MR. EDITOR,

30th June, 1816.

IT was with infinite satisfaction I read a paragraph in the papers a few days ago, stating, that orders had been given by the Board, to lay down immediately two large frigates, capable of mounting 60 guns, in the King’s yard at Plymouth, to be called the *Portland* and *Lancaster*. Having, in conjunction with *Nestor*, *Arion*, *Alfred*, and my old antagonist, *J. C.* strongly recommended the building of such ships of durable and well-seasoned timber, I feel very great pleasure (and I think the country will approve of it) on seeing our suggestions adopted; and I have little doubt it is intended to follow up the system, by completing as many as possible every year; and I trust it will be pursued until the British navy is put into a completely efficient state, fit to cope with the united naval means of all the powers of Europe and America. To the measures of the latter country we ought to pay particular attention, and keep a very watchful eye, as the quickly increasing navy she is contemplating to complete as fast as possible, must in a few years be not a little formidable. We must be prepared to crush it, if war breaks out, in the beginning of the contest; and if peace continues, let us diligently increase and strengthen our navy by ships fit to maintain our naval superiority; for our officers and men will do their part, and conquer or die like Britons.

Albion.

PHILOSOPHICAL PAPER.

VOLCANOS IN THE SUN.

A GERMAN Journal contains the following curious facts, by Count Mascati, and his assistant, Mr. Quiro Mauri, which were drawn up at Milan, having been deduced from observations of the former in that city:—

“ On the 3d of October (says that astronomer), the craters of three volcanos lately discovered on the surface of the sun, appeared quite distinct, but elliptical; they were situated about the edge of the sun, in the form of a tranverse belt.

“ On the 4th, the two nearest to the edge were invisible, owing to the sun’s revolution, and the contour of the other was less distinctly marked than before. On the opposite edge, however, appeared very plainly on the sun’s disk, two detached planetary masses, in conjunction; on the 6th, was observed a single but thicker mass of the same kind, likewise in conjunction.

“ On the 7th, half of the middle crater of the third was seen nearly circular, because it had approached to the centre of the solar disk.

“ On the 9th, the circumference of this crater appeared lengthened, and the crater observed on the 4th seemed almost round, and nearest to the centre of the disk; as did, in its turn, the last and only one visible on the 4th.

“ On the 18th appeared three small, but probably similar masses; on the 19th, three smaller; on the 23d, three still smaller; on the 29th, five, little different from the preceding; and finally, on the 30th, near the edge of the sun, a small portion of one of the craters described above. All these masses, without exception, were in the above mentioned zone. The powers of the telescope would not allow of any further discoveries during the time specified.”

From these phenomena Mr. Mauri deduces the following inference:—

“ The sun must be considered as a body containing a matter capable of producing distinct volcanos, because it has recently exhibited traces of such craters, and the projected masses really, or at least to appearances, covered the luminous surface in several places. There is every reason to believe that the sun is a solid, not a fluid body; because the volcanic craters were distinctly to be seen open for a considerable time together. The sun is, on the other hand, a cold body, not so hot as to melt or produce a red glow, because the part observed in these abysses were not fiery, but black. The sun has, for the promotion of fertility, a luminous, slightly fluid envelope, like the green carpet that covers our fields; because some folds

of luminous matter inclined downward, in order to cover the hard places on some of the interior edges of the crater. The sun underneath the above-mentioned envelope is not luminous; because the interior of the newly opened craters was quite dark, as well as the masses thrown up by them. The sun has, probably, a warmth nearly approaching to the temperature of our earth; because volcanos, which are hotter than the rest of the mass of the earth, make their appearance there. The sun reproduces the luminous envelope, wherever the latter is broken through; because the volcanos are gradually covered again with it, after the manner of an organic, and to us, unknown matter. The sun accomplishes its daily revolution in about 108 hours of our time. This period is ascertained by the re-appearance of the individual craters discernible by us on the surface of the sun, and on this occasion it may be affirmed, that the spots, as they are called, upon the sun, which have hitherto been considered as attached to its body, are either atmospheric phenomena, or ærolites, passing about it, because they change their situation with respect to each other.

“ Perhaps they may be wrecks from that remote catastrophe described by Moses; perhaps fragments, though of smaller dimensions, yet of a similar nature with those which we have in a former place denominated planetary masses; fragments of that kind, which I remarked in diverging columns, more or less fanshaped, which accompanied the last beautiful comet, like an atmosphere illuminated in opposition with the sun, and through which, on account of the inferior power of reflecting light, I discovered the real opaque nucleus of that meteor. I could appeal for the truth of this to the testimony of various eye witnesses, and among the rest of a professor who observed it with me, and who entertains no doubt of the reality of the phenomenon.—The sun has on its surface prodigious concavities and proportionate protuberances, because the situation of the elliptic axis of the crater differed from that of those which would have been produced on a perfectly level sphere. Besides its annual and diurnal motion, the sun has a conical revolution round its pole, which is performed by its axis in about twenty-seven days of our time; because the last portion of crater, in the zone originally discovered, re-appeared in that period, after the positive baggage of the crater in other zones.

“ I might mention some other discoveries worthy of notice, but this letter is already long enough. Allow me, however, to express my ardent wish that astronomers, possessed of the requisite instruments and skill, would examine and confirm the discovery of the latest planets that have issued from the sun. The three largest seemed to me to belong to the class of Venus and Mercury. If the sun's light should preclude observations of them at present in their elliptical situation, they might be found hereafter in a more favourable position.—The discoverers might then give them what appellation they please, with the exception of the three largest, which I reserve to myself the right of naming.”

PLATE CCCCLXIV.

Port Royal, Jamaica.

JAMAICA, of which island the subject of the annexed engraving is its principal port, was discovered by Columbus on the 3d of May, 1494, in his second voyage to the New World, as it was then justly termed; and so beautiful and attractive was its appearance, that it became in that respect the favorite of his discoveries, and his son chose it for his dukedom.

In the year 1509, it was settled by Juan D'Esquivel. Most of the originally built towns are gone to decay. **St. Jago**, now called Spanish Town, is, as it was anciently, the capital. Jamaica was possessed by the Spaniards 160 years, during which time the chief commodity was cacao. On the 11th of May, 1654, Penn and Venables landed, and reduced the island to the dominion of the English. Cacao was still the principal commodity, until the old trees decaying, and the new ones failing to thrive, the sugar cane was introduced by the planters of Barbadoes, and has continued the staple ever since.

This View represents the northern part of Port Royal Harbour, Jamaica, with Musquito Fort, and the first range of the Liguanea mountains: the vessels are, the America and Abergavenny prison-ships, and Le Lodi brig, captured in 1803, by H. M. brig Racoon, Captain Austen Bissel, after a spirited resistance. The present Sir James Alexander Gordon was then first lieutenant of the Racoon; she has been hauled upon the shoal ground, and converted into a vessel for fitting gunners' stores. The road from Kingston to Spanish Town, considered the best in the island, runs along the level ground at the foot of the mountain (which is represented in the piece); and at the extreme, to the right, is the pass at Stony Hill, where there are barracks for the military; those in a state of convalescence are sent up there, the air being salubrious: the view from this eminence is perhaps one of the most sublime, grand, and picturesque in the world; the whole prospect is an association of the finest and most interesting objects, pleasingly diversified, and expanding over a vast space; lofty mountains, extensive plains, towns, harbours filled with shipping, a long line of coast, and the boundless ocean, are seen at one view.

An anonymous author, who, in 1809, published an "Account of Jamaica and its inhabitants," speaks of that island in the following terms:—

"Jamaica being situated within eighteen degrees of the equator, its climate will naturally be expected to be of a degree of warmth considerably above temperate. In these tropical regions it has been wisely ordained by Providence, that the heat, which would otherwise be insufferable, should be tempered by appropriate causes. While the inhabitant of the mountains of Jamaica enjoys a purer and more wholesome air than he who resides nearer the ocean, the latter is refreshed by the daily sea breeze which periodically sets in. So peculiarly grateful and welcome is this friend of man, that the poor half-parched seaman, when he eyes the distant rippling

of the ocean, and the dark blue streak on its farthest verge, indicative of its approach, hails it by the *healing* appellation of the *Doctor*. To speak poetically, health sits perched upon its wing, and joy and cheerfulness follow in its train. It is also observable, that during the hottest times of the day, and the most sultry months, a succession of light flying clouds continually pass over and intercept the sun's fierce blaze. It is cooler and more salubrious on the north side of the island than on the south. The medium temperature of the air may be said to be 75 degrees of Fahrenheit; during the hottest times it is often as high as 96°, and sometimes upwards of 100°. In the mountains the author has known it to be as low as 49°.

“ There is little variation of the seasons here, except what is occasioned by the alternation of rainy and dry weather. In the months of December, January, and February, the air on the mountains is indeed sensibly colder; but this is chiefly observable in the morning; and at this time it is here so keen, at times, as to cause one to shiver, and almost wish for a fire. In the low vallies, and level grounds, this coldness is not so observable. Indeed, between the high mountain and sea-side air, there is a difference of many degrees, which is very perceptible on passing from one to the other. July and August may be considered the hottest months of the year. The rainy weather does not always take place in the same months; sometimes the spring rains do not set in till the beginning of June, and sometimes later; sometimes they begin in the month of March, sometimes even in February, and continue for two months, perhaps, or more.

“ The autumnal, or fall-rains, as they are here called, usually happen in October and November, sometimes earlier, sometimes later. The spring rains are by far the most violent; during the prevalence of these, the air is most insufferably sultry: this extreme heat, joined to a still unagitated atmosphere, is a presage of the coming deluge. These rains, often for weeks together, set in regularly at the same hour, and continue about the same length of time—two or three hours; sometimes, however, they will continue whole days and nights, with little or no intermission.”

This author gives the following description of the interior of the Island:—

“ Here the barren and the fertile, the level and the inaccessible, are mingled. In one place a fine valley, or glade, fertile and irrigated, stretching along the foot of craggy and desolate mountains, covered with immense rocks, slightly intermixed with a dry, arid, and unfruitful soil; in another, a narrow and frightful defile, or deep and gloomy cock-pit, where the rays of the sun never penetrated, both inclosed by abrupt precipices, overhanging rocks, and impervious woods.”

A SHORT DESCRIPTION OF GENOA,

BY THE AUTHOR OF THE GENOESE CAMPAIGN.

GENOA, the former capital of a Republic, now subject to the king of Sardinia, is situated at the bottom of a gulph, on the declivity of a pleasant hill, appearing to great advantage from the sea. It is a large and populous city, having had a considerable trade in damasks, velvets, and silks. The streets are generally narrow and crooked; paved with the utmost care,

and from their steepness of ascent, are always clean. The Strado di Ballio, and another, are composed of magnificent palaces, built of marble, from adjacent quarries; the churches and convents are also handsome, and there are several well-regulated hospitals. The church, dedicated to Saint Marie de Caugna, is perfectly unique, both in structure and ornament, and was built by a private family; it is a striking monument of religious ostentation and its site peculiarly interesting, the approach to it being by a grand bridge, connecting two elevated hills; and under it are houses of six or seven stories high. The interior is adorned with several master-pieces of painting and sculpture. The University stands in the centre of the Ballio, nearly opposite the splendid palace of the Doge; from its steps the view of mansions and palaces strike the stranger with admiration and delight. The interior is admirably calculated for the purpose to which it is devoted. The different schools are fitted-up in a plain manner, but with a just attention to effect. The philosophical apparatus are of the first order, and were sent by Bonaparte from Paris. Particular apartments are assigned for the instruments and professors. The library occupies several extensive rooms, containing nearly one hundred thousand volumes, classed in the different departments of science; there are also a number of illuminated manuscripts; on the table were several lives of the emperor, by different authors. One, an immense folio, illustrated with plates of extensive dimensions. The palace of Andrew Doria, without the walls, is converted into an academy; the gardens are handsome, and open to the public; the statue of the founder stands in the middle, of white marble, plain and republican, with very few ornaments; to the westward of the town, at the distance of a mile, is a museum of natural history, and rare things belonging to Senior Duraffo, or prince, as he is termed, by the courtesy of the Cicerone; the arrangements are strikingly beautiful, equal to that at Portici, and superior to any private collection in Europe. There are, also, many other magnificent collections, but the French had transported the best paintings and statues to Paris. The altar pieces of many of the churches are by the greatest masters; the Cardinal Archbishop of the noble house of Latour is respectable from his charity, and the amiable affability of his manners; the latter part of his character has retained him in his situation, though supposed to be attached to the ex-emperor. Most of the clergy are respectable; in the pulpit, many of them very energetic and expressive preachers; without, the violence or rant of the generality of Italians; a handsome opera and theatre, with delightful singers; several handsome public gardens and promenades afford agreeable but expensive amusements. The interior of their houses unite every convenience; those of the nobility are really worthy of their rank; many of the poorest have baths, billiard rooms, ball courts, and chapels, uniting in their own habitations every comfort and reasonable gratification; their gardens are laid out in an unostentatious taste, peculiarly pleasing. The country, in the immediate vicinity, is very fertile, interspersed with delightful palaces, villages, and hamlets; towards the Bochetta, it assumes a more sterile appearance, the scenery around it is elevated and barren, the grand road, built by a private family, adds to its beauty and convenience, but naturally injures its independance by rendering the territory more accessible.

The fortifications are old and elevated works; the ramparts are a delightful promenade, commanding a fine view of the surrounding country; the sea-face is a continual line of guns and mortars; that of Zerbing and Chiaio had suffered considerably from our fire; the fort De Ecule, or school for the youths, is admirably fitted for instruction, and is built upon piles. 236 beautiful brass cannon, highly ornamented with the city arms, are the pride of the walls; the inhabitants determined to purchase them again from us; two moles defend the harbour from all winds but the S. E., which drives in a heavy sea; the light house, 420 feet above its level, and two small ones of direction are its chief ornaments; the arsenal is extensive; close to it is the galley basin, where the unfortunate Conte di Fierro lost his life in the moment of victory, over the liberties of his fellow citizens. The French Dock-yard is a small distance to the eastward of the walls, at Saint Martino; the water near the launching slip is shallow for some hundred yards, but has a small descent; platforms of oak are laid from the ways to the deep water; great attention to the weather is therefore necessary: the Gmelin had lately been sent to Toulon; the Brilliant, Brave, and a frigate, were on the stocks at the capture; the former was finished, and launched; the frames of the others were taken down and shipped; Montaigne, in his Essays, says of this city and people,—mountains without wood, sea without fish, men void of faith, women without virtue; and yet Genoa, the superb; to the latter denomination, the suburbs called de Albaro, fully entitle it; in many other points the learned author is mistaken; the country is not so divided, nor the seas so totally devoid of aliment as he pretends. The black dresses of the women combined with the fairness and brilliance of their complexions is not displeasing, and if the army or navy were successful in their attempts, virtue and modesty were as common as in England; the manners and dress of the men are elegant and tasteful; French and English were frequently spoken by both sexes, a proof that the preservation of their dialect of the Italian arises from local prejudices and feelings. Having themselves contributed to our capture, they vied with each other in hospitality and politeness; a correspondent feeling was evinced by the naval force, who returned their civilities by numerous balls and festivities. The general wish of all orders were for a constitution similar to that imposed by the French before their incorporation with the kingdom of Italy as an independant state, protected by Great Britain; this they expected would alone renew their former affluence and renown, render them the great d ep ot of the coast, and be equally advantageous to the kingdom of their adoption. The different proclamations had so fully assured them of independance, that the annexation of their city to Savoy was a stroke wholly unexpected and undesired; the reception of the king of Sardinia was that of the British General mixed with those sentiments of respect due by the Inhabitants of a neighbouring state, to a sovereign, participating their sufferings; the only source of satisfaction to the inhabitants was their emancipation from the Austrians; but to either of those powers they prefer the French ascendancy, pregnant as they say it was with greatness. If we are subject to any foreign power, said an enlightened Genoese, let us return to one whose arts, arms, and science, ensured us commerce and protection.

STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENED AT VIENNA ON THE 29TH DECEMBER, 1814.

[Continued from Vol. XXXV. page 483.]

No. XI.

Circular to the subscribers unto the charitable fund for the abolition of the white slavery in Africa.

Paris, 20 April, 1816.

THE Knights-subscribers for the abolition of the enslavement of the Whites, as well as of the Blacks, in Africa, and other persons invited by them, held a festive assembly at the street *Grange-Batelière*, on 15th April.*

The VISCOUNT CHATEAUBRIAND, immediately on his arrival, delivered to the President (Admiral Sir SIDNEY-SMYTHE), printed copies of the speech

* The contemporary prints afford us the following more detailed account of this truly philanthropic fête.

A letter from Paris informs us, that "on the 15th April last there was a numerous meeting of the friends of Sir Sidney Smith and other Gentlemen, desirous of co-operating with the gallant Admiral, in the destruction of that system of piracy and cruelty exercised by the Barbary States on the coast of Africa. After the perusal of several authentic documents, giving an account of the horrors and sufferings to which Europeans of both sexes and all ages were exposed, and proving the absolute necessity of putting an end to this horrible and inhuman system, the company partook of a very elegant dinner, provided by Robert, so long famed as the *Chef des Gastronomes*. Among the distinguished personages present, we noticed the Spanish and Portuguese Ambassadors, les Viscomtes de Montmorency, and de Chateaubriand, both Members of the Chamber of Peers; M. le Comte de Fargues, Comte Alphonse de Durfort, Sir William Wolsley, M. Hyde de Neuville, and M. Blesi de Bourdon, Mr. Q. Dick, &c.

"Sir Sidney Smith, who was called to the chair, adhered to the Old English custom of giving one, two, or more toasts after dinner, and as soon as the dessert was set on the table, he proposed the health of his Majesty Louis XVIII. which was drank with *three times three*, amidst enthusiastic acclamations of applause. M. Hyde de Neuville soon after begged permission of the President to propose the health of the Sovereigns of that country, where the proscribed and unfortunate ever found asylum and protection. He then gave 'the health of the Prince Regent, to whose firm and vigorous Councils we owe the deliverance of Europe, and the restoration of our legitimate Monarch.'—I need scarcely add, that the plaudits which followed this toast were long and reiterated. The cries of '*Vive le Prince Regent*' resounded from every part of the room."

addressed by him to the Chamber of Peers of France: the same were forthwith distributed among the company present.*

The President, on opening the sitting, read several extracts from his report, which will be printed and distributed unto the subscribers; and he also made known the different heads, together with translations of his very extensive correspondence in the oriental as well as in the occidental languages, from Lebanon to Atlas, from Yaffa to Tangier, and moreover of divers other interesting documents in his hands. After the banquet, the President continued the perusal of the principal pieces, among others of certain letters from Algier, particularly a letter from an officer of the British navy, † to a member of the Parliament of Great Britain, and communicated in form to the President, containing distinct details of the situation of the unfortunate Europeans suffering in chains at Algier, of whose sufferings that officer was recently an eye-witness, and also containing some well-founded reflections on the impolicy of those nations which, having been or still being in a position to annihilate the naval force of the Algerines at pleasure, have instead thereof entered into ephemeral truces (for they can not be regarded as treaties of solid peace), merely making some partial stipulations for commercial interests, without regard either to their own glory, or to the rights of humanity, and leaving to the Algerines the faculty of re-commencing their depredations, as is, no doubt, their intention. ‡

* The alarm excited by the excesses of the Barbary Powers in the Mediterranean, spreads rapidly. A motion was made in the French Chamber of Peers, on the 9th, for an Address to the King, praying him to order his Minister for Foreign Affairs, to write to the several Courts of Europe, for the purpose of opening general negociations with the Barbary Powers, to determine them to respect the flags of foreign nations, and put an end to the reducing of Christians to slavery. This proposition was well received, and will be shortly discussed in the Peers. It is indeed a disgrace to Europe, that the existence of this system of piracy should have been so long tolerated. England and Spain are, we believe, the only Powers that have not experienced their aggressions; and this favour shewn, not from love, but fear, operates to the extension of their commerce, by giving them so decided an advantage over the other European States. It will be soon seen whether the policy of England is really influenced by this selfish consideration.—

† See No. XIII. of this series.

‡ How true a prophet was the president of the Knight's liberators, on the 15th April, let the following advices from Italy testify:—

Genoa, June 10.—“Several Captains of merchantmen from Sicily and Malta affirm, that the Bey of Tunis has been assassinated by his son at the head of a mob, enraged at the Treaty concluded with Lord Εκμouτη, and particularly at the clause which stipulates the abolition of the slavery of the Christian prisoners. Immediately after this revolution, the Tunisians sent to sea a great number of galleys.

About the same time we received authentic information of the massacre of all the Europeans engaged in the coral fishery near Bona, on the coast of Algier.

Sardinia, not having any military marine, had perhaps no alternative ; but we have a right to expect from the first rate powers who have the

The details are horrible ; the following account, which was drawn up by the British Vice-Consul in Sicily, will be read by every Briton with feelings of no common description :—

“ Trapani, May 23.

“ The following is a translation of a letter written in Italian by the English Vice-Consul at Trapani, to the British Vice-Consul at Palermo :—

“ Sir—I am truly afflicted at being obliged to announce to you the arrival yesterday and to-day, at this port, of several vessels from the Coral Fishing, which had the good fortune to escape from Bona with the dreadful intelligence of the tragedy which had taken place in that barbarous country, where 79 vessels were assembled at one point, and 280 at another—some from Naples and others from Corsica, and the island of St. Marguerite—all carrying the English flag, and all for the purpose of the coral fishing : allowed them by the English establishment at Bona, as well as by passports from the British Consul-General at Algiers, Mr. O'Donnell, or from your Consul at Bonue, M. Escradero, who is appointed by the English Consul ; every vessel contributed 200 crowns to the support of this establishment.

“ Having personally examined several masters of vessels, to ascertain still more fully the circumstances of this disastrous event, the following are the particulars with which I was made acquainted :—

“ All the ship masters, immediately on their arrival at Bona, having paid the duties and obtained the passports above-mentioned, landed, and proceeded to take from the magazines of the British Consulate, where the provisions are kept, those which were necessary to them for six months, as well as all the articles used in coral fishing. They had peaceably begun to fish, and had already deposited in those magazines the coral obtained.

“ On the 23d, being Ascension-Day, an hour after sun-rise, when all the crews were making ready to go to mass, a cannon shot was heard from the castle, and at the same instant 2000 Turkish, Levantine, and Moorish troops, both cavalry and infantry, made their appearance ; part rushed up the country, and immediately another band made towards the river, where the fishing vessels were moored, and fired, as well as did the forts of the country, on the unfortunate crews, who were partly on board their barks and partly ashore, and all were massacred. They seized several English flags, which they tore in pieces, trampled them under foot, and dragged them on the ground as in triumph.

“ Those who were in the country succeeded in saving themselves by flight : they said that they saw those troops plunder the house of the Consul, and the magazines in which were the provisions, as well as the coral, and they also saw them cut off the head of the cousin of the Consul, who was flying, almost naked, to a Neapolitan felucca. The brother of this unfortunate person, Mr. Francis Escradero, after having left tied down in the midst of these banditti the Consul himself, joined a Sicilian ship-master, and they embarked together, steering for Galeta and Sardinia.—This intelligence has filled us all with grief, both on account of the absent men, who were thought to be massacred, as by the loss of about 70,000 ounces of money.

“ There have this instant arrived three more barks ; the master of one of them relates, that after the arrival of a courier hostilities were suspended, and the Vice-

means of stipulating for those of inferior magnitude, the protection of all the coasts of habitable Europe for the whole Nazarene nation (according to the musulman phraseology).* The ambassador of his Sardinian Majesty at the court of France, has notified unto the President, this day, the conclusion of peace between his said Majesty and the regency of Algier, by the support and intervention of his Britannic Majesty.

These additional pieces are to be annexed unto the series of documents which have been already circulated, and will be in due course distributed among the subscribers. Those who may wish to have complete sets, can be supplied *gratis*, by Messrs. PERREGAUX, LAFFITTE, and Co. upon exhibiting the receipt by any banker, of their donation for the current year, to the charitable fund,† amounting to any given sum equivalent to the expense of printing the number of copies which they may require; leaving to their benevolence any augmentation of their subscription towards this grand work of Charity.

On the day after this meeting of the Knights-liberators, the President having the honor to be admitted to an audience of the King, to make his

Consul who survived was set at liberty, but without being permitted to quit the town, and several shipmasters and seamen, who had taken refuge in a magazine during the massacre, and the Vice-Consul advised them to fly to the barks, which were laying without crews.

* The same ship-master, who speaks the Turkish language, adds, that having asked a Turk the cause of these hostilities, the latter answered, that the Dey of Algiers had declared war against the English, because the English Admiral had made a demand that the Algerine fleet should be burnt. God knows if this be true! The master of the bark last arrived (on board of which was a master barber, an intelligent man,) relates that the fortress had immediately recommenced firing without any one knowing the reason.

† In such a state of uncertainty, I can say nothing positive, but I shall not fail to interrogate further the crews of such vessels as arrive in future, and which are expected to bring the wounded. I shall not fail to make you acquainted with any further facts I may learn.

I am, &c

‘ SALVADORE MALATO, English Vice-Consul.’

We learn to-day that the tartan *The Holy Trinity*, commanded by Captain MARIO ALBERTILLI, was taken under the battery of which she was moored, near Ostia, on the Roman coast. The crew escaped to the shore in the tartan's boat. The ship which committed this act of piracy is a small Barbary vessel, carrying a black flag. This capture was made 28th May, and the Assurance Company at Messina had to pay a loss of 700 golden ounces for the same.

All these facts prove the necessity of taking more efficacious and more general measures against the Barbary Regencies. Very moderate, but unanimous measures on the part of Italy, France, and Spain, would be sufficient to deliver the Mediterranean from this intolerable tyranny.

* “ *Thajjar al Nassara*.”

† The central treasurers are Messrs. GAULI and brothers, at Genoa. Subscriptions to this institution are received in London by Messrs. THOMAS COURTS, and Co. bankers.

report to his Majesty as a subscriber to the Charitable Fund, and to lay before H. M. the correspondence and its documentary vouchers, took occasion to solicit the attention of H. M. to the energetic and affecting words which conclude the address of the House of Peers of England to the Prince-Regent, on the 15th May, 1814 ;* *viz.*

“ No moment, we think, was ever yet so favourable, for stipulating a joint and irrevocable renunciation of those barbarous practices, and for promulgating, by the assembled authority of the whole civilized world, a solemn declaration, that, to carry away into slavery the inhabitants of unoffending countries is, to violate the universal law of nations, founded, as that law must ever be, on the immutable principles of justice and religion. It is on those sacred principles, the safeguards of all lawful government, the bulwarks of all national independence, that we wish our proposal to be rested ; on them we rely for its success : recommended, as it will be, not by the exhortations only, but by the example of Great Britain, and addressed to the rulers of those states, which have themselves so signally been rescued by Providence from danger and destruction : from internal desolation, and from subjection to a foreign yoke. On all it must, we think, impress itself with equal force ; whether they be ranked among the deliverers or the delivered ; among those whom a merciless oppression had already overwhelmed, or among those whose moderation and justice in success have added lustre even to the firmness of their resistance, and to the glory of their victories. No worthier thanks, we confidently believe, can be offered to Providence for past protection ; on no better grounds can future blessings be solicited, than by the recognition and discharge of the great duties which we all owe alike, to the rights, the liberty, and the happiness of our fellow-creatures.”

On this the President remarked to H. M. that the blacks not being exclusively specified, the whites could not be deemed to be excluded from the wishes therein expressed for the abolition of slavery in Africa in its most enlarged acceptation.

The President also seized this opportunity to place under the eye of H. M. and to lay upon his table, one of the copies of the eloquent and energetic appeal made to the Chamber of Peers by the before-mentioned Viscount de CHATEAUBRIAND, on the 9th instant.† The President accompanied the same by the following respectful remonstrance : *viz.*

“ If the House of Peers of one nation had already declared its wishes, as has been quoted, and if the Chamber of Peers of another nation had concurred in the vote, that the subject was fit of being entertained, the respective Sovereigns would probably deem it worthy of their royal consideration ; and if in their wisdom, they admitted the principle, they perhaps would at once deign to act upon his representation, and operate the desired good by their own spontaneous sovereign act, without waiting for diplomatic formalities ; which could not be fulfilled in time to admit of introducing the business before the French legislature this session, or before September next ; which would leave the defenseless coasts of Italy a prey to piratical incursion, at least during the whole of the summer.”

H. M. did not hesitate to admit the justice of this reasoning, and to recognise the justice of this cause ; evidently participating in the indignation which the President did not dissemble, in submitting to H. M. the

* See No. XIV.

† See No. XV.

authentic proofs of the recent taking and carrying away many inhabitants of the coasts of Italy and of Sardinia, and the murder of twenty males, whose corpses were found massacred on the shore.

On the same day the President had the honor to make the same representation (as above described) to H. R. H. MONSIEUR, the King's brother, and to obtain from that Prince a similar assent to the benevolent views of the institution for the abolition of white slavery in northern Africa.

W. S. S.

The following intelligence has been received at Lloyd's :—

“ SIR,

“ *Madrid, May 29.*

I profit of a courier dispatched by our Minister, C. R. Vaughan, Esq. to inform you that three Spanish vessels have arrived at Carthagena, from Oran, and the following is an extract of the report made by the Captain, as contained in a letter I have read, received from the former place :—

“ On the 16th May, an English brig, loading at Oran, was seized by the Moors, and the captain and crew, with the English Vice-Consul, sent prisoners to Algier. On the 17th or 18th, two Gibraltar vessels arrived at or near Oran, and shared the same fate. The Spaniards, informed the same thing was likely to happen to them, immediately left the place, to the number of eleven vessels, leaving all their property behind them; the three vessels arrived at Carthagena are part of the eleven escaped as above said; and the captains also report, it was given out at Oran that the measures had been adopted in consequence of orders received from Algiers.

“ From the above intelligence it is the general opinion in this city, that the Algerines are cruising against our vessels, all which particulars I have immediately communicated to all my Vice-Consuls on the coast, and desired them not to dispatch any ships' papers until further information is received, unless the captains insist thereon at their own risk; in which case, to give you advice of the particulars of the vessel, cargo, &c. This measure, although without instructions relative to this unforeseen event, will, I flatter myself, be approved at Lloyd's, and also by ship owners.

“ I am, truly, your obedient humble servant,

“ *P. C. Supper,*

“ His Britannic Majesty's Consul-General at Barcelona, and for the Province of Catalonia, and Agent for Lloyd's.

“ *To Mr. John Bennett, Junior.*”

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#### ABOLITION OF THE BLACK SLAVE TRADE.

*Additional Article to the Definitive Treaty of Peace.\**

THE High Contracting Powers, sincerely desiring to give effect to the measures on which they deliberated at the Congress of Vienna, relative to

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\* For the Treaty, see *D. C.* Vol. XXXV. p. 484.

the complete and universal abolition of the Slave Trade, and having, each in their respective dominions, prohibited without restriction their colonies and subjects from taking any part whatever in this traffic, engage to renew conjointly their efforts, with the view of securing final success to those principles which they proclaimed in the declaration of the fourth of February one thousand eight hundred and fifteen, and of concerting, without loss of time, through their ministers at the Courts of London and of Paris, the most effectual measures for the entire and definitive abolition of a commerce so odious, and so strongly condemned by the laws of religion and of nature.

The present additional article shall have the same force and effect as if it were inserted, word for word, in the treaty signed this day. It shall be included in the ratification of the said treaty.

In witness whereof, the respective plenipotentiaries have, &c.

Done at Paris this 20th November, 1815.

[Signed and sealed as *per* Treaty.]

*Note from Viscount Castlereagh to Prince Talleyrand.*

PRINCE,

Paris, July 27, 1815.

THE official order to the Admiralty, which I had the honor of transmitting to your Highness on the 25th, having suspended hostilities against the coast of France, and against French ships carrying the White-flag, I have been directed by my Court, without delay, to call your attention to the necessity of guarding, under these circumstances, against any possible revival of the Slave Trade.

The British government conceive, that under the operation of the Law of France, as it now stands, it is strictly prohibited to French subjects to carry on a traffic in slaves; and that nothing but a specific Ordinance could again revive that commerce; but, whether this be the true construction or not of the state of the law in a technical sense, they feel persuaded that his Most Christian Majesty will never lend his authority to revive a system of this nature, which has been, *de facto*, abolished.

I have desired Sir CHARLES STUART to communicate to your Highness what passed on this subject at Ghent; the assurance the KING was at that time pleased to give to the British ambassador, entirely tranquillized the PRINCE REGENT's ministers on this subject; but now that his MAJESTY has been happily restored to his throne, they are most anxious to be enabled at once to relieve the solicitude of the British nation, by declaring, that the KING, relieved by the state in which this measure now stands, from those considerations of reserve which before influenced his conduct, does not hesitate to consider that question as now for ever closed, in conformity with those benevolent principles which are at all times congenial with the natural feelings of his MAJESTY's breast.

I have the honour to be, &c.

*His Excellency Prince Talleyrand, &c.*

*Castlereagh.*

*Note from Prince Talleyrand to Viscount Castlereagh.*

(TRANSLATION.)

MY LORD,

Paris, July 30, 1815.

I have the honour to acquaint your Excellency, that the KING, in consequence of the conversation he has had with Sir CHARLES STUART, and of the letter which your Excellency did me the honour to write to me on the 27th instant, has issued directions, in order that, on the part of France, the traffic in slaves may cease from the present time, every where and for ever.

What has been done in this respect by the Usurper was in the first place null and void, as were all his decrees, and moreover had been evidently dictated to him by personal motives of interest, and by hopes, which he would never have conceived, had he been capable of appreciating the British government and people. It had not, therefore, and could not have, any weight with his MAJESTY.

But it was with regret, that, last year, his MAJESTY stipulated the continuance of the traffic for a few years. He had only done so, because, on the one hand, he was aware that on this point there existed in France prejudices, which it was at that time advisable to sooth; and that, on the other hand, it was not possible to ascertain with precision, what length of time it would require to remove them.

Since that period, these prejudices have been attacked in several publications, and with such effect as to afford his Majesty, this day, the satisfaction of following, without reserve, the dictates of his inclination, the more so, since it has been proved, by inquiries made with the greatest care, that the prosperity of the French colonies not being compromised by the immediate abolition of the trade, the said abolition is not contrary to the interests of his subjects, interests which, above all, his MAJESTY thought himself bound to consult. This satisfaction is increased by the idea, that his MAJESTY, at the same time, does what is agreeable to the government and people of great Britain. Accept, my Lord, the assurance, &c.

*The Prince de Talleyrand.*

*His Excellency Lord Viscount Castlereagh.*

*Note from Viscount Castlereagh to Prince Talleyrand.*

Paris, July 31, 1815.

The undersigned, his BRITANNIC MAJESTY'S Principal Secretary of State for Foreign Affairs, has the honour to acknowledge Prince TALLEYRAND'S note of this date, conveying to him the decision taken by his MOST CHRISTIAN MAJESTY, finally to abolish the Slave Trade throughout the French dominions.

The undersigned will not lose a moment in transmitting the communication to his Court; and he ventures, in the mean time, to assure his Highness, that the KING could not have taken any determination more personally grateful to the PRINCE REGENT, and to the whole British nation.

The undersigned, &c.

*His Highness the Prince Talleyrand, &c.*

*Castlereagh.*

## HYDROGRAPHY, PILOTAGE, &amp;c.

## EUROPE.

ACCOUNTS RELATIVE TO THE TRINITY-HOUSE OF DEPTFORD-STRAND;  
1805—1815.

[Ordered, by the House of Commons, to be printed, 28 May, 1816]

No. 1.—*An Account of the Revenue of the Corporation of Trinity-House of Deptford Strand, for the year 1815; showing, what part thereof arises from the Profits of Light-Houses, distinguishing each; and how much from the following sources; viz. Ballastage; from Landed Property; and from Money in the Funds; together with the Expenditure thereof; showing how much is applied in salaries or allowances to any Members of the Corporation.*

| REVENUE. 1815.                               | £.     | s. | d. |
|----------------------------------------------|--------|----|----|
| Net Profits of the Ballastage .....          | 3,079  | 14 | 11 |
| Net Produce of Buoyage and Beaconage .....   | 2,594  | 8  | 9  |
| Rents of Estates .....                       | 2,284  | 15 | 1  |
| Dividends of Stock in the Public Funds ..... | 2,925  | —  | —  |
| Benefactions of Elder-Brethren .....         | 202    | 10 | —  |
| Total .....                                  | 11,086 | 8  | 9  |

Net Produce of the Lights; *viz.*

|                       |       |    |    |
|-----------------------|-------|----|----|
| Lowestoft .....       | 1,060 | 3  | 7  |
| Foulness .....        | 2,267 | 5  | 10 |
| Haisbro' Shore .....  | 2,626 | 3  | 5  |
| Do. .. Floating ..... | 2,242 | 4  | 10 |
| Well .....            | 3,318 | 6  | 5  |
| Scilly .....          | 3,191 | 9  | 11 |
| Caskets .....         | 2,823 | 13 | 7  |
| Portland .....        | 2,430 | 18 | 11 |
| Needles .....         | 777   | 1  | 10 |
| Owers .....           | 2,443 | 8  | 7  |
| Nore .....            | 1,468 | 10 | 8  |
| Edystone .....        | 5,604 | 6  | 6  |
| Flambro' .....        | 3,848 | 6  | 2  |
| South-Stack .....     | 5,938 | 16 | 2  |
| Milford .....         | 5,338 | 19 | 3  |
| Lizard .....          | —     | —  | —  |
| Goodwin .....         | 2,412 | 8  | 6  |
| Sunk .....            | 3,531 | 5  | 8  |

| REVENUE—(continued.)                                                                                            |   | £. s. d.                |
|-----------------------------------------------------------------------------------------------------------------|---|-------------------------|
| Rents:—Smalls, St. Bees, Flatholm, Longships Hunstanton, Mumbles, Buoys at Wisbech, Beacons at Wood-bridge..... | } | 128 5 —                 |
| Total of all the Lights .....                                                                                   |   | 51,951 14 5             |
| Ballastage, Buoyage, Rents, &c. ....                                                                            |   | 11,068 8 <sup>A</sup> 9 |
| Produce of Stock sold.....                                                                                      |   | —                       |
| Total Receipts .....                                                                                            |   | 63,038 3 2              |

## EXPENDITURE.

|                                                                                                                              |               |
|------------------------------------------------------------------------------------------------------------------------------|---------------|
| Almshouses, Building, Repairs, &c. of .....                                                                                  | 2,656 13 7    |
| Pensions to Alms People and Monthly Pensioners, Prisoners of War, &c. &c. &c. ....                                           | } 23,184 15 — |
| Salaries * and contingent Expenses in the Business of the Corporation and Management thereof .....                           | } 8,644 1 —   |
| Law Charges .....                                                                                                            | 2,583 — —     |
| Taxes, Repairs, New Buildings, and other Disbursements in Relation to the Houses and other Property of the Corporation ..... | } 1,962 12 —  |
| Income Tax and Property Duty .....                                                                                           | 2,657 19 —    |
|                                                                                                                              | 41,689 — 7    |
| Cash laid out in the Purchase of Stock .....                                                                                 | 19,900 — 2    |
| Total Disbursements .....                                                                                                    | 61,589 — 9    |

No. 2.—*Account of the Number of Almshouses provided by the Trinity House of Deptford-Strond, for the Residence of Old and Decayed Masters of Merchant Ships, and their Wives or Widows, and of Old and Decayed Pilots; showing how many have been built within the last Seven Years, and the whole Annual Expense of all the Houses, including the Annual Allowances to the Inhabitants.*

|                                                                                                                                  |              |
|----------------------------------------------------------------------------------------------------------------------------------|--------------|
| The Total Number of Almshouses at present provided and maintained, is .....                                                      | 144          |
| The Annual Expense of maintaining which, including Pensions and Allowances to the Alms-people resident therein, amounts to ..... | £. 3,000 — — |

\* In these are included Salaries paid to Members of the Corporation filling Offices requiring constant attendance, amounting to 1,090*l.* per annum.

|                                                                                                                           | Number of Almshouses. |
|---------------------------------------------------------------------------------------------------------------------------|-----------------------|
| At Deptford there are of Almshouses, built many years since, and inhabited by old decayed Masters and Widows .....        | 82                    |
| At Mile-End ditto .....                                                                                                   | 34                    |
|                                                                                                                           | <hr/> 116             |
| Of which there have been built within the last seven years, for Decayed Pilots, their Wives and Widows, at Mile-End ..... | 10                    |
| Additional ditto for Decayed Masters .....                                                                                | 8                     |
| For ancient Widows and Daughters of Decayed Masters, relieved under Mrs. MARY GRIGG'S Legacy .....                        | 10                    |
| Total newly built Almshouses .....                                                                                        | <hr/> 28              |
|                                                                                                                           | <hr/> 28              |
| Total Number of all the Almshouses .....                                                                                  | <hr/> <hr/> 144       |

No. 3.—*The Number of Persons receiving Pensions from the Trinity House, being Old and Decayed Mariners, or the Wives, Widows, or Children of such; showing the Increase thereof within the last fifteen years.*

|                | Number.     |
|----------------|-------------|
| In 1815 .....  | 7,012       |
| 1800 .....     | 3,682       |
| Increase ..... | <hr/> 3,330 |

Exclusive of the Allowances to Prisoners of War in France.

No. 4.—*Account of Monies expended by the Corporation of Trinity-House of Deptford-Strond, out of their Surplus Revenues, in the Improvement of Lights, the Erection and Establishing of new Light-Houses and Floating Lights, and for the Repair and Preservation of Sea-Marks; from 1790 to 1816.*

|                                                                                                                                         | £.    | s. | d. |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------|----|----|
| 1790. For the Improvement of Portland Lights, by putting up two lanthorns, with the then new-invented Argand lamps and reflectors ..... | 2,000 | —  | —  |
| — For the establishing of the Owers Light-Vessel ..                                                                                     | 4,500 | —  | —  |
| — Haisbro' Lights, erection of .... cost .....                                                                                          | 5,500 | —  | —  |
| — Do. Floating Do. .... cost .....                                                                                                      | 4,500 | —  | —  |
| 1792. Foulness Light improved and converted to an Oil Light, with Lamps and Reflectors .....                                            | 2,000 | —  | —  |
| 1795. Goodwin Light-Vessel established, cost .....                                                                                      | 5,000 | —  | —  |
| 1797. } Sunk Light-Vessel .....                                                                                                         | 5,000 | —  | —  |
| 1801. } Do. .... Do. ....                                                                                                               |       |    |    |

|                                                                                                                                                                                                                                                      | £.     | s.    | d.    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------|-------|
| 1797. Milford Lights improved at the Expense of the Corporation (14 years being unexpired of the Lease) by an advance out of their Funds, in order that Navigation might have the benefit of an improved Light without delay .....                   | 2,600  | —     | —     |
| 1806. Flambro' Light-House built, and a grand Revolving Light, with 21 Argand Lamps, exhibited thereon                                                                                                                                               | 8,000  | —     | —     |
| 1807. Scilly Light-House repaired, and a new Lanthorn and grand Revolving Light erected and exhibited therein, with 30 Lamps and Reflectors, at an expense of.....                                                                                   | 5,000  | —     | —     |
| 1809. South-Stack Light-House built, and a grand Revolving Light erected and exhibited therein, with 21 Argand Lamps, Reflectors, at an expense of                                                                                                   | 12,000 | —     | —     |
| 1810. Three new Light-Houses erected at the Fern Islands, and improved Lights exhibited therein, with Argand Lamps, Reflectors, at an expense of                                                                                                     | 8,500  | —     | —     |
| 1810. The Edystone Light having reverted to the corporation, by the expiration of the lease, 24 lamps and reflectors erected in the lanthorn for exhibition of the light, on the improved principle (instead of a candle-light, as put by SMEATON).. | 3,000  | —     | —     |
| 1812. Lizard Light-Houses repaired, and new Lanthorns with Argand Lamps and Reflectors, put up in each to exhibit the Lights, on the most improved principle .....                                                                                   | 12,000 | —     | —     |
| 1804. } Naze Tower, near Harwich, repaired .....                                                                                                                                                                                                     | 350    | —     | —     |
| 1812. }                                                                                                                                                                                                                                              |        |       |       |
| 1814. Reculver Church towers being in danger of being washed down by the encroachment of the Sea, for Groins and Embankments, and other Defences for its preservation, the Corporation expended the sum of.....                                      | 1,260  | —     | —     |
|                                                                                                                                                                                                                                                      | <hr/>  | <hr/> | <hr/> |
|                                                                                                                                                                                                                                                      | 81,210 | —     | —     |

No. 5.—*A Statement of the Time when the Use of Argand Lamps and Reflectors was introduced into the Light-Houses; showing the proportion of the Expense incurred by the use of those, compared with the Lighting by Coal Fires.*

The use of Argand Lamps and Reflectors was first introduced into the Light-Houses in the year 1790. And the expense of maintaining a Light exhibited with Argand Lamps and Reflectors, burning Spermaceti Oil, is, to the expense of maintaining the best possible Light that can be produced by Coals, in the proportion of about four to one.



No. 6.—*List of Appointments within the Patronage of the Trinity-House of Deptford-Strond.*

|                                                                                                                                                                                              |    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| The Appointment of Collectors of Light Duties at London and the several Out-ports; of which there are in the whole .....                                                                     | 70 |
| Agents superintending the Light-Houses and Light-Vessels, of which there are .....                                                                                                           | 20 |
| From 30 <i>l.</i> to 50 <i>l.</i> a year.                                                                                                                                                    |    |
| Light Keepers, who have charge of the Light-Houses, and Masters of Light-Vessels, who have the care of the Floating Lights; in all, who reside in the Light-Houses and Floating Lights ..... | 42 |

No. 7.—*Account of the Disposal of the Balances of Surplus Rates of Pilotage, stated in the Accounts that have been, annually, presented to the Honourable House of Commons, pursuant to the Pilots Act 52 Geo. III. c. 39.*

The Balances (as stated in the several Accounts) are in Amount as follow; viz.

|                                                                                                                                                                                                                                                                             | £.     | s. | d. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----|----|
| 1st Account, from 1st October 1808, to 31st December 1809                                                                                                                                                                                                                   | 610    | 7  | 3  |
| 2d ditto .. from 1st January to 31st December 1810                                                                                                                                                                                                                          | 12,310 | 18 | 11 |
| 3d ditto .. from 1st January to 31st December 1811                                                                                                                                                                                                                          | 7,581  | 7  | 6  |
| 4th ditto .. from 1st January to 31st December 1812                                                                                                                                                                                                                         | 5,441  | 14 | 5  |
| 5th ditto .. from 1st January to 31st December 1813                                                                                                                                                                                                                         | 3,250  | 1  | 8  |
| 6th ditto .. from 1st January to 31st December 1814                                                                                                                                                                                                                         | 4,434  | 16 | 6  |
| 7th ditto .. from 1st January to 31st December 1815                                                                                                                                                                                                                         | 6,412  | 7  | 10 |
|                                                                                                                                                                                                                                                                             | 40,041 | 14 | 1  |
| Laid out, in the purchase of 50,000 <i>l.</i> 4-per-cent. Consol. constituting the present Pilotage Fund .....                                                                                                                                                              | 38,720 | —  | —  |
| Balance of Cash, remaining on 31st December 1815, to be applied, as directed by the Act, in payment of Pensions to decayed Pilots; and in the Erection and Endowment of Alms-houses for them; of which ten additional ones are now begun, and in progress of erection ..... | 1,321  | 14 | 1  |
|                                                                                                                                                                                                                                                                             | 40,041 | 14 | 1  |

No. 8.—*Additions made to the Trinity-House Pension List, from 1800 to 1816.*

|                                                           |                          |                                                                                                       |       | <i>Per Annum.</i> |              |
|-----------------------------------------------------------|--------------------------|-------------------------------------------------------------------------------------------------------|-------|-------------------|--------------|
|                                                           |                          |                                                                                                       |       | <i>£.</i>         | <i>s. d.</i> |
| 6                                                         | March 1800.              | Yearly Pensioners transferred to the M <sup>o</sup> List, amounting to, per annum .....               | 700   | —                 | —            |
| 4                                                         | Decem <sup>r</sup> 1800. | 100 <i>l.</i> per ann. added to each of the M <sup>o</sup> Books, amounting including Wives) to ..... | 1,200 | —                 | —            |
| 4                                                         | June 1801.               | A like addition made .....                                                                            | 1,200 | —                 | —            |
|                                                           | ..... 1804.              | Block Ship Bounty established .....                                                                   | 200   | —                 | —            |
| -                                                         | Decem <sup>r</sup> 1805. | Trafalgar Bounty do. ....                                                                             | 300   | —                 | —            |
| 6                                                         | March 1806.              | 100 <i>l.</i> per ann. added to the Ea. M <sup>o</sup> Book .....                                     | 1,200 | —                 | —            |
| 2                                                         | July 1807.               | Addition to Alms-people Pension .....                                                                 | 430   | —                 | —            |
| -                                                         | March 1808.              | Pensions to eight additional Alms-people in eight new Almshouses now built ....                       | 400   | —                 | —            |
| 2                                                         | August 1810.             | 100 <i>l.</i> per annum added as before to the M <sup>o</sup> Books .....                             | 1,200 | —                 | —            |
| -                                                         | Decem <sup>r</sup> 1811. | 100 <i>l.</i> .....do.....do.....                                                                     | 1,200 | —                 | —            |
| -                                                         | Feby 1815.               | 100 <i>l.</i> .....do.....do.....                                                                     | 1,200 | —                 | —            |
| -                                                         | March 1816.              | 100 <i>l.</i> .....do.....do.....                                                                     | 1,200 | —                 | —            |
| .....                                                     | 1815.                    | Pensions to Children, under 12 .....                                                                  | 1,500 | —                 | —            |
| Total added to the Pension List, per annum, since 1800 .. |                          |                                                                                                       |       | 11,930            | —            |

In 1812. Wives of Prisoners of War (temporary) 800*l.* per annum.

No. 9.—*Account of the Income arising to the Trinity-House of Deptford-Strond, from the Duties of Lights, Buoys, and Beacons in the three last Years (1813, 1814, and 1815); showing the Gross and Nett Receipt, with the Poundage\* allowed to the Receivers for collecting the same.*

| YEARS.     | Gross Amount of the Collections at all the Ports. |           |           | POUNDAGE deducted |           |           | NET RECEIPT. |           |           |
|------------|---------------------------------------------------|-----------|-----------|-------------------|-----------|-----------|--------------|-----------|-----------|
|            | <i>£.</i>                                         | <i>s.</i> | <i>d.</i> | <i>£.</i>         | <i>s.</i> | <i>d.</i> | <i>£.</i>    | <i>s.</i> | <i>d.</i> |
| 1813 ..... | 69,400                                            | —         | —         | 7,646             | —         | —         | 61,754       | —         | —         |
| 1814 ..... | 83,759                                            | —         | —         | 9,086             | —         | —         | 74,693       | —         | —         |
| 1815 ..... | 96,571                                            | —         | —         | 9,901             | —         | —         | 86,670       | —         | —         |

N.B.—It is to be observed, that the above Collections were much increased during the war (particularly the latter years of it), by so great and unusual a number of Foreign Ships being employed in the trade between this Country and the Continent, but which has now ceased, and is not likely to recur again.

Trinity-House, London,  
27th May 1816.

*J. Court,* Secretary.

\* The Poundage allowed to the Collectors (of which there are seventy at London and the Out-Ports), varies from 1*s.* to 1*s.* 6*d.* 2*s.* 2*s.* 6*d.* 3*s.* 3*s.* 4*d.* to 4*s.* in the pound, according to the Gross Amount of the Collection at each Port, and other circumstances; but 4*s.* is the utmost allowed to any, even where the Emolument it yields is under 10*l.* a year, as is the case at many of the Ports.

## ASIA.

*Memoir on the Geography of the coast of China, and the sea Eastward; illustrative of a chart, comprehending the coasts and seas from the river of Canton to the Southern Islands of Japan.* By JAMES BURNEY, Esq. R.N.

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|                                                                                                                             | A. D.                          |
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|                                                                                                                                | A. D. |
|--------------------------------------------------------------------------------------------------------------------------------|-------|
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| ..... Chart N° 43, of de la P <small>ER</small> ROUSE's Voyage ....                                                            | 1787  |
| ..... Manuscript Chart, by Capt. ANT <small>IG</small> . M <small>URRAY</small> , of<br>the Earl Howe East India ship .....    | 1805  |
| Chart of the Channel between the Bashee Islands and Formosa —By<br>Capt. J <small>AMES</small> H <small>ORSBURGH</small> ..... | 1810  |

THE great accession of geographical knowledge within the last fifty years, has effected a gradual and very beneficial change in the character of maritime geography. Whilst much of the surface of the globe remained unknown, and our knowledge of the rest was extremely defective, the boldest conjecturer was sometimes reputed the best geographer, as was evinced in the reception given to maps of a southern continent, and of navigable channels through North America. Much, it may with truth be said, yet remains unknown, and much is yet very imperfectly understood: but the progress in discovery co-operating with the improvements in nautical instruments, has been sufficient to produce the alteration alluded to, and at this time, the acknowledged excellence of maritime geography consists in minuteness of detail, and in cautiousness to avoid error, qualities very distant from the presumption and exercise of inventive genius formerly countenanced.

To the attainment of correctness, much patient study is necessary; for it ought to be held as a fundamental maxim in hydrography, that a chart, as far as lies within the power of the hydrographer, should be the sum total of all the existing geographical information respecting the space delineated. A plan made from a particular survey, if so specified, is not answerable for more than was verified in that survey; but a chart without such qualification in its title, ought to contain whatever in preceding surveys is presumed authentic, or which subsequent surveys have not invalidated. A first survey, or even a sketch of land newly discovered, or of any place not before surveyed, is to be used and may be esteemed a good chart, until it is superseded by another; and it is afterwards valuable as an original document: but every future chart of that place must be pronounced good in proportion as it is a careful and judicious compilation. The want of industry in this respect has occasioned, and does continually occasion, good surveys to be productive of bad charts. Numerous are the instances which occur of a succession of surveys of the same place, wherein each surveyor after the first, has dropped a portion of what his predecessors had gained. The process at each step may be stated to have been gaining much, and losing some.

The diligence in examining and compiling which is here recommended, becomes every day more and more expected and required.

[To be continued.]

## NAVAL LITERATURE.

*Remains of the late JOHN TWEDDELL, Fellow of Trinity College, Cambridge; being a Selection of his Letters, written from various Parts of the Continent, together with a Republication of his Prolusiones Juveniles; to which is adjoined, an Appendix, containing some Account of the Author's Journals, MSS. Collections, Drawings, &c. and of their extraordinary Disappearance. Prefixed is a brief Biographical Memoir by the Editor, the Rev. ROBERT TWEDDELL, A.M. Illustrated with Portraits, picturesque Views and Maps. London: Mawman. 1815. 4to. pp. 480 and 180. price 3l. 3s.*

[Continued from Vol. XXXV. page 503.]

**C**ONFIDENT that we have not enlogized the author beyond his merits, and that our opinion of that portion of the *Prolusiones* given in our last number has been sanctioned by a concurrence of judgment in the reader, we shall proceed in continuation of the *Speech on the Character and Memory of King WILLIAM III.*—an essay evidently written *con amore*; as may be inferred from the extent of the observations therein contained, but which, we regret to say, renders it incompatible with our limits to give entire:—

“ Yet, before we proceed after this manner to obviate the arguments adduced by his several opponents, there is one circumstance, the mention of which it were unpardonable in this place to forego. During the whole of those divisions, which ensued on the abdication of James, relative to the mode of succession, amidst all that fluctuation of interests and counsels, and the temporizing politics of contending factions, William never attempted to interpose his authority in parliament, to restrain their deliberations, nor even to gain any one person to his party, refusing to accept of the supreme magistracy of the nation, till the offering should be voluntarily confirmed by an assemblage of the two legislative powers. For a similar instance of public delicacy and moderation, displayed at a season when these principles are too apt to yield to the more prudential suggestions of policy, we shall in vain search in the history of earlier or of later times.

“ Of the objections urged against William, the first in order of time, as well as, perhaps, in magnitude, is the massacre of Glencoe. Macdonald, the arch-rebel of the North, was represented as breathing an obstinate and inveterate rancour against him, which nothing but death could extinguish; and he was said to have infused the same spirit of hostility into the numerous and hardy clan of his own name, whom this enterprising leader commanded with absolute sway. The necessity of stifling the seeds of this rebellion, by crushing the only surviving hopes of the party, was strongly insisted upon by those who conducted the English affairs in Scotland; and William, whose active spirit busied about the more extensive concerns of Europe, could ill stoop to confine its attention to every minute variation of domestic politics, among other papers hastily signed the mandate which allowed no quarter to the rebels, probably without knowing the exact

tendency or contents of the order, but certainly without being previously informed of Macdonald's submission. Hence his adversaries have taken occasion to accuse him of indulging a vindictive and sanguinary temper, and of exercising a cool deliberate cruelty, by no means compatible with that generosity and magnanimity which have been usually ascribed to him. The measures of the monarch depended, doubtless, on the representations, and even the misrepresentations, of his servants, upon that which they exaggerated from prejudice, and upon that which they concealed from perfidy. What he heard from them must have alarmed his fears; what he did not hear, would have operated on his clemency. In truth, we cannot fairly suspect William to have been capable of an act of such base and unfeeling revenge, unless we suppose, that in a paroxysm of unmanly rage he departed from the regular tenor of his whole life, which, even amidst the horrors of war, was eminently distinguished for the unwearied exercise of humanity and mercy. Such a conclusion would too widely deviate from the established rules of fair and impartial inquiry; and, indeed, the whole transaction, aggravated as it is by the impudence of malice, and the petulance of invective, affords but very slight grounds for a serious charge against him, who is allowed from defect of intelligence to have been but partially concerned in its execution.

“ A second accusation against William respects his conduct towards the Scots, relative to their settlement on the isthmus of Darien. The Scots, it is true, might have reaped the promised advantage of their scheme: but the Spaniards complained of that scheme, as a direct infringement of the treaty subsisting between them and this country, and it tended, moreover, materially to injure the trade to the West, carried on by the merchants inhabiting the southern part of this island. And as the king had been imposed upon by false representations of the Scots, in order to induce him to countenance the settlement, on discovery of the fraud it became him, as a friend to equity and substantial justice, immediately to revoke a grant, partial in its operations, and ruinous to the general interests of his dominions. This is a rule that prevails even in the strictness of legal proceedings; for in every contract between the king and the subject, where the sovereign has been deceived, the law will intend, that the deed was *ab initio* void.

“ He is also charged with an excessive partiality for the place of his birth. But this, so far from being imputed to him as a crime, should, surely, be considered as an amiable attachment, unless it can be proved, what his bitterest enemies durst never even remotely insinuate, that in any instance he sacrificed the real interests of Great Britain to a violent predilection for his native country. And why, but from a portion of that captious and pertinacious temper, which was wont to mix with the sublimer habits and more generous sentiments of that illustrious age, was the people such a niggard of the kingly countenance, as not to allow him sometimes to dissipate the rays of loyalty within the confines of his original hemisphere? When the beautiful and luminous planet of Liberty had shone so long upon us with such constant and unvaried lustre, should it not seem invidious to restrict its revolutions within the narrow circle of a single nation, and to repine at the little irregularities of its course, and the occasional eccentricities of its motion? This was that quiet retreat, remote from the turbulence of faction, and the petty warfare of domestic feuds, where he projected the most efficient means for the attainment of his ends, and planned the several arrangements that tended to secure the general peace and welfare of Europe. It was not the soft and pleasurable asylum of inactive sovereignty, accommodated to the

elegance and refinement of a royal voluptuary, but the calm recess, where, free from interruption, he laboured to undermine the insidious purposes of his rival Louis.

“ And here it may seem most proper to remark, that William is accused of unnecessarily involving this country in a long and bloody continental war, merely to gratify his private spleen and resentment against his declared and inveterate enemy, the king of France. In answer to this it must be observed, that the critical situation of affairs in Europe indispensably demanded an immediate and active opposition to counteract the machinations of that restless and ambitious prince. Charles the Second, indeed, with his usual profligacy and supineness, had actually consented to sacrifice to the intrigues of Louis the rights of the Low Countries, and together with these his own interests, and those of all the other powers of Europe, by allowing the United Provinces to be absorbed and ingulphed in that universal monarchy, which it was evidently the design of the French monarch to introduce. But William, who more accurately understood, and more sincerely regarded, the relative interests of the several European powers, heroically stood forward the patriot of the universe, and the guardian and defender of the rights of mankind. He saw, when the despot of the North threatened to overwhelm all Europe, as it were with an irresistible torrent of conquest, that the Low Countries stood, like their own dykes, opposed to the ocean, the only firm barriers to resist the encroachments of the tide of tyranny. He, therefore, cheerfully undertook their defense, and his arms were crowned with that success, to which he was amply entitled from the rectitude of his intention, and from the merits of his cause. Nor is it too much to say, that to him must be ascribed that precise and intimate comprehension of the balance of power in Europe, which might even at this day have preserved it in exact and steady equipoise.

“ It may be thought advisable by some, though it appears almost needless, to obviate the supposed evil principle, upon which he undertook the deliverance of this country. His adversaries allege, that the Revolution, so far from being the result of patriotic motives, was brought about by William, solely with a view to indulge his private ambition and inordinate lust of power. But those who seek to trace this prince's conduct to such unworthy springs of action, will do well to shew, why he positively rejected the proffered sovereignty of the Low Countries, when Louis undertook to make him absolute master of them, and this at a time when he was but a youth, and when even his legal authority trembled in the balance. If, therefore, at an age when man's pulse beats highest in the cause of ambition, and while the wayward soul is most apt to be allured by the insidious caresses of delusive fortune, he so disinterestedly refused to trample on the rights of others, when perfect security and even reward awaited their violation, can we for a moment suppose, that he was capable of forming and executing a deliberate plan of usurpation upon the basest and most unjustifiable principles, and at the imminent hazard of his own reputation and authority at home?

“ But I disdain to comment on these and similar artifices employed by the prevaricating tribe of sophistical disputants, who have occasionally distorted even virtues into vices by the overstraining ingenuity of accusation. Such of the faults objected to him as appear to have any foundation in truth, are for the most part too venial to require a refutation: those which are founded in falsehood, contain their own: the former cannot influence the man of candour, nor the latter the man of discernment. The detractors of William, by thus catching at every shadow of accusation, do but prove their inability to produce a solid and substantial charge.

"This commemoration, however, is not, I conceive, of such a nature, as to require an indiscriminate encomiast of the character which I have undertaken to delineate. The real faults as well of men in more exalted, as of those who are in humbler stations, ought not to escape remark in a review of their lives and actions. I may go farther, and say, that the conduct of princes and of all public servants ought to be more severely scrutinized, than that of men who have walked in the sober shades of sequestered life. For these are the persons, in whose good or ill actions the public are too deeply interested, not to wish to see the former applauded as an incitement to imitation, the latter censured as an example to deter. And where can freedom of inquiry be more consistently indulged, than in scrutinizing the memory of him, whose whole life tended to establish the liberty of thought and action? Since, therefore, it cannot be supposed, that William had an especial charter of exemption from the ordinary frailties of his nature, we may congratulate ourselves, that such frailties as appeared in his administration, seem to have been rather the result of a defect of judgment and foresight, than the offspring of deliberate design. They were partly owing to his being less conversant in the operations of internal polity, than in the plots and counterplots of jarring powers, but principally to his want of knowledge in the nature of limited monarchy, which was not then understood by any nation but our own.

"To these causes alone must be attributed the attachment which he early imbibed, and long retained, to a standing army. Educated in a foreign land, and inured by long experience to the manners and habits of military life, he was necessarily rendered much less quick to discern, and, by consequence, more slow to remove, those enormous and countless evils, which flow from that gigantic system of moral and political turpitude, that sanctified patronage of murder and rapacity, that dissolute institution for the nursery and propagation of all that is glaringly depraved and sordidly abject among men. But in a standing army William solely beheld the advantages which result from security against sudden invasion, without considering the superior and preponderating mischiefs which arise from the same source to national liberty and virtue. His ardent desire of repelling with promptitude and vigour those aggressions, which he might reasonably apprehend from the jealous perfidy of the court of Versailles, obscured his perception of the private vices and the public injuries, of the rapine and the profligacy, of the slavish tenets and the pernicious example of an established and permanent soldiery. The motives, therefore, and the conduct of William, must, on these accounts, be exempted from any share of that general execration which all intelligent and virtuous citizens are warranted to bestow upon all kings and upon all ministers, who have at any time avowedly or insidiously countenanced a plan of such transcendental iniquity, a measure so absolutely repugnant to every feeling of genuine humanity, and to every principle of sound and practical freedom. That he never considered a standing army in the light in which it is now generally understood, as a scheme for the secure interchange of criminality between tyrants and robbers, as a reciprocal guaranty of plunder and oppression between the chief magistrate and a licensed banditti, is clearly evinced by the following fact. When Trenchard, that unwearied champion of public liberty, the scourge and the dread of temporal and spiritual domination, published his celebrated History of Standing Armies, Lord Halifax moved in council, that he should be taken into custody for the opinions contained in it. But William refused to listen to a measure so unjust and so tyrannical, declaring at the same time, that he believed Trenchard to have a clear comprehension of the measures, and a sincere attachment to the prosperity of his country. The army was disbanded.



“ William seems to have been defective in his attention to naval affairs, and to have neglected the empire of the ocean, not being sufficiently aware, that the strength of England, like that of Athens, resided in her wooden walls, and that her natural element was the element surrounding her.”

We shall conclude this extract with the energetic paragraph which concludes the Speech, beautiful in its language, but in its matter certainly more speculative than possible in the present constitution of men and things:—

“ My mind exults and glows within me, when I contemplate that auspicious day, when tyranny shall be laid low, and mingle with the dust; when “ all nations, and kindreds, and people” shall assemble together under the victorious banner of independence, and when the sun shall not shine upon any region under heaven, where it may not witness a harmony of desire, and a communion of the same generous and exalted spirit. Then, and not till then, may the world be allowed to forget, what it is to execrate the name of a tyrant, and to languish under the oppression of slavery. Whenever that day arrives, mankind will not fail with one applauding voice to bestow their blessings on the memory of HIM, who laid the foundation of so good a work, by rescuing Holland from her foreign foe, by emancipating England from her domestic enemy, by labouring to preserve and perpetuate the collective liberties of all Europe.”

Although in our selections from JOHN TWEDDELL's prize-essays we have intentionally confined ourselves to that language most adapted to convey to the generality of readers of the *B. C.* an idea how superior his productions were to the common run of academic effusions; yet we cannot dismiss the subject without certifying our ample gratification from an abundance of passages which the *Prolusiones* contain in both the learned languages, not only on the score of their intrinsic merit, but also as witnessing the liberality of the illustrious University of Cambridge, in not only tolerating, but rewarding so stout a defense of doctrines, from the very first unpopular at Court as are to be found in the oration for equal liberty (*Prolus.* pp. 148-50); wherein is a vehement, but in some respects unmeasured, attack upon the celebrated work of BURKE, sounding the alarm against that species of political licentiousness termed “jacobinism:” and in a subsequent part of the same oration (pp. 173—4), which alludes to the partition of Poland. That the professor of such sentiments as are therein proclaimed from the *rostrum* of Trinity-college should receive, in a succession we believe unprecedented, all the honors with which the system of that University encourages and rewards literary excellence, is not only highly honorable to this learned body, but is in truth matter of patriotic exultation, that that generous love of liberty which breathes through these and all his other writings, should be crowned in a seminary, which raises so large a proportion of our senators and churchmen as Cambridge.—*Floreat!*

\* \* During the period that the foregoing literary *critique* of TWEDDELL's *Remains* has been in course of publication, a second edition of the same work has appeared, containing much new matter, and specifically a most triumphant vindication of its Editor (the Rev. ROBERT TWEDDELL), against certain publications by the Earl of ELGIN and others: to which we purpose to hold our literary torch, for the true direction of our readers, at the earliest convenient season.

*Remarks, &c. &c. &c. on the Safe Conveyance and Preservation of Gunpowder.* By JAMES WALKER, Inventor of the Improved Patent Copper Barrels for the effectual Preservation of Gunpowder and Cartridges in his Majesty's Royal Navy, &c. &c. &c.

**T**HE great utility of Mr. Walker's Invention is too obvious to need any introductory comment from us. The purpose of our review is therefore rather to lay before our readers testimonies of the Inventor's accomplishment of his object, than to prove the value of the invention. Almost as long as from the time when the composition of this powerful grain was first contrived, it has been the defense of nations; the importance of its preservation must therefore be commensurate with that of its employ; and in this point of view Mr. Walker thus considers the necessity and utility of his invention in his initiatory address:—

“ The capture of the British ships of war by those of the Americans, has been attributed by some to their ships being so superior in size—by others to their having a greater number of men—and by many to their guns being of a larger calibre; but the possibility of the American gunpowder being more effective than that with which the British ships were defended, appears to have escaped all who have written on those events. The total destruction of the *Guerriere*, *Java*, and *Peacock*, while the American ships were so little injured, as well as the capture of the *Macedonian*, *Boxer*, and *Dominica*, are subjects, notwithstanding the victories obtained by the *Shannon* and *Pelican* by boarding, that demand serious consideration. These remarks are therefore written to shew, that the British gunpowder, although extremely well manufactured, is so soon deteriorated, as to leave no doubt that the ascendancy gained by the Americans is to be attributed in a very great degree to its defective state; and to the American powder being newly made, better preserved, and more immediately used, than that with which the British fought.”

The advantages of Mr. Walker's Patent Copper Powder Barrels are thus stated:—

“ These barrels being calculated to prevent the deterioration of gunpowder, and to preserve its strength as well as the cartridges in all climates and situations, without which no ship can be properly equipped for battle, serious attention to the following remarks, setting forth the vast advantages to be obtained by the adoption of them, is requested.

“ *First.*—The strength of the gunpowder will be preserved, its ignition will be instantaneous, and its effect will be complete.

“ *Second.*—The dangerous operation of driving the hoops on and off, or cooping the powder-casks, will be done away.

“ *Third.*—As it is proposed to fill the cartridges on shore ready for action, the dangerous operation of filling on shipboard will be remedied; nor will there be any necessity for shifting the gunpowder into fresh cartridges, which will cause an immense saving, as well in them as in powder.

“ *Fourth.*—There will be no necessity for sending gunpowder on shore to be dried, at home or abroad, which is a circumstance of the greatest importance, as the service will not thereby be impeded.

" *Fifth.*—No more than one barrel need be opened at a time, as the operation is expeditious, and the cartridges can be so arranged in them as to be suited to the length of the action.

" *Sixth.*—The barrels are admirably suited to boat service, or to cases of invasion, as the water cannot get into them, although the boats be upset.

" *Seventh.*—There can be no scattering or waste of gunpowder, on board ships or elsewhere, which it is evident must produce great safety, as well as great saving.

" *Eighth.*—The barrels are constructed to prevent theft, as also the very common and pernicious attacks of vermin, which the present wooden barrels and their attendant articles are ever liable to.

" *Ninth.*—In case of a ship taking fire, the magazine may be filled with water, and the gunpowder cannot be injured.

" *Tenth.*—They will be particularly useful for the conveyance of combustibles for burning ships, or any purpose that may be required.

" *Eleventh.*—The patent barrels, from being cylindrical, contain, with ease, in cartridges, the quantity of gunpowder allowed by act of parliament to be conveyed loose in any package, namely, 100lbs. The wooden barrels sent on board his Majesty's ships are filled with 90lbs. so as to allow the powder to be shook, to prevent its being set or lumpy; but notwithstanding every care, it is ever found to be the case, in consequence of the damp, which the patent barrels entirely exclude.

" *Twelfth.*—As the patent barrels contain more gunpowder than the wooden barrels, without occupying a greater space, the quantity required for a seventy-four gun ship will be held in three hundred, in place of three hundred and thirty barrels; so that there will be more spare room in the magazine, and no increased weight to impede the sailing of the ship, and all the following articles will not be required; viz.

|                         |                 |
|-------------------------|-----------------|
| Wooden Barrels,         | Copper Sieves,  |
| Copper Hoops,           | Copper Funnels, |
| Copper Powder Measures, | Copper Shovels, |
| Copper Adzes,           | Bouge Barrels,  |
| Copper Drivers,         | and             |
| Copper Vices,           | Horse Hides,    |

which are ever liable to be lost and pilfered, and are most expensive.

" *Thirteenth.*—Wooden barrels are a dangerous and useless conveyance for gunpowder; when returned to the magazines, they require repair and coopering: the breakage and loss of copper hoops is very great; and when the barrels are worn out, they are not of the least value: the patent barrels, on the contrary, are a perfectly safe conveyance for gunpowder; they require no repairs, and will last for a great many years.

" *Fourteenth.*—As gunpowder, when returned from on board ship in wooden barrels, is valued only at half-price, the saving which will be produced by the adoption of the patent barrels will be immense, as gentlemen of the highest chemical knowledge are of opinion they will keep it dry for any length of time; by which means they will render the drying-houses, and all the attendant expenses, unnecessary.

" *Fifteenth.*—The powder magazines of men of war occupy a large portion of the ship, and prevent, from their closeness, a proper circulation of air, which

very frequently causes the dry rot underneath them; by the adoption of the patent barrels it may be avoided, as a greater circulation of air can be admitted.

"*Sixteenth.*—The recent occurrence on board H.M.S. *Tilbury*, (late *La Prudente*), stationed at Plymouth as a powder magazine, by which an immense number of barrels of gunpowder were spoiled, owing to that ship having fallen by the stern, so as to admit the water, could not have happened, had the powder been put into the patent, instead of the wooden barrels; nor is there a possibility of a similar accident recurring, in the event of the patent barrels coming into general use, as they preserve the gunpowder even under water.

"*Seventeenth.*—It is presumed (including all the attendant expenses of drying-houses, &c. &c.) that gunpowder made by government costs infinitely more than it does at the private mills; but supposing each barrel of powder was to cost *8l.* exclusive of copper hoops, sixty thousand barrels, the quantity stated by the Hon. *Wellesley Pole* to be annually required, would amount to 480,000*l.* per annum, one-fourth part of which, at the very lowest, may be annually saved by adopting the patent barrels.

"*Lastly.*—The patent barrels (being constructed of copper, and bound with hoops, to strengthen them, in conformity with the spirit of the act of parliament), will, at any period, produce three-fourths of the price of new copper; the expense of them, therefore, can be no obstacle to their being brought into use, particularly as they will do away the necessity of re-making gunpowder, and by that means will pay for themselves, with inconceivable rapidity."

[To be continued.]

## PLATE CCCCLV.

*Copenhagen.*

CONCERNING *Copenhagen*, that amusing, but conceited traveller, Mr. now Sir *John Carr*, presents us the following references:—

"*Copenhagen* is a small, but very neat city; its circumference between four and five English miles: the streets are broad and handsome; the houses, of which there are about four thousand, exclusive of the quarter belonging to the sailors, and garrisons for three regiments, are generally of brick, stuccoed, to resemble stone; and some are of free-stone, and in an elegant style of Italian architecture: the shops are in the basement story, and by making no prominent appearance, do not disfigure the beauty of the rest of the building. Such is the case upon every part of the Continent I have visited. The streets are divided by canals, which afford great facility to the transport of goods, but have narrow and inconvenient foot-paths: the population is esteemed at eighty-two thousand. *La Rue de Goths* is a beautiful street, and is about three quarters of an English mile long. The *Kongensnye Tow*, or *King's Palace*, which is also the market-place, is a noble, spacious, irregular area, adorned with many fine houses, several of which have been raised since the late fire. The only theatre in the city is here: it was not open during our stay. The building is detached,

# COPENHAGEN.

PLATE CCCCLXXI.

## References.

- A. *Marken for Men of War*
- B. *Harbour for Merchants*
- C. *The Custom House*
- D. *Naval Hospital*
- E. *Old Trading Place*
- F. *New Ditto*
- G. *Docks*
- H. *Long Bridge*
- I. *Kristjens Ditch*
- K. *The University*
- L. *Old Palace of Rosenborg*
- M. *The New Palace*
- N. *The Exchange*
- O. *Royal Bank & Magazine*
- P. *The Private Docks*
- Q. *The Theatre*
- R. *Proctor's Church*
- S. *House of Correction*
- W. *The Cathedral*
- T. *Palace of Chancery*
- V. *The Council House*
- W. *The Barge Market*
- X. *The Observatory*
- Y. *Orphan House*
- Z. *Clock Land*





small but handsome without, and within is elegantly decorated: in the season, the performers play four times in the week, alternately opera and play, which is generally in the language of the country. On account of the vast number of persons who have free admission to it, among whom are all marine and land officers, the receipts are but very little, and the deficiency, which is supplied by the king, generally amounts to about one hundred thousand rix-dollars per annum. Upon the whole the Court is not a very munificent patron of the Drama, and the performers seldom exceed mediocrity. One of the large buildings in this place is the Castle of Charlottenburg, part of which is devoted to the Royal Academy of painting, architecture, and sculpture; it has eight professors and four masters: the day for the annual distribution of the prizes is the 31st of March, the birth-day of the prince, Frederick, who is the patron. Those pupils who obtain the golden medal are sent to travel at the expense of the Crown. Such of the productions of the pupil and professors as I saw, did not excite a very high opinion of the Arts in Denmark.

“ No respectable stranger can enter Copenhagen without speedily becoming the object of its frank and generous hospitality. The day after our arrival enabled us to partake of the hearty profusion of a Danish dinner; it was given at the country house of one of the most respectable inhabitants of the City, and appeared in the following succession: soups, top and bottom; Norwegian beef, boiled; ham, strongly salted; fish, pigeons, fowls, stewed spinnage, and asparagus. The meat is always cut into slices by the master of the house, and handed round by the servants. Etiquette proscribes the touching of any particular dish out of its regular course, although the table may be groaning under the weight of its covers; this ceremony is occasionally a little tantalizing; creams, confectionary, and dried fruits followed; the wines were various and excellent. The repast lasted a formidable length of time: it was two hours of hard stuffing in a fog of hot meats. The appetite of the fair ones present, was far, I might say very far, from being puny or fastidious, but in the homely phrase, what they eat did them good.

“ The Danish ladies are *en bon point*, and possess that frank and generous countenance, which the moment the eye sees, the heart understands and loves; they much resemble the higher class of Wouverman's figures, and very largely partake of that gay good humour, which is so generally the companion of a plump and portly figure. Having said so much in their favour, which they eminently deserve, I cannot help hinting that they are not so attentive to neatness of dress as their neighbours; they want such a man as Addison to rally them with his delicate satire out of a slovenly habit, which induces them, when they buy a gown, almost always to prefer a dark cotton, because it does not want washing. They speak English with its proper accent, as well as French and German fluently. The English language forms a prominent part of female education. Here, as in France, the company rise and retire with the lady of the house.

“ On our return to the city, and about a mile from it, a turfed hillock of small poplars attracted our notice: it was the national tomb of the heroes

who fell in the memorable battle of Copenhagen Roads, on the second of April, 1801, and stood in a meadow about two hundred yards from the road, and looked towards the Crown Battery. As we approached it, we saw a small monumental obelisk, which was raised to the memory of Capt. Albert Thurah, by the Crown Prince. It appeared by the inscription, that during the heat of that sanguinary battle, a signal was made from one of the block ships, that all the officers on board were killed; the Crown Prince, who behaved with distinguished judgment and composure during the whole of that terrific and anxious day, and was giving his orders on shore, exclaimed, "Who will take the command?" The gallant Thurah replied, "I will, my Prince," and immediately leaped into a boat, and as he was mounting the deck of the block-ship, a British shot numbered him amongst the dead, which formed a gastly pile before him, and consigned his spirit and his glory to the regions of immortality.

"As the battle, under all its circumstances was as awful and affecting as any in the English and Danish history, the reader will, I am sure, feel no reluctance minutely to contemplate the larger tomb which first attracted our notice: it is a pyramidal hillock, neatly turfed and planted with sapling poplars corresponding with the number of officers. At the base of the principal front are tomb-stones, recording the names of each of these officers and their respective ships. A little above is an obelisk of grey northern marble, raised upon a pedestal of granite, bearing this inscription:— To the memory of those who fell for their country, their grateful fellow-citizens raise this monument, April 2, 1801; and beneath, on a white marble tablet, under a wreath of laurel, oak, and cypress bound together, is inscribed:—

"The wreath which the country bestows never withers over the grave of the fallen warrior."

"The whole is enclosed in a square palisado: as a national monument, it is too diminutive.

"The next day I visited the spot where so much blood was shed. A young Danish officer upon the Crown Battery obligingly pointed out the disposition of the ships, and spoke of the battle with great impartiality. From the position of the British fleets, before the squadron under Lord Nelson bore down, and rendered his intention indubitable, the Danes were firmly of opinion that the British commander intended to proceed either to Calsrona or Revel, and made no preparation for defense; their ships were lying in ordinary: they therefore trusted solely to their block ships and batteries. On that day the Hero of the Nile surpassed those achievements which an admiring and astonished world conceived must for ever remain without imitation, as they had been without example, in the annals of the British navy. Favored by a most fortunate change of wind, and an extraordinary elevation of the tide, which at that time was higher than the Danes had long remembered it, he placed his unsupported squadron, and, as it is said, with an unobserved signal of retreat flying at the mast head of the ship of the chief in command, in a most advantageous and formidable position. The citizens of Copenhagen in a moment flew to their ports;



all distinctions were lost in the love of their country. Nobles and mechanics, gentlemen and shopmen, rushed together in crowds to the quays: the sick crawled out of their beds, and the very lame were led to the sea-side, imploring to be taken in the boats, which were perpetually going off with crowds to the block-ships.

“A carnage at once tremendous and novel only served to increase their enthusiasm. What an awful moment! The invoked vengeance of the British nation, with the fury and velocity of lightening, now falling with terrible desolation upon a race of gallant people, in their very capital, whose kings were once seated upon the throne of England, and in the veins of whose magnanimous prince flowed the blood of her august family. Nature must have shuddered as she contemplated such a war of brethren: the conflict was short, but sanguinary beyond example; in the midst of the slaughter, the heroic Nelson despatched a flag of truce on shore, with a note to the Crown Prince, in which he expressed a wish that a stop should be put to the farther effusion of human blood, and to avert the destruction of the Danish arsenal and of the capital, which the Danes, he observed, must see were at his mercy. He once more proposed their withdrawing from the triple league, and acknowledging the supremacy of the British flag. As soon as the Prince’s answer was received, a cessation of hostilities took place, and Lord Nelson left his ship to go on shore. Upon his arrival at the quay, he found a carriage which had been sent for him by Mr. D. a merchant of great respectability, the confusion being too great to enable the Prince to send one of the royal carriages: in the former the gallant Admiral proceeded to the palace in the Octagon, through crowds of people, whose fury was rising to frenzy, and amongst whom his person was in more eminent danger than even from the cannon of the block-ship; but nothing could shake the soul of such a man. Arrived at the Palace in the Octagon, he calmly descended from the carriage, amidst the murmurs and groans of the enraged populace, which not even the presence of the Danish officers who accompanied him could restrain. The Crown Prince received him in the hall, and conducted him up stairs, and presented him to the King, whose long shattered state of mind had left him but very little sensibility to display upon this trying occasion. The objects of this impressive interview were soon adjusted, to the perfect satisfaction of Lord Nelson and his applauding country; that done, he assumed the gaiety and good humour of a visitor, and partook of some refreshment with the Crown Prince.”

The following geographical sites, connected with the subject of the annexed plate, are furnished by the recently published *Connaissance des Temps, &c.* for the ensuing year 1817; viz.

Copenhagen ..... 55° 41' 4" N. 12° 35' E. Greenwich.  
 Uraniborg (in the isle of Hven) 55° 54' 38" N. 12° 42' 59" E. do.

And the *Babal Chronicle* presents the following appropriate references; viz. the Sound, v, 308; xvii, 393; xviii, 203; Hven isle, v, 309; Copenhagen, viii, 211; Anholt light, ii, 636; xx, 421; Lund light, iii, 145; Lessoe isle, v, 312.

## Poetry.

## BLACK EYES v. BLUE EYES.

**T**HE eyes that glow with sparkling jet,  
 And those that swim in orbs of blue,  
 Had long contended which should get  
 The palm to Beauty's empire due.

Conflicting claims inflamed dispute—  
 Black were too bold, and Blue too stupid ;  
 At length this most important suit  
 Came before Mr. Justice Cupid.

And never was a suit before  
 Perplex'd with such intense confusion ;  
 No wonder—for the long-robed corps  
 Had ne'er been feed with such profusion.

The witnesses were—burning kisses,  
 The advocates—voluptuous sighs ;  
 The proofs—unutterable blisses,  
 And the reporters—ecstacies.

“ Forbear, to both the prize is due,”  
 'Twas thus the God decreed ; “ forbear—  
 Woman is fair with eyes of blue—  
 With eyes of jet she still is fair.

“ Black more vivacity impart,  
 In Blue, more tenderness we find ;  
 Black indicate finesse and art,  
 Blue express gentleness of mind.

“ Black are too subject to caprice,  
 Woe to the gazer's heart !—but blue  
 Are free from guile or artifice ;  
 Are tender, delicate, and true.

“ In Black I've placed my shafts of fire,  
 But Blue in liquid languor roll ;  
 Black, sparkling black, transport, inspire,  
 But Blue enchant, dissolve the soul.”

## THE SEASON.

**T**HE season, 'tis granted, is not very gay,  
 But we cannot, in justice, complain of the weather :  
 For, if changes delight us, we have, in one day,  
 Spring and Summer, and Autumn, and Winter together.

## EPIGRAM.

**A** FRENCH *gun* that in Waterloo's battle had *burst*,  
 With its *fragments* was seized by Pat from the Shannon  
 Who declared in dispatch (such for glory his thirst),  
 He had taken a great many *pieces* of cannon !



## REASON FOR MAINTAINING SEVEN LORDS AT THE ADMIRALTY.

**T**HAT seven at least are necessary,  
 Is prov'd by their own Secretary ;  
 Since, e'en with seven, he contends  
 There's seldom more than *one* attends.

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 Marine Law.
 

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**A** COURT MARTIAL was held on board his Majesty's ship *Bombay*, in the Bay of Tunis, on the 22d of April, to try the captain, officers, and crews of his Majesty's ship *Phoenix*, for the loss of the said ship in the harbour of *Chesmie*, in the Archipelago, on the 20th February last. The Court was of opinion, that every exertion was used to save the ship, and did therefore adjudge them to be fully and honourably acquitted.—Sir Israel Pellew, K. C. B. President.

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 Imperial Parliament.
 

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HOUSE OF COMMONS, WEDNESDAY, JUNE 26.

## ROYAL NAVAL ASYLUM.

**T**HE *Chancellor of the Exchequer* stated, that a sum of from 90,000*l.* to 100,000*l.* belonged to the Royal Naval Asylum, no part of which could be touched without an act of Parliament. As it was now too late in the session to bring in a Bill on the subject, he should move an Address for the application of a certain sum, upon the assurance that the House would make good the same. He then moved an Address to the Prince Regent, for the sum of 20,400*l.* to defray the expense of the Royal Naval Asylum.

Mr. *Calcraft* said, that if there was not a sufficient fund of interest, he would concur in the motion, otherwise he should not.

The *Chancellor of the Exchequer* said, that neither the interest nor the principal could be applied without an Act of Parliament.

Lord *Cockrane* thought, that 80*l.* per annum was too small a salary to the Schoolmaster of the Asylum.

The *Chancellor of the Exchequer* said, the Noble Lord had confounded the salary of the Schoolmaster of the College with that of the Schoolmaster of the Asylum.

## HOUSE OF LORDS, JULY 2.

## PROROGATION OF PARLIAMENT.

The House met at an early hour to prepare for the arrival of his Royal Highness the Prince Regent. The body of the House was occupied by Peers and Ladies admitted by orders, elegantly full dressed. The pressure below the bar was great, there being as many persons as the place allotted for strangers could possibly contain. The approach of the Prince was announced by a royal salute, and his Royal Highness entered soon after two o'clock. When seated on the Throne, the Duke of Wellington stood on his left, bearing the sword of state. The Lord Chancellor, the Earl of Liverpool, the Marquis of Winchester, the Marquis of Hertford, Earl Cholmondeley, and other great officers of state, stood on the right. The Royal Dukes of York, Kent, Sussex, and Cumberland, the Prince of Saxe Cobourg, and the Foreign Ministers, were also near the Throne. The Commons being in attendance, the Speaker delivered the following Speech :—

*“ May it please your Royal Highness,*

“ At the close of a laborious Session, we, his Majesty's most faithful Commons, attend upon your Royal Highness with our concluding Bill of Supply. During the course of our deliberations, we have, in obedience to your Royal Highness's commands, examined the various treaties and conventions which have been laid before us. We have there seen the tranquillity of Europe re-established upon a basis of legitimate government, by the same presiding councils which planned the bold, provident, and comprehensive measures, commenced in the negotiations at Chaumont, matured in the Congress at Vienna, and completed by the Peace of Paris. We have also seen the wise and generous policy of the Allied Powers in disclaiming all projects of dismembering the great and ancient monarchy of France; have been contented to adopt such precautionary measures as might effectually protect the world from a renewal of its former sufferings. And we have rejoiced more especially that this important charge has been confided, by common consent, to the same victorious commander, whose triumphs have so mainly contributed to the glory of their country, and the general happiness of mankind. In our domestic concerns, the great and sudden transition from a state of extended warfare to our present situation, has necessarily produced many serious evils and difficulties, to which we have not failed to apply our most anxious attention. To the distresses of the Agricultural Interests we have rendered such immediate relief as could be devised, hoping also that they may daily decrease, and trusting much to the healing influence of time. For the benefit of commerce, and the general convenience of all ranks of his Majesty's subjects, a new coinage has been provided; and in various ways, by positive enactments or preparatory inquiries, we have devoted much of our labours to the general improvement of the condition of the people, their relief, and their instruction. In settling our financial arrangements, the expenditure of the services of our civil and military establishments had been considered with reference to the pecuniary resources of the year; and amongst the most important of our measures, as affecting the joint interests of Great Britain and Ireland, is the law which we have passed for consolidating the revenues of both portions of the United Kingdom. But, Sir, in the midst of all our various and important concerns, domestic and foreign, there are none in which the nation ever takes a deeper interest

than those which regard the splendour and dignity of the throne which reigns over us. Impressed with these sentiments, we have endeavoured, by a new arrangement of the Civil List, to separate those revenues which are especially assigned to the support of the royal state, placing them henceforth beyond the reach of any contingent charges, which more properly belong to other and different branches of the public service. And in the same spirit of loyal and affectionate attachment we have hailed, with heartfelt satisfaction, the auspicious marriage by which the paternal choice of your Royal Highness has gratified the universal wishes of the nation, and has adopted in the family of our Sovereign an illustrious Prince, whose high qualities have already endeared him to the people amongst whom he has fixed the future destinies of his life. These, Sir, are the objects to which our thoughts and labours have been chiefly directed; and for completing the grants which it is our special duty and privilege to provide, we now present to your Royal Highness a Bill, entitled, 'An Act for granting to his Majesty a certain Sum out of the Consolidated Fund of Great Britain, and for applying certain monies therein mentioned for the Service of the year 1816, and farther appropriating the Supplies granted in the Session of Parliament;' to which Bill, with all humility, we intreat his Majesty's Royal Assent."

The Royal Assent was given to the Appropriation Bill, the Bankrupt Amendment Bill, the Pillory Abolition Bill, the Regent's Canal Bill, the Gas Light Bill, Dyott's Divorce Bill, and a few other Bills.

His Royal Highness the Prince Regent delivered the following Speech from the Throne:—

*My Lords and Gentlemen,*

"I cannot close this Session of Parliament without again expressing my deep regret at the continuance of his Majesty's lamented indisposition.—The cordial interest which you have manifested in the happy event of the marriage of my daughter the Princess Charlotte with the Prince of Saxe Cobourg, and the liberal provision which you have made for their establishment, afford an additional proof of your affectionate attachment to his Majesty's person and family, and demand my warmest acknowledgments.—I have the pleasure to acquaint you, that I have given the Royal Consent to a Marriage between his Majesty's daughter the Princess Mary and the Duke of Gloucester; and I am persuaded that this event will be highly gratifying to all his Majesty's subjects.—The assurances which I have received of the pacific and friendly disposition of the Powers engaged in the late war, and of their resolution to execute inviolably the terms of the treaties which I announced to you at the opening of the Session, promise the continuance of that peace so essential to the interests of all the nations of the world.

*Gentlemen of the House of Commons,*

"I thank you for the Supplies which you have granted for the service of the year; and I am sensible of the beneficial effects which may be expected to result from the salutary system of making provision for them in a way calculated to uphold public credit. The arrangements which you have adopted for discharging the incumbrances of the Civil List, and for rendering its future income adequate to its expenditure, by relieving it from a part of the charge to which it was subject, are in the highest degree gratifying and satisfactory to me; and you may be assured that nothing shall be wanting on my part to give full effect to those arrangements. The provision you have made for consolidating the Revenues of Great Britain and Ireland, will, I doubt not, be productive of the happiest consequences in cementing and advancing the interests

of the United Kingdom; and must afford an additional proof of the constant disposition of Parliament to relieve the difficulties and promote the welfare of Ireland.

“ *My Lords and Gentlemen,*

“ The measures to which I have been under the necessity of resorting, for the suppression of those tumults and disorders which had unfortunately occurred in some parts of the kingdom, have been productive of the most salutary effects. I deeply lament the continuance of that pressure and distress which the circumstances of the country, at the close of so long a war, have unavoidably entailed on many classes of his Majesty's subjects. I feel fully persuaded, however, that after the many severe trials which they have undergone in the course of the arduous contest in which we have been engaged, and the ultimate success which has attended their glorious and persevering exertions, I may rely with perfect confidence on their public spirit and fortitude in sustaining those difficulties which will, I trust, be found to have arisen from causes of a temporary nature, and which cannot fail to be materially relieved by the progressive improvement of public credit, and by the reduction which has already taken place in the burthens of the people.”

Then the Lord Chancellor, by the Prince Regent's command, said:—

“ *My Lords and Gentlemen,*

“ It is the will and pleasure of his Royal Highness the Prince Regent, acting in the name and on behalf of his Majesty, that this Parliament be prorogued to Saturday the 24th day of August next.”

His Royal Highness then retired with the same state as on his entrance. The Commons withdrew from the Bar, and the Lords retired from the House.

### SALE OF SHIPS.

The principal officers and commissioners of his Majesty's navy have given notice, that the 11th of July, 1816, they would be ready to receive tenders in writing, from such persons as may be willing to purchase any one or more of his Majesty's ships or vessels hereunder mentioned, with their stores, as per inventory; and which are lying at the yards against the same expressed; *viz.*

|                    | Tons Burthen. | Where lying.   |
|--------------------|---------------|----------------|
| Indian, gun-brig   | 399           | At Deptford.   |
| Sparrow, brig      | 284           |                |
| Wizard, brig       | 233           |                |
| Hearty, gun-brig   | 183           |                |
| Eolus, 32 guns     | 919           |                |
| Arcti, sloop       | 367           |                |
| Electra, brig      | 315           |                |
| Cheerful, cutter   | 137           | At Chatham.    |
| Minstrel, sloop    | 423           |                |
| Derwent, brig      | 382           |                |
| Sheldrake, brig    | 285           |                |
| Orestes, brig      | 284           | At Sheerness.  |
| Falcon, sloop      | 368           |                |
| Puissant, 74 guns  | 1799          | At Portsmouth. |
| Kingsfisher, sloop | 370           |                |
| Acton, brig        | 335           |                |
| Volcano, bomb      | 339           | At Plymouth.   |
| Tickler, cutter    | 114           |                |

## NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(June.—July.)

## RETROSPECTIVE AND MISCELLANEOUS.

**T**HE depredations of the Barbarian pirates have at length, we trust, called forth an effective vengeance. The breach of treaty was a thing of course. It is utterly impossible to treat with a man who certainly has no power to restrain his subjects professedly living by piracy. And if this be our only ground of resentment, it is scarcely worth the cost. But if this atrocious system is now contemplated in a general view, and the abolition of it determined on by a union of all the Christian powers, as we see the Dutch stirring, Sardinia, Russia, America, and we believe France, in a cause involving the national honour of their respective countries, and indeed the cause of general humanity, where is the worthy knight of whose exertions in rousing this general and just hostility, we have given such ample and multifarious evidence in our Chronicle. With due respect to the talents and character of Lord EXMOUTH, and acknowledging the propriety of his appointment to avenge the breach of his own treaty, we think common justice required that Sir Sidney Smith should have been joined in command for the prosecution of hostilities in the more general principle of permanent security. Or are we to leave to some foreign power the acknowledgment of his active zeal, in a foreign appointment. It is by such instances of mortifying neglect that the most ardent and zealous servants of a state become cold and disgusted.

The following account of Lord EXMOUTH's negotiation of the Treaty, of the Dey and of his government of Algiers, is from an intelligent officer lately employed on that station:

“The fleet proceeded from Tunis to Tripoli. At both these places the Deys appeared fully disposed to accede to any terms that Lord EXMOUTH should propose, in the name of the Prince Regent. His Lordship, we all imagine, encouraged by these auspicious appearances, was induced to overstep his instructions in this cause of humanity; and he proposed, first at Tunis, and then at Tripoli, that a Treaty should be signed, for ever prohibiting the making of Christian Slaves; such prisoners as may be taken in war, only to be considered as prisoners of war. The Deys readily agreed, and treaties were signed. The fleet then returned to Algiers, for the purpose, as was understood, of obtaining a revision of the Treaty which the Dey had made with America, respecting the sale of prizes in his ports. The Dey replied to this question, that the Treaty he had recently made with that nation was at an end; that if they chose not to abide by the old one, he would agree to no other. Lord EXMOUTH then proposed to the Dey a Treaty similar to that made at Tunis and Tripoli, for doing away with Slavery altogether. The Dey made a firm and resolute stand at this proposal. He represented that it was impossible to entirely abolish the system that had so long subsisted—that it was the *commerce* of the country, and that a change which would be so detrimental to the interests of every Turk and Moor, it would require considerable time to bring their minds to submit to. The Divan and the Military (Turks), he was persuaded would never renounce the trade. Lord EXMOUTH having urged his demands, with all his wonted energy and perseverance, in vain, departed from the interview with a determination to commence hostilities. The Dey, therefore, ordered the

British Consul (Mr. M'Donald) to be confined, and all the English vessels at Oran to be seized. The next day the squadron was got under weigh, for the purpose of going into the Mole, to destroy the Algerine naval force; but a violent gale came on, which continued until four o'clock in the afternoon, and then it would have been too late to take a favorable position alongside the batteries.—The ships anchored again. His Lordship then dispatched a letter to the Dey, demanding that the Consul should be released, and sent off to the Fleet. The Dey refused to give him up, saying he owed him 500,000 dollars; when that sum was paid, he should depart. The Dey, when he parted from Lord EXMOUTH, said, though he should be prepared for hostilities, he would not fire the first shot: upon the whole, as far as the question bore upon his own feelings and interests, he appeared disposed to do away with slavery.

“The next day, the Dey sent off to Lord EXMOUTH a proposal, that he was willing to conclude a perpetual peace with the kingdom of Hanover; but that part of the negotiation which referred to the Abolition of Slavery should stand over for six months, that he might be enabled to obtain the advice and sanction of the Grand Seignior upon the question. Lord EXMOUTH agreed, excepting that the time of suspension should be *three*, instead of six months. This being mutually decided, the *Tugus* frigate, Capt. Deans Dundas, was appointed to take the Dey's Ambassador to Constantinople. The use of that ship had, at the first visit, been granted to the Dey, to convey his presents to the Grand Seignior—as he had not sent any since he was chosen to the Regency. Lord EXMOUTH then exchanged the usual civilities with the Dey, and departed with his fleet for England, leaving the *Tugus* for the service appointed.

“The Dey of Algiers is a man of good understanding, grave and deliberate in council, and of quick penetration. He was Aga, or general of the army, before his elevation. Whilst our ships were endeavouring to work up to the batteries, he was day and night at his post, examining his defenses: he was found upon the shore by the officer who went to demand the Consul. He had only reigned a year. His immediate predecessor governed but a few months, when he was strangled, being, as he was told to consider himself, only a *locum tenens*, until a better person could be chosen; the custom of the country forbade that he should live, for no one, having once filled the office, can revert to his former station as a subject; and no age, former qualifications, or past services, can release him from the cruel penalty of this barbarous custom,—nor can he refuse to serve when chosen. In fact, the Janisaries (Turkish troops) are the Governors of the country; they destroy by the edge of scimitar all those acts of the Dey and Divan that are opposed to their barbarous prejudices and cruel feelings. The present force of these lawless despots, at Algiers, is computed at about 15,000 men. They hold the Moors (the natives of the country) in complete subjection; but the Jews still more so. Whilst our squadron lay there, three Jews were burnt to death, because they were insolvent; but before they had half executed their cruelty, it was discovered that one of them was innocent of the alleged crime; yet it was with some difficulty that he escaped.

“Algiers has all the appearance of a well fortified town; it is defended by about 1000 pieces of ordnance, of every calibre—three hundred of which are brass. The place is surrounded by a high wall, the Southern side of which is adorned with men's heads—trophies of their cruelty. The houses are built remarkably close to each other. The country is very productive, producing generally two crops in a year. Tunis has a strikingly beautiful appearance; particularly that part of it where ancient Carthage stood. Both here and at Tripoli, the people are more civilized. The government of the Dey is hereditarily possessed, and not, as at Algiers, filled from the



ranks of the Janasaries. The Pashaw, or Dey, of Tripoli, behaved most generously to the fleet, as well as candidly to the cause of our visit. Having at once stated his willingness to comply with the same terms as had been agreed to at Tunis and Algiers; he then gave orders that fifty horses should be ready at the Consul's door, every morning, for the use of the officers of the fleet; he made a present to the Admiral of twenty-nine bullocks, fifty-four sheep, and a vessel load of all kinds of refreshments.

"The Algerines value each slave at 1200 dollars (about 300*l.*); the Tunisians at 650 dollars. The states of Morocco have wholly discontinued the system of slavery: they have only two or three old frigates, which are chiefly employed in carrying pilgrims to and from Alexandria, on their way to Mecca."

The following is a letter from an Officer employed in the Expedition:—

*H.M.S. Albion, Spithead, July 20, 1816.*

"We have been beating about in the Channel for the last week against heavy gales of wind, and arrived here yesterday. We are to be one of the ships employed in the holy war, or crusade, to proceed against the infidels of Algiers to abolish Christian slavery, and to chastise those barbarians for the outrages they have been committing in the Mediterranean. The force is to consist of five line of battle ships (two of them three deckers), several heavy frigates, sloops, fire-ships, bomb-vessels, rocket-boats, &c. besides all the dreadful instruments of destruction for a regular siege. I was at Algiers last summer; it is a very extensive place; the city contains upwards of a hundred thousand inhabitants; the streets are very narrow; and the houses (which are of wood) are connected to those on the opposite side of the streets by large beams, which run across, so that if a few of our Congreve rockets get amongst them, the conflagration will soon be general. The town is defended by nearly a thousand pieces of cannon, and in some places the ramparts are ornamented by the heads of Christians, stuck upon long pikes. If they do not agree to our terms, the principal of which is the abolition of Christian slavery, we are to attack them, and burn and destroy their towns and shipping. We expect to have some fighting, as the Algerines are not like European nations: they will fight to the last, as they are taught by their religion, that if they fall in battle against Christians, they are sure to go to Heaven.

"As soon as every thing is settled, Lord Exmouth returns to England; and we remain in the Mediterranean as flag-ship of Admiral Penrose. Lord Exmouth arrived from London this morning, and the Queen Charlotte, his flag-ship, is now under weigh. There is a vessel now alongside with 400 cannon shot for us. We expect to go out to St. Helen's this evening. to-morrow morning we start for Plymouth, where, I suppose, we shall only stay a few hours, and then proceed to the Mediterranean."

*Portsmouth, July 20.*

"Had not the wind blown so unseasonably violent, Lord Exmouth would have cleared the Channel with his fleet ere this: but it was not until to-day that his Lordship's hopes of sailing had any prospect of being speedily realized.—He embarked at noon, intending to proceed to St. Helen's with the following ships:—Queen Charlotte, Minden, Albion; Britomart, Cordelia, Infernal, Fury, and Hecla: the Albion and Hecla only joined his Lordship last night, from the River: and he now waits to be joined by the Severn and Glasgow, whose arrival is hourly expected. Rear-admiral Milne, who hoisted his flag on Wednesday, in the Leander, 50, Capt. Chatham, sailed to-day, for Plymouth, for the purpose of shifting into the Impregnable, and getting ready to join Lord Exmouth, with the ships at that port, on his arrival off there. The following ships (which have been in every respect suitably fitted for this particular service, and under a

knowledge of the variety and magnitude of the means the enemy can employ in defense) compose his Lordship's fleet:—

|           |                       |                              |
|-----------|-----------------------|------------------------------|
|           | Queen Charlotte, 100, | Admiral Lord Exmouth         |
|           |                       | Captain James Brisbane       |
|           | Albiou .....74,       | Rear-Admiral Sir C. Penrose  |
|           |                       | Captain Coode                |
|           | Impregnable ....98,   | Rear-Admiral Milne           |
|           |                       | Captain Edward Brace         |
|           | Superb .....74,       | Captain C. Ekins             |
|           | Minden .....74,       | Captain W. Paterson          |
|           | Leander .....50,      | Captain E. Chetham           |
| FRIGATES— | Severn.....40,        | Captain Hon. F. W. Aylmer    |
|           | Glasgow .....40,      | Captain Hon. A. Maitland     |
|           | Hebrus.....36,        | Captain Edward Palmer        |
|           | Granicus .....36,     | Captain W. F. Wise           |
| SLOOPS—   | Britomart.....        | Captain Riddle               |
|           | Mutine .....          | Captain Mould                |
|           | Heron.....            | Captain Scriven              |
|           | Prometheus.....       | Captain Dashwood             |
|           | Cordelia.....         | Captain Sargent              |
| BOMBS—    | Belzebub.....         | Captain W. Kempthorne        |
|           | Hecla.....            | Captain Wm. Popham           |
|           | Fury.....             | Captain Moorsom              |
|           | Infernal.....         | Captain Hon. G. J. Perceval. |

Besides the above ships, Sir Charles Penrose will join Lord Exmouth with as many of the ships now under his command in the Mediterranean, as can be spared from other services; they are Euphrates, 36, Captain Preston; Ister, 36, Captain Forrest; Tagus, 36, Captain D. Dundas; Erne, 24, Captain R. Spencer; Myrmidon, 24, Capt. Gambier; Satellite, Capt. James Murray: and Wasp, Capt. Wolrige.

“It is also expected that the Dutch Squadron, under Vice-Admiral Capellen, and a Neapolitan Squadron, will co-operate with our fleet. But, independently of these aids, the British force will consist of—five sail of the line, eight heavy frigates, eight sloops, and four bombs—Total, 25 sail.

*Sunday Morning.*—Lord Exmouth has made signal for the fleet to get under weigh—wind, East. The ships will all rendezvous at Gibraltar.

“A company of royal Sappers and Miners, under Major Gossett and Captain Reid, embarked yesterday on board the Queen Charlotte and Minden, for service at Algiers.

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### Promotions and Appointments.

Captains, &c. appointed.

Jas. A. Murray, to the Griffon; J. S. Brewer, to the Comus; N. Lockyer, to the Montreal; J. Brisbane, to the Queen Charlotte; Edmund Boger, to the Boyne; Edward Brace, to the Impregnable; — Nash, to the Berwick; Lieutenant R. P. Parsons and Lieutenant J. Paynter, 1st Flag-Lieutenants on board the Queen Charlotte, are promoted to the rank of Commanders.

Captains D. Pring and J. Montresor, are appointed to command on the Lakes in Canada, under Sir Robert Hall.

Captain Wm. Kempthorne, to the Belzebub, bomb; R. Moorsom, to the Fury, bomb; Hon. G. Perceval, to the Infernal, bomb; Wm. Popham, to the Hecla, bomb.

## Chaplains, &amp;c. appointed.

Rev. George Cuthbert, to the Boyne.

Rev. Dr. Scott, Secretary and Chaplain to the late Lord Nelson in the great Battle of Trafalgar, is appointed to the Rectory of Catterick, in Yorkshire.

The Rev. James Stanier Clarke, Chaplain R.N. Clark of the Closet and Historiographer to the King, Chaplain of the Household, and Librarian to the Prince Regent; Vicar of Preston, and Rector of Tillington in this County, was, on the 5th inst. created Doctor in Civil Law, by Royal mandate, at Cambridge.

## Lieutenants, &amp;c. appointed.

George M'Pherson, to the Glasgow; Sutton Sharpe, to the Fly; David John Dickson, to the Scamander; Thomas Hamby, ditto; Samuel Langley, to the Coinus; Charles A. Autram, to the Prometheus; John Skill (A), to the Surly cutter; John Little, to the Telegraph, schooner; Charles Bouverie, to the Lee; Wm. Predham, to the Prometheus; Robert Hay, to the Albion; Frederick Rogers, to the Jasper; W. Handby, to the Hydra; Godfrey Brereton, to the Queen Charlotte; A. H. Kelleet, to the Impregnable; George Lindsay, to the Spey; Henry Brett, to the Wye; Price Blackwood, to the Active; Alfred Matthews, to the Alert; Henry N. Eastwood, to the Primrose. Lieutenants J. Caines, P. Richards, Frederick Thos. Michell, J. Davis, R. Fleming, W. Daniel, J. F. Johnstone, and J. Burgess, to the Queen Charlotte; J. Reeve, Mark Anthony, A. Ward, C. Inglis, W. Blake, G. Brunton, J. Avery, and F. Johnstone, to the Boyne; T. J. Coghlan, to the Minden; — Monks, to the Leander; — Johnstone, to the Infernal, bomb; J. Brace, to the Montreal; D. V. Munde, to the Rivoli.

## Lieutenants appointed to Revenue Cutters.

Charles Claxton, to the Tartar, revenue cutter; Frederick Lewis, to the Hound, ditto; Thomas Jager, to the Hawke, ditto; Hugh Anderson, to the Harpy, ditto; John Longchamp, to the Industry, ditto; H. T. Y. Pogson, to the Eagle, ditto; Wm. Smith (A), to the Griper, ditto.

## Masters appointed.

Alexander Lunsdale, to the Queen Charlotte; John Miller, to the Minden; Peter M'Lagon, to the Internal; Jos. Giles, to the Hecla; Wm. Walker, to the Beelzebub; John Botham, to the Fury; R. Christian, to the William and Mary yacht; W. Farley, to the Madagascar; John Bryce, to the Impregnable; R. Fulton, to the Glasgow.

Joseph Grimes, Esq. is appointed Secretary to Lord Exmouth.

Charles Smith, Esq. to be Naval Storekeeper at Malta.

## Surgeons, &amp;c. appointed.

Robert Espie, to the Maria; Alex. Whyte, to the William and Mary yacht; E. Layarotto, to the Boyne; Alex. Dewar (1), to the Queen Charlotte; Osmond, to the Beelzebub, bomb; George Hogan, to the Fury, bomb; James Hail (2), to the Hecla, bomb; George Clayton, to the Infernal, bomb; Richard Smith, to the Emulous; William Simpson, to the Pilot; Robert M'Kinnall, to the Harpy; James Little, to the Berwick; John Mackay, to the Mutine; A. Martin, to the Impregnable.

Robert Nairn, to be Surgeon and Agent for sick and wounded seamen at Liverpool.

## Purser appointed.

T. Yates, Esq., to the Impregnable.

## Midshipmen passed for Lieutenants.

*Sheerness*—C. B. Swayne, Geo. Spong, J. C. Palliser, Chas. Frederick, G. Gogeh, G. L. A. M'Murdo, Jas. Wharton.

*Portsmouth*—Thos. Carey, J. D. Calderwood, Matthew Lys.

*Plymouth*—Bw. Priest, Richard Brown, C. H. Binstead.

## BIRTH.

At Leghorn, on the 14th June, the Lady of Captain Spencer, of his Majesty's ship *Erue*, of a son.

## MARRIAGES.

QUEEN'S PALACE, MONDAY, JULY 22.

This evening, at nine o'clock, the solemnity of the marriage of her Royal Highness the Princess Mary, daughter of his Majesty, with Field-Marshal his Royal Highness William Frederick Duke of Gloucester, and of Edinburgh, &c. &c. was performed in the Grand Salloon at the Queen's-palace, by his Grace the Archbishop of Canterbury, in the presence of her Majesty the Queen, his Royal Highness the Prince Regent, their Royal Highnesses the Dukes of York, Clarence, Kent, and Cambridge, their Royal Highnesses the Princesses Augusta-Sophia and Elizabeth, her Royal Highness the Duchess of York, her Royal Highness the Princess-Sophia of Gloucester, his Serene Highness the Prince of Saxe-Cobourg, his Serene Highness the Duke d'Orleans, her Royal Highness the Duchess d'Orleans, and Mademoiselle d'Orleans; the Duke of Bourbon, the Great Officers of State, the Ambassadors, and Ministers from Foreign Affairs; the Officers of the Household of her Majesty the Queen, of his Royal Highness the Prince Regent, and of the younger branches of the Royal Family, assisted at the ceremony.

At the conclusion of the marriage service, the registry of the marriage was attested with the usual formalities, after which her Majesty the Queen, his Royal Highness the Prince Regent, the Bride and Bridegroom, with the rest of the Royal Family, retired to the Royal Closet.

The Bride and Bridegroom soon after left the Queen's-palace for Bagshot, the seat of his Royal Highness the Duke of Gloucester.

Her Majesty the Queen, his Royal Highness the Prince Regent, and the rest of the Royal Family, passed into the Grand Saloon, where the Great Officers, Nobility, Foreign Ministers, and other persons of distinction present, paid their compliments on the occasion.

Immediately after the conclusion of the marriage, the Park and Tower guns were fired, and the evening concluded with other public demonstrations of joy in the metropolis.

Lately, at Salisbury, Captain Lewis Hole, R.N. to Miss Butler, of the academy in that city.

On the 2d of May, at Bermuda, Captain Sir William Burnaby, Bart. R.N. to Mrs. Wood, widow of the late Joseph Wood, Esq.

## DEATHS.

On the 14th of April. at the Cape of Good Hope, James Wells, Esq. fourth son of the late Vice-admiral Wells.

On the 5th May, at Exeter, Lieutenant Tremlett, R.N. He put a period to his life at his lodgings. He was sitting by the fire conversing with the mistress of the house, with his usual complacency, when, suddenly taking a pistol from his pocket, he placed the muzzle to his temple, and discharged the contents into his head. His hand dropt, the pistol fell to the ground, and he died instantly without the slightest struggle; the body retaining the same position as before. Coroner's verdict—*Lunacy*. Pecuniary embarrassment is supposed to have occasioned the rash act. This officer was made lieutenant 1st August, 1794.

On the 6th June, at Topsham, Mr. G. W. H. Carrington, master in the royal navy.

On the 9th of June, at Chatham, Mrs. Timpson, wife of Colonel Timpson, of the royal marines.

On the 10th of June, at Malvern, William Franckland, Esq. son of the late Admiral Sir Thomas Franckland, Bart. He was member for Thirsk, and formerly one of the Lords Commissioners of the Admiralty.

On the 16th June, at Sheerness Dock-yard, in the measles, Miss Charlotte Boyle, daughter of Commissioner the Hon. Courtney Boyle.

On the 18th June, at Bath, aged 72, Lady Pearson, relict of Sir Richard Pearson, lieutenant-governor of Greenwich Hospital, and mother of Captain Richard Pearson, R.N.

On the 21st of June, in Portman-square, universally esteemed, Charles Earl of Manvers, formerly in the royal navy. He is succeeded in his titles and estates by his son, Lord Viscount Newark, captain in the R.N.

On the 29th June, aged 68, Mrs. Elizabeth Sandys, relict of the late superannuated Rear-admiral Sandys, and daughter of the late Rev. J. C. Knowles, rector of Effingham and Fitcham, Surrey.

On 4th July, aged 29 years, after labouring under severe paralytic affliction for seven years, Mrs. Miller, widow of the late Lieutenant J. F. Miller, R.N.

At Leith, on the 7th July, Captain Joseph Brodie, R.N. made commander 3d January, 1793.

On the 12th July, Vice admiral Sir Wm. Essington, K.C.B. Sir William was made Post 18th January, 1782; hoisted his flag as Rear-admiral 23d April, 1804; and as Vice-admiral, 31st July, 1810. He has not been employed since he served under Lord Gambier, at Copenhagen.

On the 18th July, Mr. W. H. M'Leod, purser of H.M.S. Bombay.

Lately, Admiral John Aylmer. This officer obtained his Post rank the 28th of June, 1782; that of Rear-admiral, 23d April, 1804; of Vice-admiral, 28th April, 1808; and Admiral of the Blue Squadron, 4th June, 1814.

At his seat at Westdean, the Right Hon. John Lord Selsey, in the 68th year of his age. He is succeeded by his son, the Hon. Captain Peachy, R.N.

Lately, Captain W. Byan, R.N. who was made commander 12th August, 1812.

Lately, after a few days illness, in the prime of life, Lieutenant John Macnamara Donnellan, of the royal navy, nephew to Rear-admiral Macnamara. Commission dated 3th May, 1807.

Lately, on Vincent's-walk, aged 53 years, Mrs. Tyson, widow of the late John Tyson, Esq. of Bursledon (formerly secretary to Lord Nelson), and daughter of the Rev. John Scott, of Port Royal, Jamaica.

Lately, at Swanmore cottage, Bishop's Waltham, Mrs. Robinson, wife of Captain Robinson, R.N.

Lately, Lieutenants Sandys and Carborne, R.N.; Mr. R. M'Lean, surgeon; and Mr. T. R. Cooper, purser, R.N.

Lately, Mr. Crowder, surgeon attached to the African expedition.

Lately, Mr. G. W. Nicholson, formerly midshipman of H.M.S. Tigre, under Sir Sidney Smith, on the Levant station, in 1799, &c.

Suddenly, on the 8th of June last, at the marine barracks, Plymouth, Lieutenant Hicks, of the royal marine forces.

Lately:—Lieutenant John Gardner: commission dated 13th June, 1801. Lieutenant Robert Gibson (2): commission dated 23th August, 1807. Lieutenant Robert Clarke Beriff: commission dated 31st January, 1806. Lieutenant Jacob Adams: commission dated 26th September, 1777, being the 9th lieutenant on the Admiralty list.

## METEOROLOGICAL REGISTER.

From June 26th, to July 25th, 1816.

Kept by C. BLUNT, Philosophical Instrument Maker, No. 38, Tavistock street, Covent-Garden.

| Moon | Day | Wind | Barometrical Pressure. |       |       | Temperature. |      |       |      |
|------|-----|------|------------------------|-------|-------|--------------|------|-------|------|
|      |     |      | Max.                   | Min.  | Mean. | Max.         | Min. | Mean. |      |
| June | 26  | SE   | 29.79                  | 29.79 | 29.79 | 65           | 45   | 55    | Fair |
|      | 27  | E    | 29.81                  | 29.50 | 29.60 | 64           | 46   | 55    | —    |
|      | 28  | E    | 30.05                  | 30.05 | 30.05 | 64           | 47   | 55.1  | —    |
|      | 29  | SE   | 30.13                  | 30.13 | 30.13 | 63           | 48   | 55.1  | Rain |
|      | 30  | SE   | 30.20                  | 30.20 | 30.10 | 64           | 47   | 55.1  | Fair |
| D    | 1   | E    | 29.75                  | 29.55 | 29.65 | 63           | 45   | 54    | Rain |
|      | 2   | NE   | 29.82                  | 29.80 | 29.81 | 63           | 43   | 53    | —    |
|      | 3   | NE   | 29.86                  | 29.82 | 29.84 | 61           | 43   | 52    | —    |
|      | 4   | NE   | 29.88                  | 29.77 | 29.83 | 62           | 41   | 51.5  | —    |
|      | 5   | E    | 29.83                  | 29.72 | 29.78 | 61           | 39   | 55    | —    |
|      | 6   | NE   | 29.88                  | 29.83 | 29.83 | 60           | 40   | 50    | —    |
|      | 7   | NW   | 29.88                  | 29.84 | 29.86 | 61           | 41   | 51    | —    |
|      | 8   | W    | 29.70                  | 29.70 | 29.70 | 62           | 41   | 51.5  | —    |
|      | 9   | W    | 29.63                  | 29.64 | 29.66 | 63           | 42   | 52.5  | —    |
|      | 10  | NW   | 29.53                  | 29.53 | 29.53 | 60           | 40   | 50    | —    |
| O    | 11  | N    | 29.60                  | 29.60 | 29.60 | 60           | 40   | 50    | —    |
|      | 12  | N    | 29.80                  | 29.74 | 29.77 | 61           | 40   | 50.5  | —    |
|      | 13  | NW   | 29.95                  | 29.95 | 29.95 | 63           | 41   | 52    | —    |
|      | 14  | NW   | 29.80                  | 29.80 | 29.80 | 61           | 42   | 51.5  | —    |
|      | 15  | W    | 29.67                  | 29.66 | 29.67 | 60           | 42   | 51    | —    |
|      | 16  | W    | 29.69                  | 29.67 | 29.68 | 61           | 43   | 52    | —    |
|      | 17  | W    | 29.63                  | 29.60 | 29.62 | 63           | 45   | 54    | —    |
|      | 18  | SW   | 29.47                  | 29.39 | 29.93 | 63           | 51   | 57    | —    |
|      | 19  | SW   | 29.57                  | 29.46 | 29.52 | 64           | 52   | 58    | —    |
|      | 20  | S    | 29.75                  | 29.75 | 29.75 | 30           | 55   | 67.5  | Fair |
| U    | 21  | SW   | 29.76                  | 29.76 | 29.76 | 65           | 44   | 54.5  | Rain |
|      | 22  | SW   | 29.77                  | 29.77 | 29.77 | 65           | 45   | 55    | —    |
|      | 23  | SW   | 29.59                  | 29.58 | 29.58 | 68           | 46   | 57    | —    |
|      | 24  | SW   | 29.58                  | 29.56 | 29.57 | 67           | 47   | 57    | —    |
|      | 25  | W    | 29.60                  | 29.58 | 29.59 | 69           | 48   | 58.5  | —    |

## RESULTS.

|                            |           |                  |           |
|----------------------------|-----------|------------------|-----------|
| Mean barometrical pressure | 29.82     | Mean temperature | 53.7      |
| Maximum 30.16              | wind at W | Maximum 80       | wind at S |
| Minimum 29.47              | W         | Minimum 42       | SW        |

Scale exhibiting the prevailing Winds during the Month.

|   |    |   |    |   |    |   |    |
|---|----|---|----|---|----|---|----|
| N | NE | E | SE | S | SW | W | NW |
| 2 | 4  | 4 | 3  | 1 | 6  | 6 | 4  |

|                                                                               | Mean Barometrical Pressure. | Mean Temperature. |
|-------------------------------------------------------------------------------|-----------------------------|-------------------|
| From the new moon on the 25th of June, to the first quarter on the 3d of July | 29.87                       | 54.3              |
| — first quarter on the 3d July, to the full moon on the 9th,                  | 29.78                       | 51.9              |
| — full moon on the 9th to the last quarter on the 17th,                       | 29.71                       | 51.37             |
| — last quarter on the 17th to the new moon on the 24th,                       | 29.62                       | 58                |

A D D E N D A  
TO THE  
BIOGRAPHICAL MEMOIR  
OF  
JOHN WESLEY WRIGHT, Esq.  
CAPTAIN IN THE ROYAL NAVY.

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“*Chw yn erbyn y byd.*”

[Continued from page 20.]

**I**N the conclusion of Captain Wright's personal narrative, there is an evident indication of distrust respecting the future conduct of the French government, in the ultimate disposal of him. He knew that a vindictive policy pervaded its measures, and might extend to him, although a mere individual, no otherwise discriminative than as a public enemy, active in the execution of the duties assigned him. But a tyrannical resentment is rarely exerted on its ostensible motives.

When Buonaparte had so distinguished himself by his extraordinary success in the republican cause, as to feel its consequences in the possession of an imperative influence on the army, and in a consciousness of the power it gave him—personal ambition, self-aggrandizement, and not the cause of France, became the motive of his public conduct.

He had subverted that constitution, for which, however erroneously considered as the palladium of popular liberty, the people had bled, and which he had engaged to maintain. He had, like another Cromwell, insulted the nation, by driving from their House of Assembly, with an armed force, its constitutional representatives; and finally, he had so far ascended, as to rule by no will but his own, and had planted disappointment in the breast of every unbought Frenchman, when the malign jealousy and suspicion of such a character, in such a situation, was to be excited and vexed by the noble firmness of a British captive.

The inflexibility of Captain Wright was honorable to himself and to his country—it was consistent with the character of a British officer—and might have excited the admiration of a magnanimous enemy. But, however we may admire the extraordinary fortune that exalted Buonaparte, his pusillanimous tenacity of that in himself, which he was so prodigal of in others, as evinced in the various gradations of his fall, and especially in his last battle and final flight, is convincing evidence, that true magnanimity was not a principle in the composition of his character.

Thus was Captain Wright in the hands of those who could not, or would not, see any thing in his firmness but a mortifying disposition to traverse their wily intention of extracting from him a confession of something that they might convert either to his own prejudice, or to the dishonour of his country. That such was the intention, may be clearly inferred from the suggestions of Julien, and from the correspondent proceedings of those to whom that prefect consigned him.

The introduction of Captain Wright to such a man as he describes Judge Thuriot to be, might have excused a conduct less firm than he displayed, especially when told, on claiming a treatment agreeable to the “practice of civilized nations towards prisoners of war,”—“that the laws and customs of *France alone* should be applicable to him;”—that if he did not answer, or, in other words, if he did not confess all that they thought proper to accuse him of, he should be “sent before a military commission”—and tried? No!—“be *shot* as a spy”! which it would appear they had not hitherto considered him; but they wanted his life, or rather, his death, and did not know how plausibly to compass it.

Morality, at least, should be respected—should be held sacred in a court of justice; the establishment of which is for the exclusive purpose of condemning and punishing the violation of it. But what are we to think of that court, wherein the judge himself asserts a direct and important lie!—a lie conceived in vice, and supported by folly—a lie to be sanctioned by thirty or forty persons—but of which only *three* could be found so demoralized, and of those three, two afterwards explained away the whole of what they said.



Such was the ridiculous—the blind presumption of a sycophant in a pretended seat of justice. Judge Thuriot was, however, not an unlikely representative of his constituent power. The imputed purpose of murdering the First Consul was undoubtedly a fabricated motive, alleged in order to warrant the rigorous proceedings which the malice of obstructed usurpation suggested, and which its guilty instruments were so willing to aid, in opposition to every principle of honor, justice, or humanity.

In aiding or in landing the Royalists to oppose the Revolutionists, what could have been done more than the placing before the Usurper his most natural and legitimate opposers. What had been done, that Louis XIV. did not do in the affair of our James II. although in hostility to a revolution on very different principles—the one being to rescue from subversion the religion and constitution of the country—the other to subvert both. In fact, without the pretended purpose of assassination, their proceedings must have borne the character of undisguised tyranny. Hence the serpentine policy of alternate threats and cajolings, compelled evidence, and garbled reports.

To Thuriot's succeeded Savary's attempt on the honor of Captain Wright. It is true, it may be inferred that he did not come wholly uninvited. The hope that every man in office under the government of Buonaparte was not a scoundrel, had induced him to speak of Savary to the gend'armes that accompanied him on his way to Paris, with a wish to see him.

Whether the inclination of Captain Wright to see Savary had been reported to him by the gend'armes, and his visit was in consequence; or whether, as is more probable, it was either the consequence of his master's orders, or of his own zeal to gratify his master's malice—the visit was made.

It was the custom of ancient times to hold especially sacred the rites and recollections of hospitality; those who had ever met in hospitable intercourse, who had broken bread together at the same table, even when meeting subsequently as enemies on the field of battle, the uplifted hostile arm was suspended, in recollection of the hands once joined in friendship, and mutually employed in the performance of hospitable rites. Nor were the friendly impressions of such meetings limited to the individual parties; but were traditionally transferred to the successive genera-

tions of their respective families. The French Revolutionists were enthusiasts in affecting the terms and practices of antiquity, although, unfortunately, they adopted only the vicious barbarities, without imbibing the moral virtues, of the Heathens.

It has already been told that this man (Savary) had been a guest on board the ship of Sir Sidney Smith, near a month, and consequently in the daily course of dining with Captain Wright; he was, therefore, warranted in the expectation, that at least the recollection of an intercourse so social would induce a decency of behaviour toward him, if not the spirit of an alleviating friendship.—No such thing!—The gratitude of this revolutionary adventurer first appears in a base attack on the character of his quondam host; and afterwards, instead of commiserating the unfortunate situation of a man with whom he must have associated in repeated acts of urbanity and convivial frankness, and promising his interest and endeavours to ameliorate his condition, if not relieve him wholly from its depressing consequences, we see him without any apparent recollection of a former companionship, using threats to extort from him grounds of accusation against the unfortunate loyalists then under a course of prosecution for their loyalty. Nor were these threats confined to Captain Wright, they were also levelled at Sir Sidney, whose politics he termed detestable; and in the same breath says, “it is the intention of his own government no longer to pursue an honorable course of warfare against the English, but to do them all the harm they can by all imaginable means”—and it is well known that their imagination was sufficiently fertile of mischief. Such is the general inconsistency of unprincipled men. Their atrocity would be far more mischievous than it is, were not their secret machinations so often exposed and defeated by the inconsistency of their ostensible professions.

It has been asserted, that Captain Wright was tortured; it is, however, no longer doubtful that, although corporeal torture was tried upon the firmness of some other captives, he did not himself suffer other torture previous to his death than that imposed on his feelings by the language and behaviour of Thuriot and Savary, in addition to a vexatious and irksome imprisonment.

On a second examination, we see him threatened with a criminal prosecution for his former escape from the Temple. What

accommodating memories did these men possess!—his identity in that case was perfectly within their recollection; but within a much shorter period, Savary could not recollect a person with whom he had been in the habit of dining every day for the period of a month; had so far lost all recollection of a conspicuously active officer in a memorable campaign with whom he had thus lived, that he now doubts his being a British officer, although Julien, in his *letter of recommendation*, had said thus much for him.

With respect to this new ground of criminal prosecution, where was the necessity for it, if the same just judge could send him before a military commission, to be instantly shot as a spy? It is by shuffling menaces in this manner, that they become ridiculous and ineffectual. If they could have done legally either the one thing or the other, what occasion was there for their round-about endeavour to make him confess that he had lauded conspirators by the orders of his government, for the purpose of murdering the First Consul, &c. &c.? For as to any other purpose than his own destruction, the conspirators, as they chose to call them, were already in their power; the fact of their landing was proved by their presence; and it was in their own option to assign the motive. But it was to be acknowledged by Captain Wright, that they were landed under orders from the British government. Yet although all this had been confessed, as he said, by thirty or forty persons, and it seems to have been so much his wish that it should be true, on the second examination he tells him, that he should be tried as a member of the conspiracy, coupled with assassins, whom he had voluntarily landed in France, *unauthorized* by the British government, who would disavow him, and to whose protection he could have no claim. Such was the hotch-potch management of this shuffling justice.

To crown all, our noble countryman was dragged from his prison to bear witness against 40 persons accused of high treason the penalty of which was death. A penalty which, under their construction of the crime, would equally attach to himself, and by parity of reasoning, to his officers and crew. It was on this occasion, that evidence of the use of torture appears in instances of cruelty that would seem incredible in the nineteenth century, were it not in so many other instances evident that the

false lights of those modern philosophists were but equivalent to the darkness of the twelfth, if not more criminally obscure.

We are told that the manly and consistent firmness of Captain Wright, under this rigid but absurd inquisition, drew forth the plaudits of a numerous audience; but it at the same time added to the exasperation of his enemies. He had sufficiently proved to them, that he would not commit himself, either by acknowledgment or denial, to their malicious views of accusation, whether against himself or others, and they thenceforth determined on a course of private persecution, as will appear in the series of documents which we are now to lay before our readers.

We have before said, that the proof of the assassination is not positive; it is, indeed, scarcely to be expected; none but the parties concerned could give such proof. There is, however, as we have already observed, very strong circumstantial evidence of it in the testimony of respectable individuals, whose situation at the time must give considerable weight to their deposition.

Of this series of evidence, *pro* and *con*, we shall produce first an attested copy of the *procès-verbal*; or inquest holden upon the corpse, with a corresponding extract from the register of commitments at the Temple, deposited in the Archives of the Prefecture of Police, and the register of his interment.

[Office-copy.]

*Procès-verbal, ascertaining the suicide of the individual named JOHN WESLEY WRIGHT,\* prisoner at the Temple house of arrest.*

IN the year XIV, and on the fourth *Brumaire*, at ten o'clock of the morning, at our office, and before us, Pierre Dusser, commissary of police of Paris, Temple division, hath appeared the *Sieur* Louis-François Fauconnier, *concierget* of the Temple house of arrest, and living at the same; who hath declared unto us, that François Savart, guardian of the said house, having entered the same this morning as usual, to visit the prisoners, and having reached the chamber occupied by John Wesley Wright, he found him covered with blood, and lying in his bed in a state of immobility, which should make it presumable that he died by effect of suicide; that in consequence, our attendance upon the spot was required, in order to proceed conformably to law, the same being duly recorded by our joint signatures.

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\* This is the way in which they invariably spell his name.

† *Concierget* literally is house-steward; but in this case is the title of the head jailor of the Temple.

We, the before named commissary of police, in deference to the requisition hereinbefore stated, therefore personally went to the said house of arrest, and there found at the lodge the following gentlemen: Edme-François Soupé, surgeon of the prison, Auguste-Juste Raviér, captain of gendarmery belonging to the department of the Seine, Louis-Réne Pousignon, quarter-master of the select gendarmery, and the before named Mr. Fauconnier: all of whom immediately attended us unto the building denominated the little Temple, contiguous to the Tower, where having ascended unto the second story, and entered a chamber which was opened by the before-named Mr. Pousignon, we there found lying on a bed, a corpse of the male sex, appearing aged between forty and forty-four years, with brown hair and eyebrows, high forehead, grey eyes, nose well-proportioned, mouth the same, chin projecting, visage oval, stature about one *metre*, sixty-six *centi-metres*, which Mr. Fauconnier told us was that of the individual named John Wesley Wri<sup>g</sup>th, English captain, native of Cork in Ireland, and prisoner in this house since the 30th *Floréal* XII; which corpse had the throat cut, and held a razor shut,\* in the right hand.

We then proceeded to take the evidence as here follows, in order to define, if possible, what are the motives which can have determined this individual to inflict death upon himself; *viz.*—

Mr. Fauconnier declared, that yesterday at noon he saw the said J. W. Wri<sup>g</sup>th, to whom he carried the *Moniteur*, that he found him well and calm; that two hours afterwards, Savart the guardian carried in dinner, and found him in the same state; and that finally this morning the last named person came to apprise him (Fauconnier) of the event which has occasioned this our attendance on the spot; and this he declares to be all that he knows, and here signs with his hand accordingly, &c.

François Savart, guardian of the Temple, declares, that yesterday at two o'clock in the afternoon he carried in dinner to the said J. W. Wri<sup>g</sup>th, whose corpse is lying on the bed in the room where we now are; that that person spoke to him in a customary way, and did not appear at all wrong-headed; that this morning at 8 o'clock he came to bring him a roll for breakfast, and having opened the window shutters, he cast his eyes on the bed, and there saw with astonishment the same individual covered with blood, and in a motionless state, which caused him to presume he was dead; that he directly re-shut the room-door, and went to make report of this event to Mr. Fauconnier, the steward; which testimony he here signs, &c.

We next called on Mr. Soupé, the surgeon, to examine the body, and to explain the causes of death, who in compliance therewith declares as follows:—"That on examining the corpse, he observes a transversal wound situated in the anterior and superior part of the throat, above the bone termed *juxoid*, in length about 18 *centi-metres*, penetrating unto the cervical vertebra; which wound appears to have been effected by an edged instrument, such as a razor, which in its course has cut the skin, the mus-

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\* SHUT.—Particularly worthy of notice!

cles, the tracheal artery, the *œsophagus*, and the sanguineous vessels of that part, whence has ensued a considerable effusion of blood, and the prompt death of the said Wrieth." Which declaration the deponent hath signed, &c.

We afterwards proceeded to examine the locality, and to draw up an inventory of the effects there found, in presence of the above-named; and we have found as follow :—

1. On a table: a chart of the Danube; the *Moniteur*, No. 33, of Friday, 3 *Brumaire*, XIV.

2. In the drawer of the said table: 15 pieces of gold, of 40 *francs* each.

3. 60 volumes of bound and unbound books.

4. In a cupboard: 24 other volumes, all treating of marine geography, or of history.

5. On the chimney: a tin coffee-pot in 3 compartments; a silver watch; a small coffee-spoon, also of silver; a case of mathematical instruments; a box of colors for drawing; a tin tea-pot; a tin lantern, open at one end.

6. In a cupboard: a small leather-trunk, containing 2 dimity waistcoats, 3 pair of woollen socks, 1 pair of drawers of strong cloth, 1 pair of cotton socks, 5 pieces of old linen, 1 pair of old boots, and other articles not worth description.

7. A german flute, a little toilet looking-glass, a cotton bed-quilt, and a blanket.

8. A travelling trunk, empty.

9. An old blue cloth coat, ornamented with an epaulette, which seemed unto us to be gold; an old shirt; an old pair of pantaloons; a small spy-glass, and a cocked hat, with a military loop and button.

10. A broken desk for reading or writing.

11. 20 geographical charts.

12. A dimity waistcoat.

The which constitute the whole effects found in the said chamber; and which Mr. Fauconnier declares to us belonged to the late Wrieth; which effects, and cash in gold, we have left in custody of the said Mr. Fauconnier, who undertakes to produce the same when legally called upon; in witness whereof, he hereunto signs his name with us, &c.

We, commissary of police above named, seeing that by the preceding declarations, and surgical report of the state of the corpse, and the razor found in the right hand, it appears demonstrated that the said Wrieth hath committed suicide with that instrument, and that the cause which prompted him unto such act was his reading the *Moniteur* of the 3d of this present month, which may have unduly exalted his imagination, and in his condition of a stranger, led him to that act of despair, therefore find that there is no cause for more ample enquiry, and close the present inquest on the said day, month, year, and hour of one in the afternoon; and the

said *Sieurs* Ravier, Pousignon, Fauconnier, and Savart, sign these presents with us, &c.

*Ravier,*                      *Savart, and*  
*Pousignon,*                *Dusser,*  
*Fauconnier,*              Commissaire de Police.

A copy in conformity,      *Dusser.*

Certified conformably to the copy deposited in the Archives, labelled No. 8866. B. P.

*Bertin de Vaux,*  
 Secretary-general to the Minister of Police.

(L.S.)

A copy conformable to the original; Paris, April 8, 1816.

*Felix Guinand.*

Secretariat. }  
 3d Bureau.\* }  
 Archives.    }  
 PREFECTURE OF POLICE.



*Extract from the Register of Commitments to the Temple House of Arrest, deposited in the Archives of the Prefecture of Police.*

It appears in *fo.* 190 of the 4th register from the 3d to the 4th *Brumaire* of the year XIV, that the *Sieur* John Wesley Wright, English captain, who entered this house by order of Monsieur Réal, counsellor of state, dated 30th *Floréal*, year XII, committed suicide in his chamber in the night of the 3d *Brumaire* of the year XIV, by cutting his own throat with his razor; this suicide was ascertained on the morning of the 4th of the said month, by Messieurs Dusser, commissary of police of the Temple division, and Soupé, health-officer † of the Temple house of arrest, according to the *procès-verbal* ‡ drawn up to such effect, which instrument bears date the

\* The French term *bureau*, applied in this sense, means an office.

† Say, surgeon, according to the english designation of similar officers of public establishments.

‡ Official minute of proceedings.

above-said 4th day of the present month : he was interred the 6th day of the said month, as is ascertained by the register of the municipality of the 6th ward.

Signed, PINAULT, the elder, clerk of the (Temple) lodge, and FAUCONNER, keeper.

This extract delivered in conformity, the 30th April, 1816.

*Portis,*

Secretary-général.

Certified in conformity to the register of commitments,

*Lemaitre,*

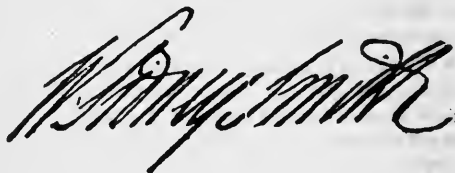
Keeper of the Archives and Depositories.

(L.S.)

Sixième arrondissement, (Temple.)

| Nos. des Inhumations | Nos. du Reg <sup>tre</sup> Municipal. | Dates de l'inhumation.                                      | Noms et prénoms.                                      | Agés |
|----------------------|---------------------------------------|-------------------------------------------------------------|-------------------------------------------------------|------|
| 1614                 | 99<br><br>inhumé                      | 6 Brumaire<br>an XIII. ou<br>9bre 1805.<br><br>au Cimetière | WRIGHT, JOHN-WESLEY<br><br>de L'Est ou Pere La-Chaise | 36   |

Copied from the public register of the above named burying ground, February 1816, by the gardian; the same *then* on duty, and at the burial.—N.B. In my presence and in the presence of Captain Arabin.



The proverbial difficulty of getting at truth was never more strongly exemplified than by the obscurity which still hangs over the catastrophe of Captain Wright's death. The three preceding documents shew the color given to this event by the then existing government. These conduct the corpse of our poor countryman



to the silent grave; where we must leave him to repose, while we proceed to exhibit that mass of contradictory evidence, which the industry and sympathy of his surviving friend has accumulated towards solving this intricate but interesting problem.\* The reader's attention is invited first to the following translation of a letter to Sir S. Smith:—

SIR,

*Villers-Cotterets, 23d January, 1816.*

Perhaps you will recollect that I forwarded to Vienna some particulars concerning the death of Captain With:† but this packet seems to have had the lot of so many others, and did not reach its destination.

When I was quitting Paris, I called to present my compliments; and to leave you the address of Christopher, formerly turnkey at the tower of the Temple, as also your attendant at the period when you was shut up therein: not having been able to meet with him, to procure more ample details by word of mouth, I thought you might be glad to interrogate him yourself. Since my arrival at Villers-Cotterets, not having received any answer to the letters which I took the liberty of addressing you, I know not whether you have seen this man.

Painfully affected by the details which Christopher gave me, my memory has faithfully collected and preserved them.

You know already, Sir, that Captain W. was condemned to seclusion until the return of peace, by the same tribunal which condemned to death George-Cadoudal,‡ &c. Messrs. De Polignac§ (Julius and Armand) partook of the same lot as your friend, who was placed under secret custody in the same chamber which he occupied during his first captivity (1797).

\* Witness this opinion of a person who would not have ceased to feel an interest in the fate of Captain W.:—

*Extract of a letter from a person who knew Captain Wright in his first imprisonment,  
Dated Paris, 19th September, 1814.*

“You ask of me some particulars concerning the death of your amiable friend Mr. Wright. I would not wound your feelings by presenting you so horrid a picture. Let it suffice to say, that the assassin of Pichegru still existed, and that the Universal Destroyer had only to command them!.....The one has been strangled—the other had his throat cut!!!”

† The proper name of our countryman seems to cause as much difficulty to his friends among the French nation, as his person gave umbrage to the government; hardly two of the present witnesses spell it alike. We prefer preserving their orthography respectively, having the original letters under our eye.—(Ed. P. C.)

‡ This individual is thus described in the french indictment of him and his companions:—“Georges Cadoudal, aged 35, first states himself to be a native of Brech, afterwards of Vannes, department of Mortilhan, no profession, no domicile in France, lodging at Paris in the rue St. Geneviève, No. 32.”

§ These two young noblemen are thus described in the same instrument:—  
1. “Armand-François-Herachus Polignac, aged 31, established in Russia, native of Paris, no settlement in France, lodging at Paris when arrested, rue St Denis.  
2. Jules-Armand-Auguste Polignac, aged 23½, no place of settlement in France, lodging in the rue des Quatre-fils.”

As Messrs. De Polignac occupied your lodging, you must know how they could correspond with your friend . . . they found means to convey the instruments necessary for his escape. Christopher was informed of this project by the captain himself, who (he says) had much confidence in, and conversed often with him (Christopher) through the door. Mr. De Bourdillac, an emigrant condemned to be shot, and a Mr. De ———, were also in the secret; all went on well; the captain was going to be free; when one morning the police came, made a search, and found upon your friend, cords, files, in short every thing that led to the conviction of a meditated escape: the whole was carried off, and even the money that was in his table-drawer, all in napoleons of 40 *fr.* Our heroes, however, did not loose courage: they formed a new plan, which was about to be effectuated, when Christopher, going one morning to do the needful in the captain's chamber, was astonished to find him still in bed: he approached, and became seized with fright, on seeing him pale as death: he drew the coverlid a little aside, and recoiled with horror at perceiving blood!—He hastened down to Fauconnier, the *concierge*, and said to him:—"Come up quick to Mr. With, I believe they have done the same to him as to Pichegru." Fauconnier treated him like an idiot, ordered him to hold his tongue, and walked quietly up, followed by a turnkey and by Christopher. He ordered him to uncover the bed: the captain was found lying at length; in the right hand he held a razor, pressed in such a way against his thigh, that there was an opening,\* but no blood. The *concierge* Fauconnier ordered Christopher to raise up the body; but when he moved it, he thought the head was going to detach itself from the trunk, having the neck *cut unto the bone*. (These are the expressions of Christopher.) Which, when the turnkey saw, he melted in tears, and let some expressions escape which signified that it was not Mr. With who had thus put an end to himself. The *concierge* did not call in any medical man; but drew up a minute of the circumstance, and had Messrs. De Polignac, and two other prisoners, neighbours of the deceased, called; who declared that they heard this officer play on the flute at one o'clock in the morning, and as to the rest, they did not hear any extraordinary movement in his chamber: they signed the minute; and Christopher with his wife were charged to bury the corpse, which was interred without noise, or any other forms. Messrs. De Polignac were afterwards removed to the dungeon of Vincennes, where the brother last mentioned (Armand) remained eleven years, and did not come out until the King's arrival: Mr. De Bourdillac, on the contrary, was set at liberty almost on the spot, and sent back to his own country. This man, who gave himself out for a nobleman, was extremely intimate with the *concierge*; and every evening after the general shutting up of the prisoners, he used to come down by stealth, and spent long evenings with him: such was their familiarity, that they *thee'd*

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\* *Quare?* Does the French word *ouverture* here mean a dent or an incision. This does not quite agree with the *procès-verbal*, which states the razor to be shut. (TRANSLATOR.)

† Noise here means without the thing being bruited. (TRANS.)

and *thou'd* each other. Fauconnier had always been employed by the police during the revolution : he was Mr. B.'s successor at the tower of the Temple ; and in F.'s time, Pichegru, many other prisoners (whose names I cannot recall to mind), and lastly, your worthy friend, died assassinated. The turnkey who evinced such sensibility was put in arrest, taken to *La-Force*,\* where he remained a month, and was at length turned out of his place. Christopher told me, he believed that the man had died of want : as to himself, he obtained that unfortunate man's place at the solicitation of Mr. De Bourdillac. But to return : Christopher was ordered to wash well away the blood which had flowed abundantly ; to efface every trace of it under the bed ; to keep the most profound secrecy as to the details ; and simply to say, that the prisoner had cut his own throat with his razor ; an article, it is to be observed, that he ought not even to have been possessed of, because *no edged instruments are allowed to a prisoner when under the secret regimen*. I learned this frightful event at the *Magdelonnettes*,† where I was detained ; but I never for a single instant believed that this prisoner had committed suicide.

I believe, Sir, I have not omitted any thing of this afflicting detail. Nevertheless, if you choose to see Christopher, he is a hackney-coachman, and lives, *rue des Vertus*, No. 6.

I have the honor to be, &c.

B.

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*Details of the mission of a confidential person sent to find out PINAULT, the Greffier or Book-keeper of the Temple, both in 1797-8, and at the time of Captain WRIGHT's subsequent imprisonment and death, supposed to be somewhere starving in an hospital or alms-house ; also to find out and interrogate FAUCCONNIER, the Keeper of the Tower at the latter epoch.‡*

*Paris, 16th of February, 1816.*

“ No one could be more alive than myself in the commission I have been charged with, of assisting you in obtaining some connected information respecting the unfortunate death of Mr. Wright ; I hastened yesterday morning, as early as I could, to go to the dwelling of Pinault. The person to whom I spoke could not inform me with certainty as to the place where the hospital was situated, in which he was supposed to be : but mentioned Villers-Coterets. I asked if it was not possible to obtain the address of

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\* Prison de la Force, in *rue Saint-Antoine*, where persons charged with crimes and misdemeanors are confined, in order to their being brought before the correctional tribunal.

† Prison des *Magdelonnettes*, *rue des Fontaines*, opposite the Temple. Here women are confined who are charged with offences, and condemned to correctional punishment. They are employed in needle-work and spinning cotton.

‡ Nothing conclusive in point of fact was hence produced ; but a clue was afterwards obtained that eluded more *direct* researches where Sir S. Smith's name was employed, or an act of government was suspected as the *mobile*.

some of his relatives. I was told he had a brother, and I accordingly found this latter out; but as he always leaves home from morning till evening, he could not be spoken with. I therefore left my address, and requested he would come to me as soon as he might return, or that he would await my coming to him by eight o'clock this morning. He came to me in the evening, and I was very well satisfied with his manner of expressing himself; he was sufficiently open in all that related to his brother, and I perceived, by the many failings he confessed in his brother, that the admission of them to me gave him pain. I cannot give you the details in writing. He talked a great deal of his brother's uncomfortable situation, which he had made many attempts to improve; that he was in a *dépôt* at St. Denys; and that every body was deaf to his representations. I would not inform this man of the real drift of my business with his brother; only that I wished to obtain from him some information, which I had no doubt the latter could give me. He charged me with several things that I was to communicate; and said, that going thus commissioned from him, would give his brother more confidence in opening himself to me. I went to Pinault this morning, and found him in a very deplorable condition, almost without sufficient bread to support him, so that I was quite stricken with pity. I then begged and entreated that he would tell me what he knew of the unfortunate Mr. Wright—but he declared solemnly that he *knew* nothing. That the day on which the keeper then upon duty told him of his death, he saw him, with his throat cut with a razor, his arms bloody, and that probably he had cut it himself. I represented to him the impossibility of the fact—that I knew the character of the person; and besides, that no motive existed which could have induced him to such an act. He told me, that he had read the English papers the evening before,\* and that there was no doubt the state of affairs not being satisfactory to him, had been the cause. Knowing that Pinault loved the juice of the grape, I sent for some wine, and made him drink, hoping that, as he grew mellow, by my solicitations, and the assurance that he should not be committed by any disclosure, but that, on the contrary, it would be serviceable to him, I might obtain from him what I desired to know: but he still said the same thing; only he promised to send me the name of the keeper, who, being then upon guard, first saw Mr. Wright; he could not then recollect his name, but said he could know it by another of the keepers, whom he sometimes saw, and he would shortly write to me on the subject. The steward of the establishment came to speak to him while I was with him, respecting the demand that he might go to Villers-Coterets, which he was to make shortly. I made some observations on the subject of not hurrying this demand, as his brother would solicit his admission into the superannuated, and that there would be always time to do the other. I obtained this delay, hoping it possible to obtain more from him. He was to write to me.

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\* The original statement in the *Moniteur* was,—that the *Moniteur* was before him with the account of the surrender of Ulm.

I expect his brother one of these days to learn his situation. The latter is not happy any more than the former; but I believe him a very different kind of person from his brother. If I do not come at the truth it shall not be my fault."

*Copy of another letter from the same Correspondent.*

" Thursday, 18th February, 1816.

" I am arrived from my journey to Vincennes, to speak with Mr. Fauconnier; \* my expedition was fruitless. Not being attached to the fort, I saw no one at the gate who could give me any direction to him. I requested to speak with the keepers of this prison, thinking that men of the same profession might know one another, and give me some information of him. I was right in my conjecture, for the person to whom I spoke had been porter at the Temple, in the very time of Mr. Fauconnier. He gave me his address, *Rue de l'homme-armé*, No. 3. I accordingly procured a conveyance thither, but he resided there no longer. He had removed to *Rue de Lècharppe*, No. 2, near the *Place Royale*. I went there, and announced myself as belonging to Mr. RAYTE's family. That his nephew, being at Vienna, had written to me, to procure particulars respecting his uncle's death, and suggesting that the person who was principal keeper of the Temple at that time, might be able to give them to me. That his motive was, to complete a work which I shewed him, † by giving authenticated facts. Mr. Fauconnier said, " *I can give you no clearer information, than that I saw him with my own eyes, sitting close to his bed, his head reclined backwards upon the same, and his neck cut with his razor—the presumed motive was an uneasiness that he felt at seeing himself committed in a criminal process; being endowed with a susceptible mind—this was the only conjecture that had been formed respecting the motive which had induced him to destroy himself:*"—and he assured and protested to me that this was the truth. " *Besides,*" said he, " *I am under no obligation to praise the government of Buonaparte, and would publish all I knew in its disfavor. I have saved,*" added he, " *the life of Mr. Bouvet De Lozier, who has now a place by the king's patronage. As I entered his chamber, I was but just in time to cut the cord which Mr. B. had placed round his neck. These unhappy events have been but too frequent, and I have never suspected, nor can believe, that they could be perpetrated by others than themselves.*"

Not being able to obtain any other information, after having urged and entreated him on all points, I took my leave.

I this evening expect Pinault's brother; if he should not come, I shall send him word that I wish to speak to him. I know not what to think of

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\* Fauconnier was keeper of the Temple at the time. His predecessor, Mr. Lasne, had recently met him one day in the street, and gave him Sir Sidney Smith's address, and he promised to call on the Admiral: but up to the date of this letter he had not. Sir Sidney therefore sent L. to engage him so to do.

† The *Naval Chronicle*, Vol. xxxiv.

the conversation I have had with this Mr. Fauconnier: if he has not told me the truth, it is because he is fearful of disclosing to me things to which being at the time privy, it might be not much to his credit to mention. But I am inclined to think, and even induced to believe, by his free and easy manner, not appearing at all embarrassed by any questions which I put to him, that he knew no more than he said.

(Friday.) I did not think fit to send you my letter above. The brother of Mr. Pinault has just been with me, in consequence of my invitation. I have concealed nothing from him respecting the information I wanted from his brother. This one tells me that he firmly believes that the suicides have not been real; as even the turnkey named Popon, who was suspected at the time of the death of General Pichegru, became all of a sudden in very easy circumstances; and some little time after was found poisoned. His brother told me *that* himself, but he could not tell me the man's name. "My brother," said the one I am now speaking of, "is not quite right in his head, but I think if he knows any thing you may come at it."

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#### NARRATIVE.

*To Admiral Sir Sidney Smith, Grand-Cross, Commander, of the Swedish Royal Military Order of the Sword.*

SIR,

In consequence of the intimate connection which existed between the late Captain Wright, and the *Abbé Allary* (with whom I was arrested and consigned to the Temple), I was frequently employed by the latter in rendering certain little services to the captain, and which not only from motives of humanity, but personal respect to that brave officer, were most cordially rendered.

I lodged directly under him, in the first room of the little Temple, and when I was charged with any commissions for him, I tapped the ceiling with the broom-handle, and he answered me with his foot; this was usually at the time when the other prisoners formed their card-parties, that we might be neither seen nor suspected.

Every day, and especially about half-past nine in the evening, I thus communicated with him, and imparted any particular news that his friends had sent him, or other matters, such as that 25 louis were lent him by Mr. MULLER an Austrian officer, which was a few days before his death; another sum of 25 louis was likewise sent him by the *Abbé ALLARY*, Almoner of the Duke de Berri, and Chevalier de St. Louis. For having been suspected of an intention to escape, his apartment was rummaged, and he was stripped of his property, that it might not be made the means of his flight. This gave him great uneasiness, and induced those gentlemen to supply him with another loan. Previous to this spoliation, he had had an animated discussion with Savary: after which he had been more strictly watched.

A few days subsequent to the appearance of Savary, Mr. Pacq.

inspector of the high police, was sent to the Temple to make a second search in the captain's apartment, when a violent debate arose which ended in their beating the captain, whose cries were heard even outside the Temple. Of this outrage he complained to me, with evident feelings of indignation, saying, that he had been beaten by them, and that four of them had thrown themselves upon him to rifle him, and make him submit to it. This circumstance was known to all the prisoners of the Temple at that time.

I never saw the least alteration in the dignified fortitude of the captain; he seemed to derive fresh energy from every accession to his sufferings. I communicated with him the very evening of his death. A short time after this last act of forcible intrusion, the defeat of the Austrian army was announced, which gave us great concern; but our affliction was amply compensated by the news, immediately after, of the victory off Trafalgar, by the great Admiral Nelson. The captain especially testified the extreme gratification which that battle gave him, and it is in fact to his gratulation so expressed, that our comrades of the Temple attributed his death, for it was generally believed that he was assassinated.

Our mode of communication was, after notice given in the way before-mentioned, he dropped from his window a string of packthread with a bag attached to the end of it, into which I put what I had to deliver, and he drew it up. The evening before his death, an accident happened that might have proved fatal to any future communication between us, for the Abbé Allary, while I was keeping watch, drew the string a little too forcibly, so that the bag and string were abandoned by both at the very instant when they came to shut the gate. Under the pretence of being unwell we obtained permission to go to draw some water, which time we employed in groping for the aforesaid bag, and fortunately found it at the foot of the tower.

Captain Wright in the evening of the night that he was murdered played on the flageolet, and even until two hours after midnight. About four o'clock in the morning the Abbé Bassinet, a very respectable old man 80 years of age (Archdeacon of the Collegiate of Verdun, Grand Academician of Arts and Sciences, and Knight of Malta, born at Avignon, and who died in the Monastic hospital of St. Perine at Chaillot) who lodged in the same apartment as I did directly under that of the captain, heard a great noise in the captain's chamber, and awoke me, saying: "*did you hear that great noise?—is it that the captain is unwell?—I hear the noise still, like the walking of several people.*" It appeared very extraordinary to us, and what we had never heard before since we had been in the Temple. The noise ceased—he repeated several times that I lay like a log—but that it was not surprising as I was young and he was old—that he had not slept a great part of the night.

A man of the name of Savard, who was charged with the more immediate custody of the captain, came in the morning as usual to unlock the room and open the window-shutters. Having spoken to the captain, who contrary to his usual custom, was silent; the man perceiving various tracks of blood in the room, went toward the captain's bed, and saw his throat cut.

Terrified at the sight he left the room, came down to me, and made me go up with him into the room, where I beheld the horrid spectacle!—The captain in his bed, *in as much order as though he slept*—his face upwards—and the sheets and *counterpane under his chin*. I immediately uncovered him, and saw in his right hand a razor *shut*; and the wound in the captain's neck filled with blood. I then re-covered him in the same position in which I found him, in the presence of the said Savard, who pointed out to me several tracks of blood in different parts of the floor, and in the bloody tracks I saw the print of feet, from which it was clearly evident, that there had been many struggles in accomplishing the murder. The blood was too far from the bed to be the effect of a spirt from the wound at that distance, and convinced me that no suicide could have been there committed; and which was perfectly consistent with the noise I heard with Mr. Bassinet.

Savard having shut the door recommended to me secrecy towards Fauconnier the keeper of the Temple, and every thing induced me to believe that I was the first who had seen the unfortunate captain in this state except the turnkey, who seemed totally ignorant of all that had happened previous to his entering the room.

After having returned to my chamber I went to the Abbé de la Neuville, grand-vicar to the Bishop of Aix, and Bachelor of Sorbonne, (Baron de la Neuville), and gave him a particular account of what I had just seen, not having the smallest doubt that murder had been committed, as the characteristic fortitude and firmness of the captain left not the slightest ground to suspect it a case of suicide—he himself had exhorted us to patience, professing to us his expectation of being soon delivered from our tormentors.

All which I sincerely affirm as a homage to truth.

Paris, 1st April, 1816.

*Doupart,*

Late officer of the Army of the Centre, Lieut.-Colonel of Cavalry, No. 39, Rue St. Germain l'Auxerrois.

A true copy, from the original, Paris, 3 April, 1816.

*Felix Guinand.*

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*Supplementary letter from the same to the same, dated Paris, 10th April, 1816.*

SIR,

“ When I had the honor of transmitting you my observations on the assassination of Captain Wrieth, I omitted a circumstance which I hasten to make good; and beg of you to add the same to the end of my preceding communication.

“ On the eve of the assassination, some masons were at work on the



tower of the little Temple wherein this unfortunate individual was confined; and I strongly suspect that the police and the authors of the crime availed themselves of that circumstance for its commission; insomuch that I imparted this my suspicion to the respectable *Abbé De La Neuville*; and this is what I found it upon.

“The day after this fatal transaction, the master-masons did not come to work, and the journeymen not being able to proceed without their masters, were seen looking with a ferocious air at the windows of the captain’s chamber: approaching them, I asked why they were unemployed; they answered, that their masters were making holiday, and that they could not go on in their absence. It is well known that all workmen who are employed in the prisons are entirely devoted unto the police, and are always ready to execute such orders as may be given to them from that quarter.

I am, with profound respect, &c.

*Poupart.*”

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*To Sir S. SMITH, from his Confidential Emissary.*

“SIR,

*Thursday, 4th April, 1816.*

“I went yesterday for the purpose of speaking with Christopher, but I have not been able to meet with him, he being out with his coach for the day: I have therefore written to him, requesting he would come to me.

“I have since been to Savard’s, and read to him the narrative of Mr. Poupart. I no sooner came to that part of it where he says that Savard made him go up into the captain’s chamber, than he manifested signs of impatience, saying, that Mr. Poupart had been guilty of imposture; that he should never have dared to take upon himself to introduce any person into that room, whoever he might be, without first acquainting the keeper. He in the same way denied there being any tracks of blood upon the floor, and the marks of feet; he said that there was no mark of blood even on the upper sheet, and very little on the under one. I read to him the same particulars several times, and he repeatedly said that Mr. Poupart had given an untrue account. With respect to the noise said to have been heard, he could say nothing; but the *Abbé Picot*, a jesuit, who was upon the same floor as the captain, had heard none.

“There was present at Savard’s a gentleman, apparently a well-informed man, who said to him: “It is very possible, my good fellow, that you, like other turnkeys, had not been made to witness so horrid an assassination; but it is not easy to believe that a man who had committed suicide would be found covered up to his chin, after his death—besides—the approaches of death—the nerves—and the motions naturally consequent in such circumstances—then the razor, whether shut or open, would not remain in his hand.”—“I do not say,” replied Savard, “that he killed himself, but I can attest, that I have no knowledge of any one entering by night into his chamber. The razor was open, the blade stained with blood.

I know not what may be said to its being open ; it is possible that the blade might not be straight upon the handle ; it might be bent on one side ; the more I strive to bring the circumstance to memory, the more strongly I am impressed with the idea of its being quite open. But the admiral could verify on the *procès-verbal* all the incidents, they must there be described.\* On reflecting a moment, I consider whether it might be possible that I should have brought Mr. Poupart into the captain's chamber ; if I have done so, it must have been only in the course of the day, but I do not recollect it as to the morning : frightened at such a spectacle, I surely should not have sought a prisoner to witness it, I was bound in duty too far not to inform the keeper immediately."

"Having represented to Savard all the objections to his account, contained in the manuscript of Mr. Poupart, I told him you had been informed that the assassins of Pichegru were those of the captain. He made me no other answer, than that the keys were not brought to the keeper, but remained at each wicket respectively.—' If Mr. Fauconnier,' said he, ' has said that the captain was found on a chair with his head lying on the bed, he must have entered the room before me ; but I cannot tell how he could pass without my seeing him. I entreat you, Madam, to assure the admiral, that I have no recollection of the facts which Mr. Poupart states in his narrative ; it is, however, possible that time has obliterated some circumstances from my memory, but the tracks of blood on the floor, and my bringing him first into the chamber, are facts which I deny.'

" This, Sir, is all that I have obtained from Savard. I shall keep the narrative to show to Christopher, whom I expect, and will inform you farther as soon as I have seen him.

" I should observe to you, that Savard did not seem to preserve a clear recollection of any of these facts ; for, endeavouring to bring them to memory, he remained in doubt ; and upon various subjects that I mentioned to him respecting Christopher, or Victor Huré, he did not seem to have the air of being acquainted with any of those particulars.

" I have the honor to be, with consideration,

D.

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The next document is an additional evidence of the industry of Sir Sidney's agent in procuring information on the most judicious manner that could be adopted by them ; and in which will be found a contradiction of some importance, but by no means conclusive. In this recapitulation, Christopher professes to speak from a more perfect recollection, but, as it appears, with his re-

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\* See the *Procès-verbal* : it says, " shut."

collection of the circumstances in question, the probability of danger in the disclosure of them strongly presented itself, and it may be fairly presumed, that this fear would not be less sensibly felt by Fauconnier, whose superior station at the time would subject him immediately to an awkward responsibility in this affair, on any other ground than that of suicide.

*From the same to the same.*

“SIR,

*Wednesday.*

“Yesterday I went to see Christopher Barrault. He gave me very circumstantial details of all that I asked him concerning Mr. Wright. He repeated to me all that is stated in the minute which I have already sent to you: he has moreover added, that he has scrutinized the whole affair with all the reflection of which he is capable, and not with that perturbation which is the immediate effect of fear. The Captain’s bed, he says, was so narrow, that, when a person was lying therein, there remained but little room to spare on each side. On the edge of the bed, of the right-hand side, the *under* sheet was stained with blood, which had from thence dropped upon the floor; that the edges of the four mattresses were also stained, so that their stuffing had imbibed a certain portion of the blood; that the pillow was, in like manner, marked a little; that the under sheet was not marked in the middle; that the upper sheet had no marks at all of the effusion of blood; that the sheets were not particularly long or wide; that the upper one reached over the Captain’s face: that is, was drawn over his chin; which position might so raise it above the wound as to prevent its being stained: but Christopher expressly stated, that there was no where any marks of the spirting of blood as from a vein; that the razor *was open*,\*—the hand that held the same being extended along the right thigh, on which there was a slight cut, without however any marks of blood; and that if any other persons saw the razor *shut*, that it probably must have *done so afterwards*. That the Commissary, Mr. Dussèr, whom he went to fetch by order of the steward, taxed him sharply in these words:—‘*Is it thou who hast killed this man?*’ to which Christopher replied:—‘*Me, Sir? I am no executioner.*’ The Captain was in his night gown, and had a cotton cap on his head; there was a silver watch on the chimney, and fifteen gold pieces of forty *francs* in the table drawer; of which, the *procès-verbal* comprises all the details. When he, along with Savart, carried the Captain’s corpse down to a lower room, a sort of lumber place, at ten o’clock, after shutting up the prisoners, on touching certain parts of the body, he found some remains of warmth; that the opening of the neck was so considerable, that the head hardly held on. These particulars, he said, are the exact truth. The Captain was playing the flute at midnight; but this circumstance he knew only by Savart and others, as he himself did not sleep at the Temple.

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\* See the negative assertion in a former page.

“While Christopher was telling me these particulars, and repeated twenty times the same things, he over and over again testified the utmost uneasiness, saying:— ‘*If there was to be a fresh change of government I should be shot.*’ You may be sure I did not fail to do my best to dispel his fears, by assuring him, that, in searching after the truth, you had no idea of doing any harm to any body, either now or hereafter.

“He farther informed me, that Mr. Poupart had been several times to him, and that he felt some uneasiness at being cited in a manuscript, as having conveyed the body of the son of our unfortunate Louis XVI. to the church of St. Catharine. ‘Mr. Poupart,’ said he, ‘is mistaken. I did not accompany the unhappy *Dauphin*,—it was Bozin, an undertaker of funerals, who buried the body, and marked a “D” on the coffin with a piece of charcoal, in order to recognise it if the times should ever change: he received in payment one hundred *francs* in *assignats*, which at that period were worth next to nothing, and did not cover his expenses. (This Bozin is now a pauper in the *Bicêtre*.) Yes,’ said he (speaking of the *Dauphin*), ‘when the image of that fine child is retraced in my memory my heart still bleeds. I was then a water-carrier, and used to prepare the baths used by the then captive royal family. The *Dauphin* used to say to me:—*Christophe! I have no money to reward you with, but I will share my dinner with you*; and then used to give me bread and something to eat with it; this often happened to me. That monster Simon, and \* \* \* who succeeded him, used to make the *Dauphin* suffer mortally. After the death of his parents they parted off from the principal apartment a kind of intermediate closet, or cupboard, through which they used to give him his food (*haricot-beans*);—and the son of one of the best of kings died on a truss of straw, poisoned.’

“Christopher entered into other details, which I partly knew before; and although the catastrophes I have been witness to, as well as my own personal misfortunes, have rather disciplined the natural sensibility of my disposition, yet I was so affected by all that he related to me, that I returned home with such a head-ache, that I found it impossible to write to you last night as I intended. Christopher came again this morning and went over again with me all the details above stated.

“He is now become a coachman; his coach is numbered 578, and belongs to the stand in the *Place St. Denis*, near *St. Sauveur*.

I have particularly reflected on the Commissary’s apostrophe to him:— ‘*Is it thou who hast killed that man?*’ This interrogation has given me an idea that Dusser had doubts as to the Captain having made away with himself. This latter is now dismissed; he used to live *rue Charlot*, fronting *rue de Normandie*, opposite the temple. I should have liked to have gone thither and enquired his new place of abode; but, upon reflection, I thought it better not until I had your approbation. Mr. Soupé, who was the medical officer, is dead; but Christopher believes his wife is still living; he used to live in the *place Dauphin*, and on the *quay des Orfèvres* at the *Pont-neuf*. You will be so good as to tell me, if you chuse to see Christopher, and whether I am to go to Mr. Dusser for the *procès-verbal*.

"I forgot to mention that there were no signs of extravasated blood on the Captain's face.

"I have the honor to be, &c.

D."

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*Translation of a French memorandum, in the hand-writing of the  
Correspondent D.*

"In the early part of the month of February, personally appeared\* before Admiral Sir Sidney Smith, the individual named Christopher Barot, formerly a porter at the Temple, who has declared as follows:—

"That on the ..... in the morning, the deponent met one of the guardians of the house of arrest above said, named Savar, who, on that day, was in attendance upon Captain Wright: the deponent met Savar at the bottom of the stair of the tower, wherein was situated the captain's chamber, looking pale and disordered, running to report to Mr. Fauconnier, the steward of the Temple (who lived on the side near the Templars' Palace), that Captain Wright appeared to him dead in his bed; in consequence of which the deponent was despatched with a letter to the commissary of police, who attended immediately. That all the persons hereinbefore named, accompanied by another guardian named Victor Huré, then ascending to the captain's chamber, they found him extended in his bed, his eyes open, his body covered up to the chin with the sheets and counterpane, as if in a state of repose; that one of them having uncovered him, Christopher remarked an opening in the neck, which extended across the same from side to side, but owing to the manner in which the integuments were approximated, and the edges as it were, stuck together, this opening appeared to him at first no more than a scratch, from whence death could not ensue. The deponent added that the captain was found as has been described, dead, in his bed-gown, (which he however never wore at night), holding in his right hand a razor with a white handle, the arm extended along the right thigh, where the deponent perceived (but not immediately) a slight cut, apparently done with a razor, which cut did not seem to him to have bled: the bed was narrow. Captain Wright's head was between two pillows, and not bloody.

"He likewise declared, that in searching after the papers and effects belonging to the captain, there were found 14 gold pieces of 40 francs; and that a *procès verbal* of the whole occurrence was drawn up. That by order of the steward, the deponent, with Savar, carried the body down stairs, to a room where it was customary to depose the dead, the one holding it by the head, the other (Savar) by the feet; in doing which the head became all at once so reversed, that he thought it was coming off. It was the deponent who (together with his wife) was charged with the burial,

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\* The French term is *comparu*, and this term has its equivalent *compared*, in the Scots law.—(TRANSL.)

and to cleanse the chamber, that is to say, to remove the marks of blood from the ground *near the bed*, although there was *none on or under the bed*, unless it were a little on the edge of the sheet on the side where the ground was bloody. He ended by saying, that the captain, whose disposition was generous, and his heart endowed with sensibility, always treated him in a manner full of amenity: that about eight days before his death, finding him with an air of sadness, Christopher asked him the reason, when the captain answered him, that Pacq, inspector-general of police, had been to make him a domiciliary visit, and had seized his papers, his money, and a cord which he intended to make use of for escape. Finally, on the eve of Captain Wright's death, the deponent heard him playing on the flute till an hour after midnight; which recreation did not indicate the despair of a person who had the intention to destroy himself."

The next letter affords us no other evidence than of the indefatigable perseverance of Sir Sidney's correspondent, and of the respectability of the Abbé Allary, whose evidence will in due course appear. The Abbé Picot is here introduced, of whom also we shall have to produce some relative testimony. And in this letter it will be likewise evident, that while Sir Sidney was thus zealously engaged in ascertaining the fate of his friend as to the real cause of his death, he was, with amiable solicitude, devising funeral honors to his memory; and in which his worthy agent evinces a respectful interest.

Paris, 29 February, 1816.  
(Thursday.)

"SIR,

"It is this day only that I have been able to learn the address of the Abbé Allary. I went according to your indication to the Prince of Condé's hotel; whence I was directed to the Tuilleries; where, however, I could only learn that he officiated in the divine service every Sunday before the Duke of Berry; and thus at length I succeeded in tracing him out, *rue Belle-chasse*, and also in ascertaining the best time for finding him in the way; which is either 7 o'clock in the morning, before he says mass, and again after mass, between 8 and 9. He is seldom at home during the day; and returns at night between 11 and 12.

"I have not yet found out the Abbé Picot's address; but I hope to succeed by dint of inquiry. I hope you will not forget me when you place the stone over Captain Wright's grave.

"I have the honor to be, &c.

Sir Sidney Smith.

D.

## NAUTICAL ANECDOTES AND SELECTIONS.

## SINGULAR PRESERVATION OF MR. COOPER.

**A** YOUNG Gentleman (son of the Rev. Mr. Cooper, of Liverpool), supposed to have been drowned in bathing in the Mersey, reached home from Ireland, after an absence of eight days, to him of anxiety and suffering, and of deep and poignant grief to his relatives, who, judging from all appearances that he had been snatched from them by the "ravenous deep," had offered a reward for his body. The escape of this youth from being drowned is almost miraculous. He went into the river, a short time before high-water, from the rock opposite the North Battery. Being an expert swimmer, he for some time amused himself in that salutary exercise; but when about two hundred yards from the shore, he felt the tide beginning to ebb.—Aware of his danger, he endeavoured to stem the current; but its increasing rapidity baffled his efforts, and he beheld, with indescribable feelings, the shore fast receding from him. Despairing of success, and unable any longer to breast the force of the current, he resigned himself to it, and was carried into the river, midway between the Magazines and the Rock Point. He now became almost insensible, chilled by the coldness of the water, and exhausted by his previous exertions; and he merely recollects being taken into a boat. This boat, it afterwards appeared, belonged to an Irish trader, the name of which we regret our inability to state, then under sail, and turning the Rock Point. He intreated the crew to land him on the Cheshire shore; but, as this would have delayed the voyage, they would not comply. They conveyed him to the vessel; put him in the cabin; placed him before the fire; with the characteristic humanity of English sailors, used means to restore him; and having succeeded, they supplied him with an old jacket and trowsers. The captain promised to put him on shore on the first land they made: accordingly he landed him on Sunday, at the mouth of the Liffey, and gave him a shilling. He journeyed thence to Dublin, where he arrived the same night. Conscious that his relatives would conclude him drowned, his primary object was to return to Liverpool with all possible expedition. But, to his inexpressible grief, there was no vessel at that time ready for Liverpool port; and, either from bashfulness, or want of presence of mind, he neglected to apply to persons from whom the bare mention of his name or misfortune would have elicited assistance. After paying a few pence for his lodgings, out of the bounty of the captain, on Sunday and Monday nights, his small stock was completely exhausted; and, unable to procure further accommodation, he spent Tuesday night in the neighbouring fields. When he embarked on board the packet on Wednesday, he had neither money nor food; and, during the course of the voyage, he subsisted on a few crusts given him by a female passenger. The feelings which his return excited in the bosom of his relatives are indescribable. They were busy in

preparing the "suits of woe;" and when he presented himself, their eyes doubted what they wished true. But their doubts soon vanished; his parents again beheld, though in ragged attire, their beloved son, whom they supposed dead; they embraced him with all the joy which may be supposed would be caused by such an unexpected interview: and all joined in fervent acknowledgment to that Great Being, who had again restored him to his friends.

#### PROGRESS OF THE DIVING BELL.

THE beneficial effects of this curious machine begin to display themselves in a prominent manner, as was strikingly evinced in Plymouth Sound, on Friday the 21st, and on Tuesday the 25th of July. On the former day Fisher, the diver, brought up with him, after fifteen minutes absence, a stone, weighing 200 pounds, though nearly buried in shelly sand. On the latter day, the anchorage of the Sound having been swept for a mass of rock, lost from one of the Breakwater vessels, in May, 1813, and the same being found, the bell-vessel was placed over the spot, and the bell lowered, with Fisher and two other men, and proper implements for boring, in 33 feet of water, who succeeded in boring the stone, secured a lewiss, and making fast a purchase for heaving it up, all which was safely effected in about two hours and a half from the time of descending. The rock, thus recovered, weighs four tons, and an entire summer had been spent in trying to get it up, but ineffectually, owing to its peculiar form, which evaded sweeping. The rock has been landed at the King's Quarry, Oreston, for future conveyance to the Breakwater.

#### INUNDATION AT NEW ORLEANS.

*New Orleans, May 9, 1816.*

BEFORE this reaches you, no doubt you will have seen many accounts of our recent calamity, the overflowing of the river. This, like all other great and sudden misfortunes, will be exaggerated by some, and made insignificant by others. I will endeavour to give you a description of it, as far as it has come immediately under my observation. Last Monday the Levee at Mr. M'Carty's plantation, about eight and a half miles above the city, gave way, and a body of about twenty feet broad of water, and six feet deep, rushed in and made its way towards the swamp.—The Levee was absolutely undermined by craw-fish (with which the river abounds), about five or six feet under water, so that scarcely any human foresight could have guarded against it. The flood having swollen the river very high, the water soon made a channel for itself over the Levee, of about one acre wide, through which it is now pouring with unceasing fury. The swamp was filled in about two days, and it is now filling the back parts of the Fauxbourghs and the city next to the swamp. It will not rise much higher in the city, because even if the crevice is not stopped, the swamp being so much lower than the city, it will find an outlet over its extreme edges into the Lakes. The persons appointed by the authorities to repair the breach in the Levee, are very sanguine in expectation of doing it in three or four days, but there are many well informed men who differ with



them in opinion. The city runs on a very considerable inclined plane, from the Levee to the swamp. The water will never be able to inundate more than one third of it.

About 20 years ago, a similar accident took place, very near the same spot, at this season. I am inclined to think that the breach will be repaired in about a week, and that business will not be interrupted, as the parts of the town overflowed and overflowing are principally inhabited by the poorer class of whites and mulattoes. In short, we apprehend nothing except a pretty sharp yellow fever, if we have a dry season; but if it proves to be a rainy one, we are as safe as you are.

#### THE SEMAPHORE.

THAT improved machine, the semaphore, began working on 3d July, between the Admiralty and Chatham. The communications by this means very far surpassed the telegraph recently in use, both in celerity and perspicuity. One among the many great advantages obtained, is the distinctness of observing the apparatus from one station to another, which is accounted for by the late one being of a square form, and thereby holding the density of the atmosphere, and the present being simply an upright hollow mast. The telegraph, it is well known, consisted of six shutters, or flaps, and could not by any means produce one hundred combinations. So superior are the powers possessed by this machine, that with two arms it produces not only letters and words, but whole sentences, and upwards of two thousand different symbols. The ingenuity displayed in the arrangement is exceedingly great—and it may be said, that communicating by characters in this manner has reached its utmost limits. The powers of this machine are not confined to the naval service, and its construction is upon such simple principles as to admit of being adapted to all the uses of an army, and can be conveyed in five minutes, in a waggon, from place to place, as circumstances require. The public are indebted to Admiral Sir Home Popham for the improvement and adoption of this important invention, who has displayed great science and judgment in the arrangement.

#### ICHTHYOLOGY.

THE following facts may be worthy of record—the authenticity is undeniable:—

As Mr. John Wane, grocer, Penrith, was following his favorite recreation of fishing with roan, in the river Eamont, on the 31st day of May, 1816, after taking a quantity of trout, in a part of that river near to the Giant's Cave, he found an unusual attack made at his bait, and immediately discovered he had hooked a young otter, about 7lbs. weight, and apparently about four months old. Owing to the good condition of his tackle, he was so fortunate as to bring it within reach of his hand net; but no sooner did he do so, than the young savage bit the rim of it in two, although made of brass wire, about three quarters of an inch in circumference; he nevertheless contrived to throw it over his head on the bank, and pursuing his success, by intervening between the animal and the

water, he, after repeated attacks, and not without considerable difficulty, seized upon it.

Finding itself in a very unusual element, the animal made a loud whistling noise, which brought to it (no doubt with a view of relief) the parents, and with them five or six young ones, which immediately swimming to the edge of the water, set themselves in battle array, by rearing themselves on their hind legs, and following the example of the captive, by setting up a loud whistling noise, spurning water at Mr. W. and shewing every symptom of the most savage ferocity. They durst not, however, make any personal attack, and Mr. W. content with his prey, made the best of his way along the banks to a neighbouring house, about 300 yards distant, the old otters following him the whole way, evincing the most parental affection. Having safely lodged his captive, he resumed his sport, and, before five o'clock in the afternoon, having commenced fishing about six in the morning, he actually killed 67 lbs. weight of trout, which probably is the greatest number ever taken by the rod in the same space of time. Mr. Wane has now the otter in his possession, and the animal, from his kind treatment, appears in a state of domestication.

#### EXTRAORDINARY INSTANCE OF NAUTICAL SPEED.

THE recent arrival of *thirteen* large heavy laden ships of the East India Company, from China to our Channel, in *one hundred and nine* days, is a triumph of mercantile navigation, a combination of nautical skill with good fortune, of which there is no record of an equal exertion. To cut through 15,000 miles of ocean in that time is without example in marine experience: with *similar* passages we ought to communicate with our Asiatic Presidency at Calcutta within *six* months, instead of *once* in twelve to fifteen months, as is now the loitering and *dilatory* habit of that important intercourse. The Americans of New York and Washington will soon exchange letters and *products* with Bengal, in five months!—The only account *we yet* have of the victory of Waterloo being heard of at Calcutta, is from New York, where *all* was public in the first days of April, though no communication has yet reached London direct.

The ships now arrived from China had heard of this great event before their sailing, and left China in consequence, in *three* squadrons, which all reached St. Helena together, were despatched from that rock two and two, and *all* made the Start-point in our Channel at once—a proof of skill, and an instance of good-luck in navigation, which has no parallel in marine record. *All* the particulars of this fine passage deserve *well* to be carefully collected and noted, for some evidence and guide in the practice of navigation. The concurrent observations of so many able seamen would be instructive, and of an evidence to admit of no dispute. The writer was once, on a passage to India, 140 days out of sight of all land, and in that long time did not more than three parts of the distance, which has now been run through in one hundred and nine days.

## SINGULAR METHODS OF CROSSING RIVERS.

Mr. Elphinstone, in his account of Caubel, states that he saw many people passing, and floating down the Indus, on skins of oxen inflated, riding astride, with a great part of their bodies in the water. The Hottentots have a method as singular. Their mediums are called by Mr. Campbell "*wooden horses*," and they have been described by Mr. Trutter as logs of wood from six to eight feet in length, having pegs driven into the side at a few inches distance from one of the ends. On one of these logs a man stretches himself at full length, holding fast by the peg with one hand, whilst with the other, and occasionally with his feet, he drives it on by striking the water, as in the act of swimming. The end of the log, which goes foremost is held obliquely to the stream in an angle of about 45 degrees, by which it is pushed across without being carried far down with the current.

## ADMIRAL KEPPEL.

The following Anecdote is recorded of Admiral Keppel, which, at the present moment, may be amusing to some of our readers:—While Admiral Keppel commanded the squadron up the Mediterranean, frequent complaints were made to the Ministry by the merchants trading to the Levant, of the piracies of the Algerines. These complaints were passed over, till two ships richly laden were taken and carried into Algier. This was so flagrant an infraction of treaties, that the Ministry could no longer be silent; accordingly orders were sent to the Admiral to sail into the harbour of Algier, and demand restitution of the Dey; and in case of refusal, he had an unlimited power to make reprisals. The Admiral's squadron cast anchor in the offing, in the bay of Algier, facing the Dey's Palace. He went ashore, attended only by his Captain and barge's crew; proceeded to the Palace, demanded an immediate audience; and being conducted to the Dey's presence; he laid open his embassy, and, in his master's name, demanded satisfaction for the injuries done to the subjects of his Britannic Majesty. Surprised and astonished at the boldness of the Admiral's remonstrance, the Dey exclaimed, "That he wondered at the English King's insolence in sending him a foolish beardless boy." The Admiral replied, "That if his Master had supposed that wisdom had been measured by the length of the beard, he would have sent his Deyship a he goat." Unused to such language from the sycophants of his Court, this reply put him beside himself; and forgetting the laws of all nations in respect to Ambassadors, he ordered his Mutes to attend with the bow-string, at the same time telling the Admiral he should pay for his audacity with his life. Unmoved with this menace, the Admiral took him to the window facing the Bay; and, shewing him the English fleet, lying at anchor, told him if it was his pleasure to put him to death, there were Englishmen enough in that fleet to make a glorious funeral pile. The Dey was wise enough to take the hint: the Admiral came off in safety, and ample restitution was made.

SUBSCRIPTION TOWARDS OPERATING THE ABOLITION OF THE WHITE, AS  
WELL AS BLACK, SLAVERY IN AFRICA.

(Extract of the General Report.)

*Paris, 22d June, 1816.*

THE President of the Knight's Liberators of the white slaves in Africa, has been informed, that there is a certain number of slaves of the German nation; a nation which is not represented at the Barbary States by consuls, or accredited agents; and thus these unfortunate people find themselves as it were forgotten, abandoned, or disowned, by all the world, having been taken, for the most part, while sailing in the Mediterranean, as passengers on board vessels carrying the Spanish or Sicilian flag; that those nations in making peace have not been able to obtain the deliverance of these passengers, on account of the terms of their own individual declarations made and registered at the time of their capture, "That they did not belong to the nations under whose flags they sailed, but to Germany."

As it is not the intention of the governments of the interior of the continent, to open official communications with the Barbary States, nor to send there the tribute exacted by them, and paid annually by some European powers upon the coast, the unhappy German slaves have no other hope of deliverance but in the abolition of the piratical system; it is then for Christians in general, and especially for their countrymen to come forward to their assistance, until their entire deliverance is brought about by means of the general measure promoted by the institution of the Knights' Liberators; the President therefore, considers it as a duty to invoke a general attention to their unhappy condition.

The Anti-piratical Institution wishing to give the utmost publicity to this address, makes it a duty to authorise Messrs. the printers of Europe, to reprint and publish, at their pleasure, the numbers and extracts which they shall think fit; thanking them antecedently for the circulation and authenticity which it is presumed they will readily give to this work of beneficence, the progress of which is only retarded by the want of information respecting the extent of the evil, and the facility of the application of a radical remedy.

See the Memorial No. 1, the correspondence from Algiers Nos. V, X, XIII. and the authentic declaration made officially to a British Admiral, who is also a zealous and active member of the institution, by the Bey of Tunis (annexed to No. XIV,) who has acceded to the propositions of the institution; namely, "That in the event of a war with any one of the said powers, none of the prisoners shall be placed in slavery; but that they shall be treated with all possible humanity, and as prisoners of war, after the forms adopted and practised in Europe; and that at the end of the war, the prisoners shall be exchanged and sent back to their respective countries.

Algier, far from conceding the same advantage to Europe and humanity, has stipulated, on the contrary, to continue to keep the Neapolitan

prisoners in slavery, notwithstanding the peace, until the entire payment of their ransom of 1000 Spanish piastres a head, which must be completed in 1818, and which condemns the greater part of these innocent people to an endurance of their forced labours a year and a half longer, (or until the tax imposed to complete so large a sum can be raised,) if they do not sink under their weight of slavery before that time. With respect to Tripoly, see No. VII.

The Italian captives who, deprived both of navy and consuls, have no other advocates to plead their cause, but the Knights and the other members of the Institution, will find themselves after this term, with no other alternative than the dreadful prospect of remaining there all their lives, if the other nations do not interfere in their favour, in a determined manner; and even now while we are speaking they ask in their dungeons, and in the midst of their painful labours, if their cruel servitude should not interest combined Europe as well as the inanimate and insensible images, which they have had it so much at heart to restore to their original country; and if their countrymen have not as much interest in seeing the chasms in the thatched cottages of their fishermen filled up, as in seeing supplied those spaces which offend so much the eye of vanity in the galleries of France and Rome.

Let the amateurs of those objects here ask their hearts—let them put to themselves the question whether they would not experience more emotion in contemplating the living and animated features of slaves drawn from a degrading servitude, torments, ignominy, and death, and restored to their families—whether they would not experience a more grateful feeling in contemplating those features infinitely varied, and full of gratitude towards their liberators, than in looking upon the greatest masterpieces in marble and bronze—and if this moral enjoyment is not more than capable of countervailing that love of the arts which they would gratify at the price of so much gold?

In fine, let those politicians who think the pride of nations hurt by a foreigner carrying off and possessing these marbles, these bronzes, and these pictures considered at that time as trophies, recollect, that now, MEN, loaded with chains, put to public and forced labour in Africa, are delivered daily to the derision of barbarians; and that without ceasing, under the eyes of a rebellious and unruly banditti, they are as the living trophies of their violence and rapine—let them remember that those who possess them, and regard them as property, have need of a great moral lesson to convince them, that they are not stronger than indignant Europe, and that the day of restitution must at last arrive.

N.B. The subscriptions or fund for the abolition of the White, as well as Black, slavery in Africa, are to be put in the central box at Messrs. Gaulis (brothers) at Genoa; and continue to be received by Messrs. Fries and Co. Vienna; Messrs. Perregaux, Lafitte, and Co. Paris; Messrs. Thomas Coutts and Co. London; and at all the principal bankers of Europe, Asia, and America.

## PLATE CCCCLXVI.

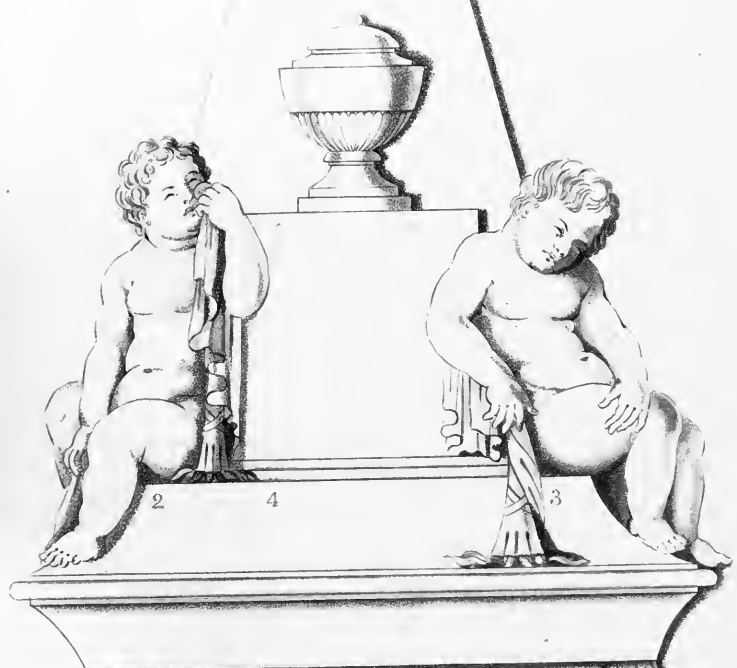
*Design for a Monument erected at Paris, 1816, to the Memory of Captain*

JOHN-WESLEY WRIGHT, R.N. by Vice-Admiral Sir WILLIAM-SIDNEY SMYTHE, K.C.B.—K.S.—K.St.F.—K.T.S.—F.R.S. Lond. &c.

**T**HE upper part of the composition is of a pyramidal, or obelisk form, on the plane of which are the letters D. O. M.; and underneath an urn, in basso relievo, with two weeping figures on each side, with torches reversed, as on the point of extinction. The base has also a figure standing on each side, with torches reversed. The whole of the base, and the pedestal of the urn, are divided into six compartments, into which the inscription is distributed, as follows:—

1. { H. S. E.  
IOANNES. WESLEY. WRIGHT.  
ORTV. ANGLVS.  
NAVIS. PRÆFECTVS. APVD. SVOS. EXTEROSQVE.  
VIRTUTE. AC. PERITIA. CLARVS.  
CVI. EARVM. RERVM.  
QVÆ. AD. SVMMVM. GLORIAE. FASTIGIVM. PERDVCVNT.  
NIHIL. PRAEFER. OCCASIONEM. DEFVIT.
2. { CLARVS. EDITVS. ATAVIS.  
GENVS. FACTIS. ILLVSTRAVIT.
3. { IN. CONSILIIS. CAPIENDIS. SOLERS.  
IN. EXSEQVENDIS. SIRENVVS. AC. FORTIS.
4. { IN. REBVS. SECYNDIS. MODESTVS. IN. ADVERSIS. CONSTANS.  
IN. DUBIIS. PRVDENS. ET. SAGAX.  
REBVS. ALIQVAMDIV. FORTITER. AC. FELICITER. GESTIS.  
TANDEM.  
ADVERSIS. VENTIS. INTERCEPTVS.  
ET. IN. LITVS. HOSTILE. DELATVS.  
MOX. LUTETIAE. PARISIORVM.  
IN. CARCERE. CVI. NOMEN. TEMPIVM.  
NOCTVRNIS. CAEDIBVS. INFAMI.  
CONCLVSVS. EST.  
ET. DVRISSIMA. CVSTODIA. ADFLICTVS.
5. { SED. INTER. VINCVLA.  
ET. VINCVLIS. GRAVIORA.  
ANIMI. FORTITVDO. ET. FIDELITAS. ERGA. PATRIAM.  
VSQVE. INCONCVSSAE. PERMANSERVNT.  
PAVLO. POST. MANE. IN. LECTVLO. MORTVVS.  
IVGVLO. PERFOSSO. REPERTVS.  
PATRIAE. DEFLENDVS. DEO. VINDICANDVS. OBIIT.  
V. KAL. NOVEMB. ANNO. SACRO. MDCCCV.  
ÆTATIS. SVAE. XXXVI.
6. { GVLIELMVS. SIDNEY. SMYTHE.  
VETERIS. AMICITIAE. MEMOR.  
HOC. MARMOR.  
PONENDVM. CVRAVIT.  
ANNO. SACRO.  
MDCCCXVI.

P O M



*A Monument erected at Paris, 1796, to the memory of Cap<sup>t</sup> J<sup>r</sup> Wesley Wright R.N  
by Vice Admiral Sir William Sidney Smythe KGB. &c &c*





## Translation.

Here lies inhumed,

1. { JOHN WESLEY WRIGHT, by birth an Englishman, Captain in the British Navy, distinguished both among his own countrymen, and foreigners, for skill and courage; to whom, of those things which lead to the sum and summit of glory nothing was wanting, but opportunity.
2. { His ancestors, whose virtues he inherited, he honoured by his deeds.
3. { Quick in apprehending his orders,  
Active and bold in the execution of them.
4. { In success, modest; in adverse circumstances, firm;  
In doubtful enterprises, wise and prudent.
5. { Awhile successful in his career, at length, assailed by adverse winds, and on a hostile shore, he was captured, and being soon after brought to Paris, was confined in the prison, called the Temple, infamous for midnight murders, and placed under the most rigid custody. But in bonds, and suffering severities still more oppressive, his fortitude of mind, and fidelity to his country remained unshaken. A short time after he was found in the morning with his throat cut, and dead in his bed.  
He died the 28th of October, 1815, aged 36.  
To be lamented by his country—avenged by his God.
6. { William Sidney Smythe, in memory of ancient Friendship, erected this Monument in the year of the Christian Æra, 1816.

CAPTAIN WRIGHT, as has been shewn by the mortuary register,\* was buried in the cemetery denominated "*Pere-la-Chaise*," which place of sepulture is thus described in a little French publication, entitled, "*Manuel du Voyageur à Paris (1814)*":—

Having given a brief description of the palaces, the author says "These works are terminated by the reparations and embellishments of the walls enclosing the Cemetery of Mont Louis, more commonly termed *du Pere-la-Chaise*, and by the construction of the gate, the principal entry to this extensive and useful establishment. It is within this venerable enclosure, where persons of all religions find a grave, that conjugal love, filial piety, friendship, and gratitude, are daily raising funeral monuments, of various forms, to the memory of those who have endeared it by their virtues. This principal entry will front the exterior bulwarks near the barrier d'Aunay; it will be formed of two antique pillars, each 3 *metres* in height, which will bear the same characters as those seen at the entry of the Cemetery of Saint Sulpice, rue des Avengles, with a large iron gate, on each side of which will be built a lodge for the keeper, and the grave-diggers. One of

\* Page 98.

† This account was published, 1814.

the pillars of the Cemetery of Saint Sulpice, of antique form, has been transferred to the Museum of French Monuments, rue des Petits-Augustin, it is placed against the garden wall on the left side, as you enter; the other may be seen among the stones and marbles, in the shop of Mr. Allonis, stone-cutter, rue des Avengles.

A funeral monument will occupy the site of the house given by Louis XIV to Pere de la Chaise, his confessor."

It may not be considered as an inappropriate addition to the above description of the cemetery of Pere la Chaise, if we insert the following Decree respecting Sepulture in general; the regulations therein contained are certainly worthy of adoption in any country, as contrasted with the unwholesome practice of burying in churches and church-yards; and (as in our own) the slovenly performance of the functions intended to prevent illicit or premature burial (*i. e.* the inspection of two old women, who, in each parish, are intent upon inspecting nothing more than their fee), together with the extortionate arbitrary charges of undertakers.

#### DECREE UPON SEPULTURE.

##### § I. *Of Sepulture, and the Places consecrated thereunto.*

1. No burial shall take place in the churches, temples, synagogues, hospitals, public chapels, and generally in any of the edifices inclosed and shut where the citizens meet for the celebration of their worship, nor within the bounds of cities and towns.

2. On the outside of each of these cities and towns there shall be grounds specially consecrated for the burial of the dead, at the distance of 35 to 40 metres, at least from their respective precincts.

3. A preference shall be given to such situations as are the most elevated, and exposed unto the north; the grounds shall be enclosed by walls of 2 metres high at the least; they shall be planted with trees; and in general all convenient precautions shall be taken not to impede the circulation of air.

4. Each burial shall take place in a separate grave; each grave shall be 1 metre 5 deci-metres to 2 metres deep, by 3 deci-metres wide, and shall be afterwards filled with earth well-rammed.

5. The graves shall be distant from each other 3 to 4 deci-metres between the sides, and 3 to 5 deci-metres between the heads and feet.

6. In order to avoid the danger which results from the too frequent opening of old graves, no new burials shall take place therein sooner than five years from the date of the last interment; consequently the burial-grounds shall be five times more extensive than the space necessary to deposit the average annual number of deceased persons.

##### § II. *Of the Establishment of new Cemeteries.*

7. In pursuance of Articles 1, 2, in § I., the townships shall be obliged to desist from the use of the present cemeteries within the towns, and provide new ones without the precincts of their inhabited parts, and shall proceed to acquire a legal title therein, according to the forms prescribed by the law promulgated on the 10th of March, 1776, &c.

8. As soon as the new places shall be disposed properly for interments, the existing cemeteries shall be closed, and remain in the state in which they may then be, without being made any use of during five years.

9. From after that period, the land now serving for cemeteries may be let out by the townships to which they respectively belong, but so as neither to be sown, nor planted, nor be dug into for the foundation of buildings, until it shall be otherwise enacted.

§ III. *Of the Allotment of Burial-places within the Cemeteries.*

10. When the size of the grounds consecrated for burial shall admit, it shall be allowable for persons to become possessors of distinct spots for the burial of themselves, their successors, or relatives, where they may construct vaults, tombs, or monuments.

11. Such grants, however, can only be made in favor of persons who shall offer to establish foundations for the relief of the poor, or make donations to hospitals, or to benevolent institutions recognised by law, independently of a sum which shall be given to the township, and after tenders for the same shall have been submitted to, and approved by, the municipals and other constituted authorities within the respective districts.

12. But the foregoing limitation is not to be understood to derogate from the right inherent in each individual, without such authorisation, to cause a sepulchral stone or other mark indicative of sepulture, upon the grave of his or her relative, or friend, as has been the custom hitherto.

13. It shall be lawful for the mayors of towns, by and with the advice of their respective boards of management, to authorise within the precincts of any hospital or pious foundation, the erection of monuments commemorative of their founders or benefactors respectively, when a desire for the same shall be expressed in the last will and testament of such persons, or in their acts of foundation or donation.

14. Any person may, notwithstanding, be buried on their own land, provided such land shall be situated without the limits hereinbefore prescribed.

§ IV. *Of the police in places of sepulture.*

15. In townships, where several modes of worship may be followed, each congregation shall have a distinct burial ground, or in places where there cannot conveniently be formed more than one, the same shall be parted by walls, hedges, or ditches, into so many distinct portions as there are different modes of worship, and of a size in proportion to the number of inhabitants professing the several religions, with a particular entrance to each division.

16. Burial-grounds, whether belonging unto townships or individuals, shall be submitted and accessible to the authority, police, and superintendance of the municipal magistrates.

17. The authority aforesaid is specially charged to maintain the execution of the laws and regulations for the prevention of unauthorised interments, to suppress any disorder, to abate nuisances, and in general to hinder the committal of any acts therein, contrary to the respect due to the memory of the dead.

§ V. *Of funeral and ceremonies.*

18. The ceremonies heretofore in use, as to funeral processions accord-

ing to the rites of each form of worship are hereby confirmed: it is allowable for families to regulate the expense of the same according to their means and faculties: provided always, that no religious ceremonies shall be performed without the enclosure of the cemeteries in places where there may exist a diversity of religion, in order to prevent all cause of jealousy or disorder.

19. Whenever the minister of any worship shall, under any pretence whatsoever, refuse his ministry for the burial of a corpse, it shall be lawful for the civil authority to interpose, at the requisition of the family of the defunct, and to appoint another minister of the same communion to perform the sacred functions. And, in every case of persons dying without settlement, heirs, executors, or administrators, the civil magistracy is chargeable with the removal and decent burial of such corpse.

20. The costs and charges for the attendance of the clergy and other persons connected with the church, at funerals, shall be regulated by the authority of the minister of the interior, with the advice of the bishops of the established church, or of the consistories of dissenting congregations, and of the local authorities: but nothing shall be allowed for such attendance in the case of registered paupers.

21. The most convenient mode and form of conveying corpses for interment shall be an object of local regulation.

22. The parish officers or artisans regularly employed by each church or dissenting congregation, shall alone have the right of providing such furniture, ornaments, or vehicles, as shall be required for the pomp or decency of funerals, at fixed prices. The respective churches and congregations shall have the right of letting to farm contracts for the due supply of the same, under the control of the civil authorities of the place.

23. The profit derived from such contracts shall be appropriated unto the decently keeping up of the burial grounds, and to the remuneration of persons employed about the same; which appropriation shall be made by the counsellor of state charged with ecclesiastical affairs, aided by the bishop of the diocese and prefect of the department.

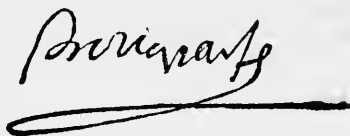
24. It is expressly forbidden for any other person than the contractors herein-before mentioned to intermeddle therewith; without prejudice, however, to any existing contracts or farm which shall continue to be valid until the regular expiration of the same.

25. There shall be a public table or tarif in each township, fixing the amount of every article of expenditure connected with funerals, as palls, biers, hearses, tickets for attendance and admission, &c. which tarif shall be prepared by the municipal council, and approved by the prefect.

26. In villages and hamlets where no such establishments shall be formed, the local authorities shall provide the needful, with the approbation of the prefect.

The minister of the interior is charged with the execution of the present decree, which shall be registered in the statute-book.

*Provisors*



## CORRESPONDENCE.

MR. EDITOR,

June 20th, 1816.

AS the hard and cruel situation of many old and meritorious commanders and lieutenants of the navy, to whom promotion has been denied, and on whom the door of promotion seems about to close for ever, if their claims are not *now* attended to, seems to have attracted public notice, as well as that of the House of Commons, without however producing the desired effect (although I hope it will yet do so), I shall, in conjunction with your other correspondents (Nestor and Alfred), endeavour to place the injustice these officers have experienced in as striking a point of view as possible; and in order to do so, I have only to select a few honorable names from the lieutenants' long list, commencing with 1796, and going on to 1806, and although they will be a *few* only out of *many* equally deserving, yet they will be found recorded in the pages of the gazettes, as having honorably distinguished themselves, and perhaps were marked by the Board of Admiralty of that day as worthy of promotion on the first convenient opportunity; but, alas! before that time came, another Board was appointed, their ships, perhaps, paid off, and instead of promotion, they found the utmost difficulty, perhaps failed entirely, in getting appointed to other ships. Having had no subsequent opportunities of distinguishing themselves, they have now become neglected and forgotten: that this should be the case, is a disgrace to the country they have served, and which they are still anxious, ready, and willing, to serve and defend; nor is there any other remedy, nor any means of redress, now left to these gentlemen, than to petition the Board, or Parliament, on the subject. I am glad, however, that this last step has not yet\* been taken: I am hopeful the Admiralty will consult its own records, and also receive the individual memorials of these officers praying for promotion, and stating their claims; and extend this long-desired boon to as many of the seniors as possible; and the more this subject is considered, the more clear I think it will become, that an *extensive* Retired List (as suggested by other correspondents) in the naval service, comprising all ranks down to lieutenants, is imperiously called for, as the Lists are swelled with *ineffectives*, who ought to be separated from those capable of doing their duty when required. The present Board, perhaps, cannot be accused of injustice towards these unfortunate officers, who now claim promotion for long services; its career has been marked by great liberality and kindness to the officers who *were serving* at the end of the war; but allowing this, it is certainly incumbent on it also to have a retrospect to those who were unfortunately out of employ, or serving in gun-brigs, or otherwise, so as to remove them from the line of promotion, which was, I believe, confined to first lieutenants, except in the case of flag-ships, where the admiral was allowed to recommend; it is now become an act of justice, and however reluctant government may be to increase the long lists, by granting addi-

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\* If it should next Session, I hope sincerely the House will listen to it.

tional promotions, justice ought to be done, and I trust will be done soon, and with a good grace; for it is the friendless and unpatronized officers of merit and long standing, who solicit their rank, which they have served, fought, and perhaps bled for, and which the ministers of a generous country will not, surely, any longer deny. I will now subjoin the names of a few of these officers, which will be found recorded, as I before stated, in the gazettes, as having distinguished themselves, many of them, however, nearly twenty years ago.

|                |                 |                  |                |
|----------------|-----------------|------------------|----------------|
| 1794 to 1796.  | 1799.           | 1802.            | R. Peter.      |
| W. Payne.      | T. Foulerton.   | E. J. Hulcombe.  | G. S. Evelyn.  |
| M. Graham.     | D. O'B. Casey.  | H. B. White.     | W. Finch.      |
| Ch. S. Napier. | M. R. Lucas.    | Al. Faubern.     | T. M. Blainey. |
| W. Chivers.    | Ch. Patriarch.  | Ab. Hughes.      |                |
| W. Pringle.    | Ch. M'Kenzie.   | W. W. Clifton.   | 1805-6.        |
| J. Derby.      | G. Glanvill.    | J. Shaw.         | Ab. Garland.   |
|                | H. S. Wilson.   | O. Owen.         | El. Steele.    |
|                |                 | G. Aug. Saville. | Ch. Houghton.  |
| 1797.          | 1800.           | Jas. Neville.    | M. Hay.        |
| W. Fussel.     | P. Percy.       | G. L. Saunders.  | C. Hammond.    |
| N. Tucker.     | S. A. Jeffreys. |                  | E. T. Crouch.  |
| R. Whitehead.  | R. Milne.       | 1803.            | J. T. Lemoyne. |
| J. L. Rowe.    | J. Cowly.       | H. D. Parker.    | P. S. Hornby.  |
| H. Hawes.      | H. Hart.        | A. B. Howe.      | H. Crease.     |
| W. E. King.    |                 | R. Bastin.       | R. C. Barton.  |
|                | 1801.           | E. K. Foley.     | R. M. Lear.    |
|                | G. W. Bowen.    | J. Campbell.     | H. Montgomery. |
| 1798.          | W. Parker.      |                  | Cy. Elliot.    |
| F. Nugent.     | P. Le Visconte. | 1804.            | W. H. Waller.  |
| R. B. Bell.    | H. M'Kinnar.    | P. F. Hoghes.    | N. Brice.      |
| D. Keys.       | H. Petley.      | Ogle. Moore.     | J. G. Bird.    |
| D. Miller.     | J. C. Collet.   | Ch. Wood.        | R. W. Parson.  |
| W. Somerville. | T. Farber.      | S. H. Paddar.    | F. Smith.      |
| G. Plowman.    | Ch. Squarry.    | P. Warner.       |                |
| G. B. Vine.    | S. Gordon.      | H. H. Budd.      |                |
|                | H. L. Grove.    |                  |                |

These are only a few of the many officers, equally meritorious no doubt, whose services and actions stand recorded in our naval annals; and who surely will not be much longer forgotten, or allowed to remain without the promotion they aspire to, and I certainly think well deserve.

All commanders above ten years standing, who were promoted for meritorious services, or have commanded sloops, and are still capable of serving, ought to receive the next step of promotion, and be made post captains. It ought to be made apparent to the Service, that *active* and *honorable service* will certainly obtain, by regular gradation, every step in the profession. I trust the Board will adopt some plan to carry this into practical effect.

*A Friend to Naval Merit.*

MR. EDITOR,

**Y**OU have of late indulged some of your correspondents by the admission of papers and paragraphs, respecting the proposed crusade against the Barbary Powers, as well as the actual service on which Lord Exmouth has lately commanded.

Had your work been of a nature as evanescent as a daily newspaper, I should not have noticed these documents; but I am of opinion, Mr. Editor, that in proportion to the value at which you estimate your labours, and the hopes of their durability, such should also be the care with which you select the papers which fill your monthly columns.

Whatever comes from the pen of Sir S. Smith merits respect, as he can commit no errors but such as arise from the zeal of his truly heroic and benevolent mind, overlooking the obstacles which lie in the way of the fulfilment of his plans. The goodness of his heart gives a vivid glow to his imagination, in which the mellowing shades of sound judgment are often overcome, in the picture which his lively fancy draws of the great and happy events passing in his mind's eye.

What, however, Mr. Editor, could have induced you to insert such a notice as that signed *Palinurus*, in your Chronicle for March last? However well meant this effusion (and I doubt not the goodness of the motive which dictated it), *you must know*, upon a moment's recollection, the impracticability of the proposed plan, and it can be only that portion of the "thinking part of the community" who have no knowledge of the subject, who could adopt such an idea for a moment.

Let us suppose Lord Exmouth had failed at Algier, for instance, in making the treaties which do him so much honour; the dispositions he had made of his force were such as to effect all that force can effect; the ships and arsenal would have been burnt, and the city wholly or partially destroyed. But this would not have led to the introduction of *colonists*, either agricultural or commercial. In a week at farthest, 100,000 armed Arabs would have been on the shores of the bay, and our agriculturists be obliged to reverse what we are now so happily doing in Britain; and feel the dire necessity of converting their cargoes of ploughshares into swords, and the commercial adventurers could have found no possible mart, unless they sold arms and ammunition to their enemies.

But to be serious, Mr. Editor: observe what Lord Exmouth has effected in a few weeks. All the coast of the Mediterranean, excepting those of Rome and Tuscany, are in profound peace. The inhabitants of the coasts may at last sleep in security, and the trader pass the seas in tranquillity and hope. The appearance of the British squadron has not only rendered all the Christians free that were found in slavery (a *very few* excepted, and their liberation depends on, and may at any time be effected by their own government), but has abolished the practice of Christian slavery for ever!! Is not this a triumph for the British flag? Is not this another wreath for the fair garland of humanity already cresting the arms of Exmouth, and a trophy more heart-warming than the most brilliant victory could have bestowed?

Beyond what the gallant admiral has achieved there is no *medium*. The

*extreme* must be resorted to of a crusade against the religion of Mahomet, and a war of extirpation, if colonies are to be planted. Whether John Bull will like a renewal of the income tax, to wage wars more expensive and bloody than those we are emerged from, and the result of which every well-informed thinking mind must conclude (I rather believe) would end in disappointment, let your crusading and war-loving correspondents determine.

It is usual, Mr. Editor, to speak and write about the term Barbary States, as if they were all equally infamous; but this is not the case. Algier rises pre-eminently vile; a military government there shows its infamy in the clearest manner; and the effect of a controlling army is evinced by the life of the sovereign and the subject being alike precarious.

But this vile state is sinking fast. The others are very far superior both in government and general civilization, and the noble admiral has not left his work without giving a stimulus to encourage the continuance of what is so well begun, and has clearly pointed out the wisdom and good policy of a steady change of system, as he did the necessity of a compliance with his present demand.

With respect to the paragraph at the head of page 240 of the same number, I really feel very great regret at your having suffered its insertion. The number of persons who could have written that paragraph is so limited, that the selection of the writer is not difficult, and one clear reason alone can prevent his being held in lower contempt than he was before.

Is this the way, Mr. Editor, you should admit the name or reference to a man who has been engaged without a moment's intermission in the service of his country for forty-five years? A man who, as a soldier, a statesman, a financier, is equally known and admired for valour, wisdom, and integrity. Had you seen that noble person, Mr. Editor, in the presence of the Bey of Tunis, asserting the rights of his countrymen, and the honor of his King, believe me, you would have torn the insolent sentence you have incautiously admitted into a thousand pieces.

Prudence and spirit were never more usefully blended than in the visit alluded to, and never was the success of each more justly successful, as the gallant and worthy naval officer who was the general's coadjutor, can, and I hope will, testify, in answer to all the malignant squibs, which will, however, be otherwise soon extinguished in the smoke of their own insignificance.

I have only to add, that the portion of truth mixed up in the above-mentioned paragraph is so managed, as to give an idea of the state of affairs in the Mediterranean wholly differing from matter of fact.

I rely on your inserting this letter, from the candour you have often shewn on other occasions. My only *claim* to the insertion is my love of truth, and of having been from your first number,

*A constant Subscriber to, and  
Reader of your Work.*



MR. EDITOR,

*East India House, 28th November, 1815.*

AS the field for recording examples of naval heroism must now, in consequence of peace, be reduced to narrow limits, I enclose for your inspection, an instance of what I conceive cool, judicious, and determined bravery, which I have found in examining old journals, and literally transcribed it from the journal of Captain Thomas South, of the Chambers, East Indiaman, which must have been a ship mounting 24 guns, of from four to four hundred and fifty tons, or under five hundred tons, which all the Company's ships were at that period, with a crew of about 60, and under 70, men;—I leave you to judge whether or not it be worthy of a place in the Naval Chronicle,

J. H.

*Extract from the Journal of the Hon. East India Company's Ship Chambers, Captain THOMAS SOUTH, in company with the Canterbury, Captain KINGSFORD, from Amoeny, in China.*

“ Thursday, 9th December, 1703.—At 2 P.M. Pulo Jarra N.N.W. distant 2' had 27 fathoms, our larboard tacks on board, standing N. and N. b. E. ; small gale W.N.W. and N.W. ; fair clear weather, with smooth water ; at 4 P.M. saw two ships right in the wind's eye, coming before the wind ; at first they appeared like country boats ; but in a little time, with our glasses in the main top, I made their studding sails, courses, and hull, crowding all the sail they could to come up with us ; in half an hour I could plainly perceive one of the ships to be a great deal larger than the other, and perceiving a man at the main-top-gallant-mast-head of the biggest ship, discovered them to be seekeis, and that they resolved to speak with us. Before we left Amoeny, in September last, arrived the Right Hon. Company's ship the Union, from Fort St. George, Mr. Josiah Cliff, supercargo, who told us that two pirates (a great ship and a little one) would certainly wait for us in the Straits of Malacca ; and seeing the difference in bigness of the two ships in sight every way to agree with Mr. Cliff's description, and other people's talk of pirates, we really concluded these ships were pirates, and knew no otherwise till day-break next morning. At this time we had our larboard tacks on board, close hauled, and the Canterbury was on our weather quarter, with his starboard tacks on board, standing over for the Sumaka shore, about 7' distant from each other. I immediately tacked, and made all the sail I could pack to speak with the Canterbury : we weathered Pulo Jarra about  $\frac{1}{2}$  a mile, made a clear ship, knocked down and threw overboard all the officers' cabins, great cabin, and tore down all the joiner's work fore and aft the ship, and put all things in best posture for defense. A little after I tacked, the Canterbury tacked, but kept close hauled, and would not bear down near enough to speak with me, and consult what was best to do for our mutual security. At sun-set we passed by each other, the Canterbury half a league to windward ; as soon as I got into the Canterbury's wake, I tacked again, striving all I could to speak with Captain Kingsford, and to assure him,

that by all I could perceive they were enemies, which by his actions I am very well assured he took to be friends; for when daylight was near shut in, and the enemy in sight, he fired a gun to leeward, which the enemy presently answered by another to leeward, which signifies friends; then the Canterbury bore down to bring me the good news; but I, believing the contrary, and perceiving that we should soon be engaged, and that we drew near Pulo Jarra, I tacked from the land, that we might engage with more freedom; hauled up my main-sail, and, when the Canterbury got in my wake, laid the main and mizen top-sails to the mast, lowered down my top-gallant-sails, and by that time the Canterbury got within call. The great ship of the enemy was alongside the Canterbury, to-windward. I immediately called out earnestly to the Canterbury to fire into them, assuring Captain Kingsford that they were rogues and pirates. As soon as ever the enemy heard me he fired his broadside and volley of shot into the Canterbury, without receiving a return of shot from her; they ran between us, to leeward of me, and gave us his starboard broadside and volley of small shot; we cut away and lost both our boats. We were ready to receive him, and fired our broadside and small shot into him as soon as he did into us. This was about eight o'clock; we had just so much wind as would command our ships; we were so near that the wads of our guns flew on board him, and by the moon-light we perceived that one of our wads had light on his main-stay-sail, and made a small blaze, which they soon quenched. We lay thus near each other above one hour and a quarter, firing great and small shot as fast as ever we could load and fire. I encouraged my men, by distributing above forty gold abrahims amongst them, and made them large promises of good future reward from the Right Hon. Company in case we should save the ship; this put double spirit into our men, and being well stored with parchment cartridges, we played upon him very quick, till he bore away and fell a-stern; then we gave him three buzzas, and, as the small ship passed by our quarter we exchanged three or four shot with him, he keeping close under the stern of the great ship all night. When we luffed up towards the Canterbury; who, by this time, had got upon our weather bow, and left me all alone to cope with the enemy. The enemy bearing away so soon confirmed me in my opinion of their being pirates; this is most certain, that had I been deceived and taken them for friends, and been altogether unprovided to engage, as the Canterbury was, the enemy would have taken and enjoyed us both this night without the least trouble or resistance to them in the world. We had great fortune to lose no men, only four slightly wounded: an unlucky shot cut our main-mast one third through on the larboard side, slanting fore and aft. As the pinnace stood on the booms I could stand on her stern and put my hand into the wound; I put a piece of black cow-hide round the mast, to look like a woolding, and to hide it from the sight and knowledge of the enemy. We made all possible haste to kuot and splice our rigging, and repair our damages, ready for a second engagement; and, about midnight we got up and hailed the Canterbury, and acquainted him what condition our mast was in, and desired to know what condition he

was in. It was at least half an hour before Captain Kingsford could be waked, and when he came into his balcony I could not get a sensible answer to any thing I proposed to him; I kept him company, and still thinking the enemy to be pirates, and that they would of course fall a-drinking and quarelling amongst themselves after a hot supper, I thought it would not be very difficult to repulse them in the morning and save the Canterbury and self. These were my thoughts and intentions, which I acquainted and consulted Mr. Dobbin, &c. with all, who often encouraged and heartened up the men with promises how the Right Hon. Company would reward our services when the ships came home. As day came on and I began to discover the unequal force of the enemy, and that we should be hard set; to prevent all thoughts amongst my men of surrendering the ship, and to make them desperate, I nailed the ensign to the staff from head to foot, stapled and forelocked the ensign staff fast up, I resolved to part with ship and life together. When it was day all abroad, small air N.W. the enemy under French colours, about  $1\frac{1}{2}$  mile distant, full of men, we counted 30 guns on that side of the great ship that was next us, and 14 in the smaller, which made us conclude them to be men of war of 60 and 28 guns; and seeing all their masts and yards standing, we wondered what should be the cause the enemy bore away and fell astern of us last night after he got to leeward of us and might have destroyed us at his pleasure. The Canterbury being within call, I acquainted Captain Kingsford that by no means we should engage with our larboard tacks on board, for fear my main-mast should tumble.

At sun-rising the enemy set all their sails to come up with us. We put before the wind together, and in less than half a quarter of an hour Capt. Kingsford's mind altered, and he got his larboard tack on board, just set his sails, and stood to the N.E. about four minutes: then lowered down top-sails and top-gallant-sails and struck his colours, long before the enemy got within shot of him; there being little wind; the ship not running above one knot. The great ship sent his boat to his prize, and both made all the sail they could to come up with me. I consulted with Mr. Dobbin, Mr. Frederick, Mr. Jones, and all my officers, what was best to be done to save the ship in this extremity;—they unanimously agreed, that the only way left was to lighten the ship, by throwing overboard all things and goods that lay first at hand, and to make a running-fight. Our condition not admitting one moment's delay, we did thereupon fall immediately to work, and threw over-board whatever comes first to hand, without distinction of marks, numbers, or value; every man's chest, all the ship's store, provision, and furniture;—whatever lay nearest hand, went first over-board. This morning, for encouragement, I distributed sixty-six gold abrahims amongst my men; and, as often as I saw it needful, to encourage or reward a man, I gave him a piece of gold, as long as the fight and chase lasted. Between eight and nine, the lesser ship came within shot and fired at our masts and rigging. I placed some men by our stern-guns, which we kept constantly playing upon him. About ten he got within call and bid us strike, and came on board with our boat. We filled

our guns with copper bars, which I believe was the only reason why he did not venture to come fairly along-side and board us. The great ship but just out of gun-shot, making all the sail he could contrive to come up with us.

Friday—the enemy continued shearing and firing under our stern, loath to come along-side for fear of our copper patridge. At 4 P.M. he was forced to fall a-stern and stop his leaks; when we threw overboard the armourer's forge, main capstan, and cross-piece of the pitts;—cut away our anchors and cables; then stopped our hand, hoping to out-sail the great ship. We used all diligence to secure our mast, having seven of our main-shrouds shot, and but five standing on both sides. We put every thing in the best posture we could. By 10 P.M. the gale freshening on, we held way with the enemy. Our men being very much fatigued and wearied with duty, having had very little sleep and no victuals since Wednesday noon, I let every man sleep with his head upon his gun. After midnight the wind died away gradually, and the enemy gained upon us. About two in the morning we had a thick dark squall of wind and rain, with some lightning, from the eastward, which took us on our larboard-side, and obliged us, for fear of our mast, to lower our main top-sail and bear away. Having lost sight of the enemy, we made all imaginable haste to wear the ship, and get the wind on the other quarter, and set all the sail we could pack—hoping by this means we should get a good distance from the enemy. This thick squall lasted a good half-hour; and, when it cleared up, we were surprised to see the enemy within a random-shot of us. I am well assured he could never have guessed at our bearing away out of chase, had he not learnt from his prisoner, Captain Kingsford, that our main mast was wounded on the larboard-side, and that we must of necessity wear the ship round. We again, all hands, fell to throwing overboard the goods as fast as possible; and by the help of a favourable breeze, that took us a little before it reached him on the starboard-side, we got just out of gun-shot. By noon, I had parted from all the coined-gold I had, and I assured our people that the Right Honourable Company would bestow a further reward.

Saturday, the 11th, about 1 P.M. our men being much fatigued, and wearied with continual working and fighting night and day, and perceiving the enemy not to gain upon us, we left off throwing any more goods overboard and got our men a bit of victuals. At three glasses out, had 15 fathoms water; Pulo Parcelar just above water, E. S.E. Being entered on the sand—the ship very light, I resolved, if possible to lead the Frenchmen a-shore. We shoaled gradually to 10 fathoms. At 3 P.M. when the enemy left off his chase, and stood with his head to the westward, then brought to and sent his boat to sound; little wind N.W. by W. and N.W. we continued to crowd all the sail we possibly could, keeping from 7 to 10 fathoms along the edge of the sand all night. At sun-set we had layed the enemy's hull—God be thanked for our narrow escape. At day-light, Pulo Parcelar bore N.E.; tide against us; at noon it bore N. by E.; depth, 22 fathoms; fine breeze off shore; we find our ship lightened 2 feet abaft and 10 inches forward; proceeded to Malacca to repair our damages.

MR. EDITOR,

Ipswich, July 19, 1816.

**I**N your last Volume,\* amongst the Naval Anecdotes and Selections, I observed the "*Directions offered by the Humane Society, for the Recovering Persons apparently Dead from Drowning.*" The utility of that excellent paper, which ought to be transcribed, and hung up in every ship, and in every house, cannot for a moment be questioned; but, in the cause of humanity, I beg leave to request your attention to the more comprehensive, yet equally simple "*General Directions recommended by the Ipswich Humane Society, for the Recovery of Persons apparently Dead, from Drowning, Hanging, Intoxication, Intense Cold, &c.*" They were drawn up by Dr. Williams, of Ipswich, one of the Vice Presidents of the Institution, who, since its commencement, in the year 1807, to the present time, has actively and ably exerted himself in promoting the generous and philanthropic object for which it was founded.

The following very judicious admonition forms a preface, as it were, to the *Directions*:—"Far from considering it as presumptuous to attempt a recovery under the most unfavourable circumstances, let us ever hold in view the possibility, that the person—*Is not dead, but sleepeth*;—and recollect, that even an unsuccessful trial will afford us the heartfelt satisfaction of knowing—that we have done our duty."

The following are the *Directions* which apply to apparent death from drowning:—

"1. Untie the neckcloth, and strip off the clothes immediately; wipe the body, and cover it in cold or damp weather with a blanket, or any woollen garment, or the clothes of some person present, and convey it carefully and expeditiously, with as little agitation as possible, to the nearest house;—it may be carried either in men's arms, or upon a door or hurdle, *with the head raised, and the body inclined to the right side*; should the house be at a distance, a cart, if it can be procured, will be the best method of conveyance.

"2. Lay the body (*the head still raised*) on a bed or mattress, or on a low table covered with folded blankets, in winter at some distance from the fire, in summer near the window, and if possible in the sun, taking especial care that not more than six people be allowed to remain in the room at any one time, as a greater number might prevent the return of life; these six may be divided into two sets, one set being active in restoring the warmth of the body, whilst the other is employed in recovering the breathing.

"3. Close the mouth and one nostril, whilst another person blows into the other nostril, by means of a pair of bellows, or his breath, if bellows be not at hand, with sufficient force to fill the lungs with air; which being done, the person who has the charge of the mouth and nostrils, should suffer a small quantity of air to pass through them at least every minute, by taking off the hand from those parts and placing it on the chest, which should be pressed gently for a few seconds, so as to expel the air: thus the natural breathing will be imitated. After the lungs have been thus carefully filled and emptied two or three times (*and not before*), rub well the whole body, *particularly the right breast*, the hand being

softened occasionally with oil or hog's lard, either of which is better than flour of mustard, salt, or spirits, which are highly injurious.

" 4. This plan of filling and emptying the lungs should be regularly continued, if necessary, for four hours; during which time, let a third person apply to the feet and hands, bladders or bottles of hot water, or warm tiles wrapt in flannel; moving lightly up and down the back every now and then a warming-pan, covered with flannel or some garment; and when signs of returning life appear, put into the mouth a table spoonful of warm wine and water, or warm brandy, rum, or gin and water, and give the same quantity every five or ten minutes, till one or two gills be consumed; after which, the senses and breathing being tolerably restored, put the person into a warm bed, and suffer him without disturbance to fall asleep. Should the person be incapable of swallowing, the liquor is to be passed into the stomach with the elastic tube and syringe, which are to be found in either of the Society's chests.

" 5. It is to be observed, that as soon as the pulse at the wrist or ankle, or beating of the heart, can be felt, the inside of the nostrils ought to be touched occasionally with a feather dipped in spirits of hartshorn or strong mustard: it being found by experience, that any irritation applied to the nose has considerable influence in exciting the action of the muscles concerned in breathing.

" The above directions (comprised in paragraphs 1, 2, 3, 4, and 5), assiduously followed, will be found sometimes sufficient for the recovery of the drowned; it is, however, strongly recommended, when gentlemen of the faculty can be obtained, that their assistance should be requested with all possible speed, as their skill will lead them judiciously to vary the mode of treatment, which is indispensably requisite on some occasions, particularly in apparent death from hanging, intoxication, &c. as noticed in the following pages."

Although apparent death from hanging may be less frequent than that from drowning, it cannot but be desirable to know what steps are proper to take, under circumstances so unfortunate and alarming. Dr. Williams's recommendations are as follow:—

" 1. The same measures should be pursued which are recommended for drowned persons: but the restoration of life will be facilitated considerably by opening a jugular vein, or by applying cupping glasses to the neck.

" 2. The quantity of blood should seldom exceed an ordinary tea-cupful, which will generally be found sufficient to unload the vessels of the head."

In cases of insensibility, or apparent death from drunkenness, the following directions are given:—

" 1. If the countenance continue swelled, and of a dark red or purple hue, after placing the body in an upright posture for five minutes, blood should be taken from a jugular vein or temporal artery, or from the neck, by the application of cupping glasses.

" 2. The pulse and breathing being perceptible, and the body warmer than natural, cloths dipped in cold water, and applied to the hand and neck, have been found very serviceable in restoring intoxicated persons to their senses, without the aid of bleeding.

" 3. An emetic may be early administered with great advantage, and a disposition to vomiting is to be encouraged by draughts of warm water, which should

be introduced by the flexible tube and syringe, when the person is incapable of swallowing.

" 4. The emetic failing in its operation, a clyster may be injected every quarter of an hour, if necessary.

" 5. The application of leeches to the temples, will sometimes prove very useful, and blisters to the inside of the legs, and between the shoulders, may be advantageously applied.

" 6. Vinegar and water, brisk cyder or perry diluted with water, or two or three tea-spoonsful of the elixir of vitriol in a pint of water, frequently afford great relief.

" 7. The body being cold, equal parts of spirits of hartshorn and sallad or common oil, or equal parts of rum, gin, or brandy and oil well shaken together, is an excellent application for the wrists, ancles, temples, and chest, on which it should be well rubbed for a considerable length of time.

" 8. If these means should not succeed, no time is to be lost in trying the method advised for drowned persons."

" Persons deprived of sense and motion by lightning, and not recovering in the space of a few seconds, have been too often," Dr. Williams observes, " supposed irrecoverably dead, although no marks of violence appeared on the body. Such conclusions are to be most cautiously avoided, as experience has repeatedly shewn, in the complete recovery of many persons, who, besides the loss of sense and motion, had been severely injured externally.

" 1. The person should be removed into the open air, with the head raised, and the body inclined to the right side.

" 2. Cold water in small quantities thrown forcibly and repeatedly on the face and breast, and the body well rubbed at intervals with flannel cloths, have been attended with much benefit.

" 3. If the body feel cold, *gradual* warmth should be applied, as well as the means recommended for the drowned; but of all remedies in restoring the energy of the brain in cases of apparent death from lightning, **ELECTRICITY** is the most effectual, having this advantage, that it pervades the inmost recesses of the frame. On which account, let an electrifying machine be procured as speedily as possible, the other means being in the interval constantly employed."

Persons who may have been frost-bitten, or thrown into a state of apparent death from intense cold, are to be treated in the following manner:—

" 1. The head being slightly raised, rub the body generally with ice, snow, or cold water.

" 2. Restore warmth by *slow* degrees, taking especial care not to place the person before the fire, or near it.

" 3. Should no appearance of life be observed after these means have been assiduously tried for a quarter of an hour, have recourse to the means pointed out for the recovery of the drowned."

The subjoined " General Remarks " may, also, it is presumed, in many cases, prove serviceable:—

" Clysters are to be considered serviceable, only as far as they co-operate with more important remedies, and those of a stimulating kind should be

generally preferred. Their quantity ought not to exceed half a pint, lest, by their mechanical action, they prevent the descent of the midriff, and thereby hinder the free expansion of the lungs.

“ Tobacco clysters are highly pernicious, so is tobacco in any form, as it has a powerful tendency to *destroy* rather than increase the powers of life.

“ The following clyster will answer almost every purpose :—

“ To half a pint of warm water, add two tea spoonsful of spirit of hartshorn, or a heaped tea spoonful of flour of mustard, or a table spoonful of the essence of peppermint ; but if neither of these can be obtained, put to the same quantity of warm water, half a gill of brandy, rum, or gin, or two table spoonsful of common salt.

“ Bleeding, if necessary, should be one of the *first* remedies ; but can be proper in persons only of a full habit of body, or in those who have received an injury on or near the head.

“ Emetics should be dispensed with, unless it be ascertained that the stomach is oppressed with food or spirituous liquors. When required, give three or four table spoonsful of ipecacuanha wine, or a table spoonful of antimonial wine, or thirty or forty grains of ipecacuanha powder, or two grains of emetic tartar dissolved in a wine glass of water, either of which may be repeated, if necessary, every quarter of an hour.

“ Electricity will prove useful only in the hands of such persons who are thoroughly acquainted with the treatment of persons seemingly dead.”

In the hope that your attention to this paper may be the means of preserving many valuable lives to our country,

I remain, Mr. Editor,

One of your oldest and warmest friends,

J. H.

P.S. It has frequently occurred to me, Mr. Editor, that, if your friends and correspondents, residing in the country, would take the trouble of copying the numerous inscriptions, &c. afforded by the funereal monuments which have been erected in almost every church and churchyard, to the memory of naval officers, much useful and interesting biographical and historical information might be accumulated in the Chronicle. If you agree with me in this opinion, I shall have much pleasure in forwarding to you whatever may be met with, of such a nature, within the twelve parishes of Ipswich.

J. H.



1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice to ensure transparency and accountability.

2. The second part outlines the procedures for handling discrepancies. It states that any variance between the recorded amounts and the actual cash flow should be investigated immediately to identify the source of the error.

3. The third part details the process for reconciling the accounts. It requires that the general ledger be compared against the bank statements on a regular basis to ensure that the balances match.

4. The fourth part describes the controls in place to prevent fraud. This includes the separation of duties, where no single individual is responsible for all aspects of the financial process, and the implementation of a robust internal audit system.

5. The fifth part discusses the role of technology in modern accounting. It highlights how software solutions can streamline data entry, reduce the risk of human error, and provide real-time access to financial information.

6. The sixth part covers the importance of staying up-to-date with changes in tax laws and regulations. It advises that the accounting team should conduct regular reviews to ensure compliance with the latest requirements.

7. The seventh part addresses the need for clear communication between all stakeholders. It stresses that regular meetings and reports should be used to keep management and other departments informed of the company's financial health.

8. The eighth part discusses the importance of data security. It recommends the use of secure storage solutions and strict access controls to protect sensitive financial data from unauthorized access or loss.

9. The ninth part covers the process for archiving old records. It states that all historical data should be properly stored and indexed to facilitate future audits and research.

10. The tenth part concludes by reiterating the commitment to high standards of financial integrity and the ongoing effort to improve the accounting process.

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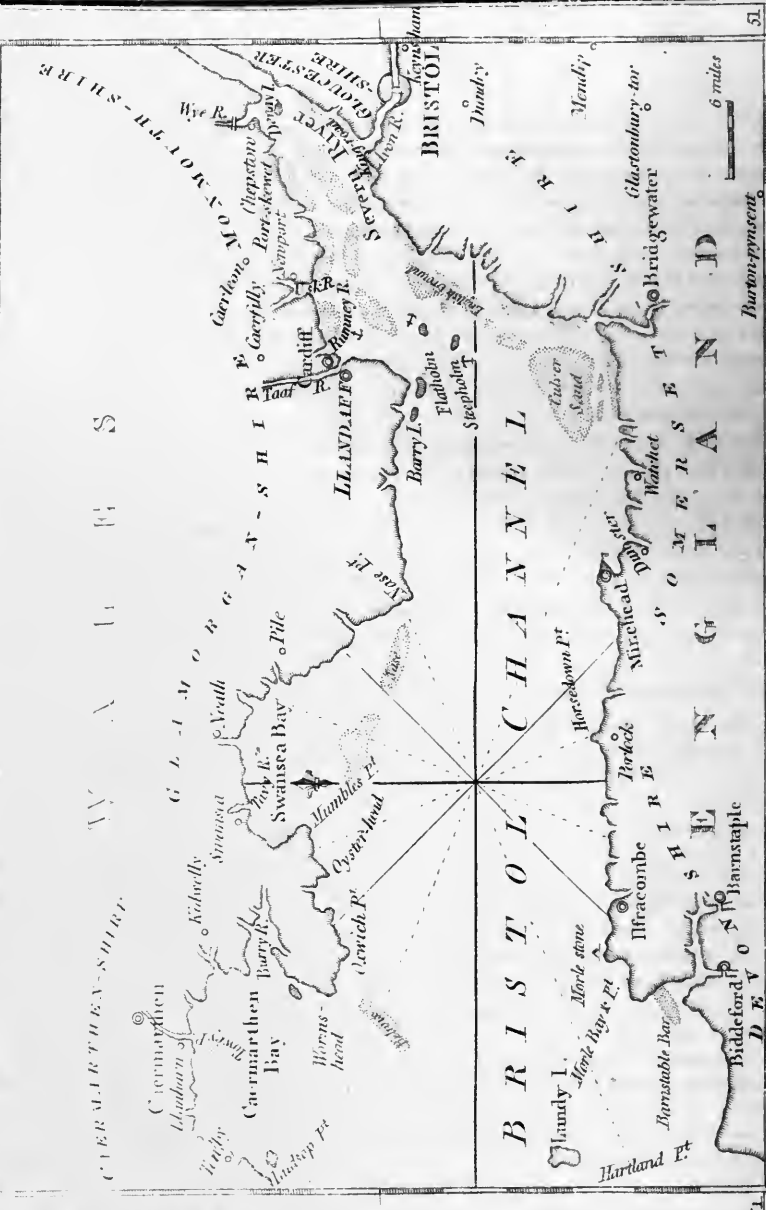
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# BRISTOL CHANNEL.

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Baron-pyacent

Longitude West from London.

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## PLATE CCCCLXVII.

*Bristol Channel.*

**T**HE city of Bristol derives its name as a corruption of *Brightstow*, so denominated by the Saxons. For wealth, trade, and number of inhabitants, it is inferior only to London. Its site is supposed to have been anciently wholly on the west of the Somersetshire side of the Avon; but after the building of the bridge, it was extended, and became partly in Somersetshire and partly in Gloucestershire. The old bridge across the Avon consisted of four broad arches, with houses on both sides, similar to those formerly on London Bridge; but this has been since pulled down, and a new one erected in its place. No carts or waggons are admitted into Bristol, for fear of damaging the vaults and gutters made under-ground for carrying the filth of the city into the river. Sledges are the customary vehicles for heavy burdens.

The trade of the city was computed many years ago to be proportionally greater than that of London, especially to America, and the West Indies. For this trade, and that to Ireland, it is better situated than London. Its trade also extends to the Baltic, Norway, Holland, Hamburg, Guinea, and the Mediterranean. The largest ships are discharged at Kingroad, four leagues below the city, and the goods are brought to the quay by lighters. The quay is half a mile in length, and the most commodious in England for shipping and landing goods; for which purpose it is provided with many cranes.

Of the Channel, Tuckey gives the following description:—

“ The Bristol Channel, which with more propriety may be denominated a gulf, penetrates between the coasts of England and Wales. Its entrance between Mort Point and Oxwich is seven leagues, and its length to King-Road twenty-one.

“ Ilfracombe, a neat-built town, of one principal street, a mile long, has a good harbour, partly formed by a pier, and partly by a natural cove, surrounded by craggy heights clothed with wood; vessels of 230 tons lay land-locked, and it is much frequented as a place of shelter by vessels that cannot get into Barnstaple. It has a light-house, a large share in the herring fishery, and is a sea-bathing place, having a fine pebbly beach. 1,805 inhabitants.

Comb Martin, on a cove, is a little decayed town, beautifully situated. Linton and Linmouth, on the little river Lin, are small straggling villages, celebrated for their oysters.

“ The county of Somerset presents a succession of bays and rocky promontories, generally lined by sand banks, which by their increase now serve to break the force of the waves, which anciently washed over them, and occasionally inundated the shores. The cliffs of the parish of Old Cleve, west of Dunster, abound with alabaster.

“ Porlock is a small, straggling, and ill-built town, on a bay three miles long, bounded on the east by ridges of lofty rocks, partly insulated at high water,

caverned at their bases, and with veins of metal. Three or four sloops belonging to Porlock are employed in bringing coals and lime from Wales. 600 inhabitants.

“ Minehead has a commodious tide haven, but its trade is greatly declined, and its herring fishery has almost entirely ceased. The town is composed of three parts, at some distance from each other, at the foot and on the declivity of a rocky hill. 1000 inhabitants.

“ Dunster, a market town, of two well-built streets, is a mile from the shore, and surrounded by hills, except towards the sea. It has one of the largest gothic churches in England, and a castle surrounded by a noble park. 800 inhabitants.

“ Wachuset, a town of 140 houses, in a fine valley, has a pier haven for small craft, which export coal, kelp, alabaster, and limestone.

“ The River Parret empties itself into Bridgewater Bay, and is remarkable for a bore, the elevation of which is ten to twelve feet. The rise of tide in the springs is six fathoms. This river is navigable to Taunton and the Brent, which joins it at its mouth to Glastonbury.

“ Bridgewater, on the Parret, three leagues from its mouth, is a corporate and borough town, of 3000 inhabitants. It has a commodious quay, to which vessels of 100 tons ascend.

“ Bristol, considered the third city of England in commerce, is situated on several hills, at the confluence of the Frome with the Avon, and eight miles above the mouth of the latter at Kingroad. Its population is *estimated* at 100,000 souls.\* Vessels of 600 tons ascend to it with the tide.

“ Bristol is one of the most ancient trading cities of England, being described by William of Malmsbury, in 1139, as a place much addicted to trade, and full of ships from Ireland, Norway, and every part of Europe; and in 1347 it may be supposed to have been little inferior to London, the number of ships furnished by the latter being twenty-five, and 662 men; and by the former, twenty-two ships, and 608 men. The voyages of Cabot, of Sir Humphrey Gilbert, and many others, also originated at Bristol.

“ The modern trade of this city is especially with the West Indies and America, the Baltic, Spain and Portugal, and with the West coast of America, and Ireland. The results of the trade for the year 1787 were as follows:—

|                        | British.      |              | Foreign.      |              |
|------------------------|---------------|--------------|---------------|--------------|
|                        | <i>Ships.</i> | <i>Tons.</i> | <i>Ships.</i> | <i>Tons.</i> |
| Entered inwards.....   | 416 ..        | 48,125 ..    | 69 ..         | 11,112       |
| Cleared outwards ..... | 382 ..        | 46,729 ..    | 66 ..         | 10,445       |

“ In the same year the vessels belonging to the port were—

| Foreign Trade. |              |             | Coasters.       |              |             | Fishing Vessels. |              |             |
|----------------|--------------|-------------|-----------------|--------------|-------------|------------------|--------------|-------------|
| <i>Ships.</i>  | <i>Tons.</i> | <i>Men.</i> | <i>Vessels.</i> | <i>Tons.</i> | <i>Men.</i> | <i>No.</i>       | <i>Tons.</i> | <i>Men.</i> |
| 328 ..         | 53,491 ..    | 3,971 ..    | 30 ..           | 3,078 ..     | 142 ..      | 7 ..             | 340 ..       | 30 ..       |

“ The customs collected at Bristol exceed 500,000*l.*

“ The inconvenience of the vessels laying on the ground when the tide is out,

\* The population of Bristol, by the first census, in 1801, was estimated at 71,279; by the last, in 1811, 76,433.

first caused a wet basin to be constructed for forty ships ; but a much grander plan has been recently completed, that of completely damming the Avon across, and thereby converting its bed into a vast basin, two miles and a half long, and covering eighty acres of land, which is entered by gates, and in which 1,000 vessels may always lay afloat. A new channel has been cut for the river. An iron bridge of a single arch 200 feet high crosses the river, under which the largest ships pass.

“ Pill is a large village at the mouth of the Avon, where vessels receive custom-house officers, and where the Irish passage vessels usually land and embark their passengers.

“ The Severn, the second river of England in magnitude and utility, rises in Plinlimmon-Hill, in Wales, runs past Shrewsbury, Bridgenorth, Worcester, Tewksbury, and Gloucester, and empties itself into the Bristol Channel by a large estuary, by the old writers called the Sea of Severn, at Kingroad. Its channel is rendered difficult by rocks, but loaded barges ascend it 160 miles. It is subject to a bore here called *hygre* or *eager*, three or four feet high. Its fish are salmon, lamprey, and chad.

“ In the entrance of the Severn are the isles Flatholm and Steepholm ; the former is four or five miles in circuit, with a tolerable soil, but uninhabited, except by a person that has charge of a lofty light-house on it.

“ Gloucester, on the Severn, thirty miles above Kingroad, is a well-built city, of 8,000 inhabitants. It is built on an elevation, and has a considerable trade, vessels of 200 tons ascending to it.

“ The River Wye, one of the most picturesque of England, and also the most tortuous, empties itself on the north shore of the Severn, separating Gloucester and Monmouth shires. Near its mouth is Chepstow, a flourishing town, of 2,000 inhabitants, with a considerable foreign and coasting trade, exporting timber, corn, oak bark, cider, coals, grind, and mill-stones. It also builds small vessels.

Newport, on the Usk, two miles from its mouth, is a narrow straggling town, of 1,100 inhabitants. It is thought to be built of the ruins of the ancient Caerleon. It has a large coasting trade, exporting coals, cast and bar iron, &c. In 1795, 295 vessels, of 12,000 tons, and 930 men, entered, and 243 vessels, of 11,000 tons, and 1,000 men, cleared out. The river Usk is a beautiful torrent stream, navigable to Tredennoc Bridge, and has a good salmon fishery.

“ The Rumney separates the counties of Monmouth and Glamorgan, emptying itself at the village of Rumney, east of Cardiff. The coasts of Glamorgan are either sandy level beach, or male cliffs. Cardiff, at the mouth of the Taff or Tave, has 1,900 inhabitants ; it exports 30,000 boxes of tin plates to Bristol.

“ The Tave, at its mouth, expands into a large basin, called Pennarth Harbour, but which at low water is a sheet of mud, except a narrow channel into the river. Barry Island is separated from the main by a narrow strait, fordable at low water over a bed of pebbles. Newton is a neat village, on a fine sandy beach, frequented for sea-bathing. Near it is a well, that ebbs and flows inversely with the sea.

“ Swansea Bay has been compared, by those who have seen both, to the Bay of Naples, for picturesque beauty. Aberavon, a small town with a tide haven, formed by the mouth of the Avon ; and Neath, a town of 2,500 inhabitants, also on a river of its name, have some coasting trade, exporting copper from works in the neighbourhood. Neath has the ruins of an abbey and castle.

“ Swansea, on the Tawy, a corporate and borough town, of 6,000 inhabitants,\* is tolerably well, though irregularly built. Its chief trade is the export of coals; and packets sail regularly between it and Dublin, Waterford, Cork, and Ilfracomb. It builds ships, and has copper works. Near it is a mineral (vitriolic) spring, and it is visited for sea-bathing. Its large ancient castle is now converted into a town-house, market, jail, poor-house, &c.

“ West of Swansea is the Mumble’s Head, east of which are the vast ruins of Ostermouth Castle, a gothic construction on a cliff. Ostermouth is a fishing village; and on Mumble’s Head is a light-house. Caswell Bay, west of the head, presents beautiful scenery, to which succeed Oxwich Bay, Port Inon, and Worms Head.

Caermarthen Bay, between the counties of Glamorgan and Pembroke, is limited on the east by Worms Head, and on the west by St. Gowan’s Head; the former a high promontory, with chalky spots. On the east shore of the bay is Llanelly, a small irregular town, inhabited by miners and sailors. It has a good port for vessels of ten feet, formed by an inlet of the sea, called Burry River, and is the port of entry of Kidwelly and Caermarthen. Its exports are pit coal, and tinned iron plates. Population 3,000.

“ Kidwelly is a neat regular built town, on the Gwandraeth, which forms a little haven, but nearly choaked with sand. It exports coal of the neighbouring collieries, which is brought to the town by a canal. 1,400 inhabitants.

“ Caermarthen, on the Towy, seven miles from its mouth, is a genteel thriving town, of between five and 6,000 inhabitants.† The river is crossed by a bar, but vessels of 250 tons ascend to the bridge of the town. Its chief exports are tin plates, and cast iron.

“ Lauharne is a village on a creek.

“ The coasts of Pembroke are in general hilly, with steep cliffs, and indented by a number of bays. Tenby, the most eastern place, is situated on an irregular peninsula, rising in rugged precipices, on the west side of Caermarthen Bay. It was reduced to a poor fishing town, until some years ago, when the capricious resort of some sea bathers brought it into notice, and it is now a fashionable summer’s residence. Its trade has been greatly increased in the export of coals and culm, which are shipped at Sandersfoot, three miles to the west. In 1803, 539 colliers, of 45,000 tons, cleared out. It has also large herring, trawl, and oyster fisheries, thirty to 40,000 of these latter being taken daily, and sent to Bristol and Liverpool, as is also the produce of the trawl fishery, which occupies fifteen smacks, of 30 tons each, from April to October. The anchorage in the road is sheltered by the peninsula on the west, but is exposed to S.E. and E. The haven is formed by a pier, and it has a good quay. Population 844.

“ Close to the peninsula of Tenby, on the south, is St. Catherine’s Island, a mass of rugged rock; and three miles farther is Caldý Island, with a mansion of its proprietor. St. Margaret’s Island is separated from Caldý on the west by a great chasin. Its only inhabitants are rabbits: on it are the ruins of a chapel.

“ Broad Haven, or Stackpole creek, is a league east of St. Gowan’s Head, and is a sea-bathing place

“ Milford Haven is the most capacious harbour of Great Britain, being ten

\* Swansea, by the census in 1811, was 8,196.

† Caermarthen, ditto. 7,275.

miles long, and one to two broad, and having fine bays, ten creeks, and thirteen anchoring places for large ships. It is entered between Nangle Head on the east, and St. Ann's Point on the west, distant two miles. On the former is a hamlet, and the ruins of a castle and nunnery; and on the latter two light-houses, and a block-house. The tide rises in the harbour thirty-six feet in springs, and twenty-six in neaps. The natural defects of this haven are the dangerous rocks near the entrance, and the being obliged to wait for an easterly wind to get out. Pembroke, the chief town of the county, is on a creek of the south shore, contains 2,000 inhabitants, but is declining; it was anciently walled, has a castle, and custom-house for Milford Haven." (*Mar. Geogr.* iv, 556.)

We extract the following notice respecting Milford Haven, from one of the journals of the time; *viz.* 1813:—

"Sir J. S. Yorke, and Sir T. B. Thompson, accompanied by Mr. Rennie, Mr. Hall, &c. have been for the last week engaged on a survey of the new royal dock-yard, in Milford-haven, and it is said that they are so highly pleased with the situation, that they strongly recommend it, not only as a building-yard, but as a grand naval arsenal. It is certain that the Navy Board mean to give up the present dock-yard at Milford town, as soon as the Rochfort, 74, is launched, which will be in the spring of next year. The new one is about four miles higher up the haven, and on the Pembroke side, on a spot called Pater Church, which was purchased by the Ordnance-Board about fifty years ago, for the purpose of erecting a fort, great part of which was built, but never completed. The great increase of the royal navy, and the consequent want of accommodation for repairs in the old dock-yards, has long engaged the attention of the public Boards; Northfleet, Southampton, Falmouth, and Scilly, have each had their advocates, men of talents and of interest; but to the credit of the present Boards, they have acted with the greatest caution, and millions have thereby been saved to the nation. The fee-simple of the land at Pater Church belongs to government, and consists of about forty acres, and the greatest part is a solid bed of limestone, of course the excavations for the graving docks will be paid for by the lime which it will produce: the depth of water is so great, that a first-rate might be within a cable's-length of the shore, and, from the land-locked situation, in perfect still-water; and for its size, it will be the completest dock-yard in the kingdom."

The island of Lundy, which lies opposite this part of the coast, is five miles long, and two broad, but so encompassed with rocks, that it is accessible only in one part, and the avenue there is so narrow, that a few men might defend the pass against a multitude. Though it is distant four leagues from the nearest land, it abounds with fine springs of fresh water. The soil of the southern part is good, but the northern part is rocky. There is, among others, one craggy pyramidal rock, so remarkable for the number of rats burrowing about it, that it is called Rat Island. The whole island abounds with rabbits and wild fowl. It is inhabited by one family, which is maintained by saving the rabbit skins and the feathers of the birds.

It formerly belonged to the Granville family, it was afterwards the property of Sir John Borlase Warren, who designed to have settled a colony upon it; he sold it to John Cleveland, Esq. who is the present proprietor.

Risdon says, that it once had a fort and a chapel. He also from Mat. Paris relates, that one William Morisco, conspiring the death of Henry III. at Woodstock, confederated with a Knight of the Court to murder him in his chamber, by an inlet in the window; but it chanced that the King lay elsewhere that night, whereupon the villain sought in other places and chambers with his knife drawn, and found Margaret Bysset, one of the Queen's maids, late up and rearing, who hereat being affrighted, shrieked out, and awaked some of the King's guard, who coming up, laid hands upon him, and after some imprisonment, he was drawn in pieces with horses, at Coventry; whereupon Morisco fled to this island, and strongly fortified it, and became a pirate, doing much damage to this coast; but at last he was surprised, and, with sixteen of his companions, executed. Formerly, says the same author, this island had governors; for Sir Ralph Willington had the custody thereof committed to him, and after he was discharged, it was committed to Humphrey de Bohun.

Some idea of the progress of improvement in this portion of the island of Great-Britain, so remote from the metropolis, may be judged from the following notice of a recent application to Parliament for leave to bring in a bill "For the improving and maintaining the navigation of the harbour of Llanelly, in the county of Carmarthen, and of the adjacent rivers called the Burry and the Lloughor, in the counties of Carmarthen and Glamorgan, or one of them, and the entrances thereto, and of the streams flowing into the same, or contributing thereto, from Pontarddulais Bridge, in the said counties of Carmarthen and Glamorgan, or one of them, to the sea, to and over the bar of the said river of Burry, and which are situated in the several parishes of Llanedy, Llangennech, Llanelly, and Pembrey, in the said county of Carmarthen, and the parishes of Llandilo, Talybont, Lloughor, Llanrhidian, Choriton, Llanmaddock, and Llaugunnith, in the said county of Glamorgan, and for raising the expenses attending the obtaining of the said act, and of carrying the same into execution."

Here follow the geographical sites of Bristol, and sundry places comprised in the chart, according to the *Requisite Tables* :—

|                               |         |          |        |          |          |
|-------------------------------|---------|----------|--------|----------|----------|
| Bristol (cathedral) * . . . . | 51° 27' | 6.3" N.  | 2° 35' | 28.6" W. | from Gr. |
| Bridgewater (spire) . . . .   | 51° 7'  | 40.7" N. | 2° 59' | 38.7" W. |          |
| Dundry (steeple) . . . . .    | 51° 23' | 47.7" N. | 2° 28' | 21 2' W. |          |
| Glastonbury-Tor . . . . .     | 51° 8'  | 47.7" N. | 2° 41' | 18.8" W. |          |
| Burton-pynsent (obelisk)      | 51° 1'  | 21.6" N. | 2° 52' | 45.1" W. |          |
| Mendip . . . . .              | 51° 13' | 7.2" N.  | 2° 32' | 6.5" W.  |          |

\* High-water there at 7 h.



## ALGIER.

**A** GEORAPHICAL Writer observes :—" It has been often thought surprising, that the Christian Powers should suffer their marine to be insulted by these barbarians, who take the ships of all nations with whom they are at peace, or rather, who do not pay them a subsidy either in money or commodities. We cannot account for this forbearance, otherwise than by supposing, first, that a breach with them might provoke the Porte, who pretends to be lord paramount; secondly, that no Christian Power would be fond of seeing Algier and the rest of that coast in possession of another; and, thirdly, that nothing can be got by a bombardment of any of their towns, as the inhabitants would instantly carry their effects into the deserts and mountains, so that the benefit resulting from the conquest must be tedious and precarious."

Yet the daring depredations of the Algerines have frequently roused the indignation of European Powers to such a degree, that the corsairs have more than once trembled for their existence: and, indeed, when we consider the magnitude of the preparations that have been made for their destruction, and the comparative weakness of the pirates in those days, it is unaccountable how they have escaped the deserved fate with which they have been so often threatened. The following is a correct account of the principal of those expeditions.

In 1541 the Emperor Charles the Fifth, instigated by the Pope, sent a powerful fleet, to suppress the piracies of the Algerines: this fleet consisted of 120 ships and 20 galleys, having on board 30,000 chosen troops, and an immense quantity of arms and ammunition. The Algerines were thrown into great consternation by this armament, and the Dey was on the point of surrendering to the Emperor, when a violent storm arose, dispersed the fleet, and it was with the greatest difficulty that even a small part of the army escaped. In 1601, the Spaniards, under the command of Doria, the Genoese Admiral, made another attack upon Algier, in which they were more fortunate than before, for they came off without loss, though they were not able to effect any thing against the pirates. Soon after this, the Algerines became very formidable to the European Powers. In 1602, a squadron of English men of war was sent against them, under the command of Sir Robert Mansel; but of this expedition we have no further account, than that it returned without doing any thing. In 1632, the French fleet, under Admiral Doquesne, cannonaded and bombarded Algier so furiously, that the whole town was in flames in a very little time; and the following year he returned and bombarded it again with double fury. The Algerines now began to pay some regard to other nations, and to be a little cautious how they wantonly incurred their displeasure. But it was not till the taking of Gibraltar that Great Britain could have a sufficient check upon the Barbary States to enforce the observation of treaties; and that fortress, and our fleets in the Mediterranean, with our presents to the respective Deys, have induced them to pay

a greater deference to the English than to any other European power.—The Spaniards again attacked Algier in 1775, by land and sea, but were repulsed with great loss; though they had near 20,000 foot, and 2000 horse, with 47 ships of war of different rates, and 346 transports. In the years 1783 and 1784, they also renewed their attacks by sea to destroy the city and galleys; but after expending a great quantity of ammunition, bombs, &c. were forced to retire without either its capture or extinction.—Lord Exmouth, we trust, will have better fortune. His Lordship is about to proceed upon an arduous undertaking; where nothing, as experience has taught him, but the thunders of the British cannon can possibly avail. *Delenda est Carthago* must now be our cry, for it is evident that Punic and Algerine faith are synonymous.

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## EARTHQUAKE.

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**T**HE north of Scotland has been the scene of one of those awful and tremendous visitations, an earthquake. It was felt a little before eleven o'clock at night, on Tuesday, the 13th of August, in an angular direction, extending, as far as we have yet received accounts, from Inverness, through Forres to Aberdeen, and thence to Perth, slightly at Glasgow, and more slightly at Edinburgh and Leith. There were two shocks. The accounts vary as to their duration: one from Aberdeen says, it lasted six seconds; from Forres, twenty seconds; at Inverness, the concussion lasted a minute. It was most violent here. The church steeple was much injured; chimnies precipitated into the streets; bells rang, and the wires broken. Some women fainted, others ran into the streets, exclaiming, their children were dead. A house is said to have been driven into the Moray Frith.

The letters and papers received from the North, bring further accounts of this phenomenon, so uncommon in our country. This shock appears to have extended over the counties of Ross, Inverness, Moray, Banff, Aberdeen, Kincardine, Forfar, Perth, and Fife; and, as before stated, was indistinctly felt in Edinburgh and Glasgow. By all the accounts, however, we are happy to observe, that there has been no loss of lives, although considerable damage to property has been sustained, particularly at Inverness, where the Mason Lodge, occupied as an hotel, was rent from top to bottom, the north stalk of the chimney partly thrown down, one of the coping-stones, weighing from 50 to 60lb. was thrown to the other side of the street, a distance of not less than 60ft. The spire of the steeple, one of the handsomest in Scotland, has been seriously injured, and must in part be taken down. The spire is an octagon; and within five or six feet of the top, the angles of the octagon are turned nearly to the middle of the square or flat side of the octagon, immediately under it.

## STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENED AT VIENNA ON THE 29TH DECEMBER, 1814.

[Continued from page 54.]

## No. XII.

*An authentic account of sundry piratical enormities, committed by the Barbary cruizers, in the Adriatic, and other parts of the Mediterranean, during the early part of the year 1815.*

IN the latter end of May 1815, the city of Ancona not having yet surrendered to the Austrian force before it, his Britannic Majesty's ship *Undaunted* was employed in cruizing off that place, to prevent supplies reaching it by sea. Early in the morning of the 30th May, a frigate was observed communicating with some fishing-boats in a bay to the southward of the Mount of Ancona; and three more large sail, looking like men of war, were also seen from the mast-head, coming down along shore from the S.E.: for a length of time it was imagined that they were two Neapolitan frigates, and two smaller, or laden vessels, which it was thought possible had eluded the vigilance of the two British blockading ships, the *Phoenix* and *Garland*, and had escaped from Brindisi, for the purpose of throwing supplies into Ancona. Every preparation was made for an enemy; and as they continued end on, still running before the wind, it was not until they approached nearly within gun-shot that they were discovered to be Barbary cruizers. On their nearing the *Undaunted*, they shortened sail by slow degrees to their topsails; but that ship stood through them well under command, until she could weather them all; and as they were holden as people never to be trusted, it will easily be supposed there was no relaxation on board the *Undaunted*, in the necessary preparations for encountering an enemy; her visible state of readiness evidently threw the Barbarians into great confusion, which was evinced by the hurried assemblage of turbans and muskets upon their booms, and the throwing overboard of various articles from their main-deck ports.

After some most awkward and unseaman-like attempts to close the British frigate, with an apparent wish to communicate, they again bore up, and continued their former course, under easy sail, towards Rimini. It was at first determined to avoid communication, fearful of incurring quarantine; but it being conceived that by a proper representation they might be deterred from committing depredations upon the coast, they were followed, and a boat of the *Undaunted* was sent, with the first lieutenant, who spoke Italian, alongside the commodore, with orders, after asking the

usual questions, to state to him officially, that the whole line of this part of the Neapolitan coast, with the exception of Ancona, was then in possession, and under the protection of the Allied Powers, and that any attack upon its inhabitants would be without doubt considered in the light of an insult to the Allies, and treated as such.

The lieutenant, at his return on board, reported that he had found no difficulty in rendering understood, and in procuring answers to, some previous questions, by which he learned from the commodore, that he considered himself in peace and amity with all the world, except Buonaparte and Murat; but that, on acquainting him with the material part of his errand, it produced great rage, and an evident determination not to understand. It now growing dark, and it being necessary for the Undaunted to keep close off Ancona during the night, she parted company with the corsairs, and they were seen no more by her for several days: the effects, however, of what they had accomplished during the night, was very apparent after daylight on the next morning (31st); above fifty fishing boats were observed drifting about to windward, off Senigaglia (the wind having shifted during the night from S.E. to the opposite point), many were without sails, some with no mast, and all without crews. The sensation which this scene produced on board the Undaunted, cannot be described; nothing was to be heard but expressions of abhorrence of such detestable cruelty, and earnest wishes to punish the barbarous authors of it; at this time nothing square-rigged was in sight from her mast-head; if there had been, feelings would perhaps have overpowered prudence, and an attempt might have been made to rescue the unfortunate captives; such a measure would, however, have been attended with extreme responsibility, particularly where force must have been employed; this circumstance, together with that of other objects of moment being in view, it was decided against leaving the station in search of the pirates. Representations were shortly received from the Austrian authorities, from the British Consul at Ancona, and Vice-consul at Senigaglia, and also from many other gentlemen of respectability, all couched in the most affecting terms, and stating themselves to be the organs of hundreds of petitions, soliciting British interference in favor of the wretched families of the miserable men, who, to the amount of nearly *three hundred*, had been carried off in *one night*. They were the greater part fishermen of Sinigaglia, and in that town nothing was to be seen or heard but the tears of fathers and mothers for their lost sons, and the distracted lamentations of wives for their husbands, thus torn from their arms, and the support of their now helpless families, to be dragged into slavery the most cruel!

To these heart-rending appeals, nothing could be returned for answer, but the impossibility of British interference, by the adoption of any violent measures with reference to what *had* taken place; but a promise was given, of protection to the coast, should the pirates again make their appearance. The surrender of Ancona releasing the Undaunted from its blockade, she sailed on the 2d of June to accomplish an object then in view, the capture of the islands and fortress of Tremiti, where Murat's flag was still flying. On her passage thither she, on the 3d, fell in with a frigate and corvette,

part of the squadron of corsairs she had before encountered; she chased and closed them, and the release of the captives was demanded with temper, upon the ground of their having been, when captured, under the *protection of the Allies*.

These villains had at first the audacity to deny all knowledge of the enormities that had been committed; but on finding us too well informed as to these facts, the excuse was changed to that of all the captives having been put on board the other two ships, which had the day previous parted company to return home. In vain the officer sent in the boat demanded permission to search; he was not allowed to go on board, and in the interim, sail having been made, the boat was obliged to let go; it being clear that nothing but hostility would produce satisfaction, the captain of the Undaunted had actually determined upon that measure, and made sail after them, when the same reasons recurring which had before swayed him upon a similar occasion, added to the possibility of the corsair's latter assertion proving true, in which case he would, after an action, have stood in the awkward predicament of finding that bloodshed had been caused, and heavy responsibility incurred, without authority, and without ground; and also that, in all probability, the Undaunted would have been disabled from pursuing the enterprize he had embarked in: these arguments were judged of sufficient weight, and it was again determined to remain passive. The British frigate in consequence proceeded on her course, and the next morning the strangers were out of sight, and it was shortly after learnt that they had quitted the Adriatic. It was afterwards learned, from undoubted authority, that upwards of six hundred defenceless beings, inhabitants of the Neapolitan shore in the Adriatic, had been, during the short interval of ten days, carried into slavery by this squadron.

In July following, the Undaunted touched at Denja, on the Roman coast; and information was there obtained, that a corsair (a small tartan) had been committing many cruelties; among others, the murder, *in cold blood*, of the crews of two vessels, on the day she arrived, their bodies, to the number of twenty, were found upon the beach near Denja, *all with their throats cut*.

About this time a British line-of-battle ship fell in with a squadron of Barbary cruizers, who demanded of her a supply of provisions and water, of which they were very much in want; on some difficulty being made, her captain was informed that he might act as he pleased, that they had sufficient for themselves, but that, if the supply was refused, the captives, of whom they had a great number on board, must perish from want. This anecdote is well authenticated,

W. S. S.

## No. XIII.

*A Letter to a Member of Parliament on the Slavery of the Christians at Algier.* By WALTER CROKER, Esq. R.N.

SIR, *H. M. S. Wizard, at Sea, August 2d, 1815.*

IN doing myself the honor to address you, I am satisfied that you will consider the subject of this letter a sufficient excuse for my taking such a liberty.

In the performance of orders I had received from Lord EXMOUTH, I anchored in the Bay of Algier late in the evening of the 25th *ultimo*. Two hours before my arrival there, I was spoken by a Dutch squadron of five frigates, one twenty-gun ship, and one brig. I do not remember ever to have seen a foreign squadron in so good order, for every service, as these appeared to be. At about five next morning, I observed a Dutch frigate firing at an Algerine *corvette*, of twenty-four guns. A running action immediately commenced between them, and soon after two other Dutch frigates fired at the *corvette*. The firing was continued, on both sides, until half-past six, when the Dutch admiral made signals to recal his squadron. The batteries of Algier opened their fire on the Dutch ships as they hauled off, but with no effect.

An Algerine frigate was in company with the *corvette*, or not more than between two and three miles ahead of her, under easy sail, when the firing commenced. This frigate took no part in the action; but when she got within range of her batteries, she put her head out to sea-ward, and shortened sail to her top sails; soon after she wore, and went into the mole, whither the *corvette* speedily followed, amidst the cheers of the population of Algier. I saw one shot-hole in the hull of the *corvette*; her fore-yard and main-topsail yard were damaged, and were changed; she had one man killed and two wounded!

It appears, from the Dutch account of this business, that the two pirates were considered part of their own squadron, until it was too late. The *Dey* of Algier has made the *Reys*, or *Ruis*, of the *corvette*, his chief admiral aboard, and conferred many other honours on him; the *Reys*, or captain of the frigate, was not so well rewarded, as I think his escape deserved: he got five hundred *bastinados*, for not supporting the *corvette* and is no more a *Reys*!

Scarcely had the Dutch admiral recalled his ships, before I perceived that he had hoisted a flag of truce, which was treated with great contempt by the Algerines; for the *Dey* desired the English consul to tell the Dutch admiral that he might take down his white flag, as the *Dey* intended to send his fleet to engage him.

I have to regret that the Dutch admiral hoisted another flag of truce, or it would be more properly styled signal for communication with the English consul; the admiral having always an English union jack at the fore, when the white flag was at the main. From the great jealousy of the *Dey*, the consul advised me not to go off to the admiral, even under the cover of night, which I often proposed doing. I am now looking for him, to give

him information that every possible exertion is making to get the Algerine fleet, as they call it, to sea. They consist of four frigates, three large *corvettes* one brig, and ten heavy gun-boats, with eleven smaller ones; there are also four or five polacres, without guns, and I think it is their intention to fill them with men to accompany their fleet. I have lost no opportunity of observing all their proceedings, and I think that in six days more, they will be ready to go out of the mole, and may perhaps offer battle in their own bay; but, if they go farther, and the Dutch have a breeze to prevent the gun-boats from boarding, I have no doubt the result of the action will be favourable to the Dutch.

I have finished that part of my letter which, from a professional spectator, I presume will not be unacceptable to you. The subject and descriptions I now would treat of, deserve, indeed, a more able pen, and, though I must here fall short, yet, when I remember the few opportunities likely to offer to men of greater talent, to witness and describe the scenes of horror which I have lately seen, I humbly hope that my faithful relation of these facts will not be considered presumptuous, nor proceeding from any other motive than the fulfilment of a duty, which I feel that I owe to my poor suffering fellow-creatures, and to the honor of my country. It will also be an excuse, if excuse be necessary, that my feelings were called into action by a circumstance which rather singularly happened, only the day after my arrival at Algier. On inquiry into the purport of a paper which I saw in the hands of the vice-consul, I found it to be a subscription for the relief of nearly three hundred Christian slaves, just arrived from Bona, after a journey of many days; and who, after the usual ceremony of bringing them to the *Dey's* feet, were ordered to their different destinations: such as were able to go to their *bani*, or prison, were sent there; but the far greater number were found objects for the hospital, which Spain, in her better days, humanely established for the relief of christian slaves at Algier; it is the only one in that city.

I naturally wished to know the particulars of the capture of those wretched persons. The Christians in Algier, who are not slaves, are very far from numerous, being only the consuls of the christian states, at peace with Algier, and their families, with a very few dependents on their different protection: on the authority of them all, I learnt, that these last Christian slaves, three hundred and fifty-seven in number, were taken by two Algerine pirates, which presumed to carry the English colours, and, by so doing, decoyed those unhappy beings within their reach.

They were landed at Bona, whence they were driven to Algier like a herd of cattle. Those who were no longer able to walk were tied on mules, and if they became still more enfeebled, they were murdered. On their journey, fifty-nine expired, and one youth fell dead at the very moment they brought him to the feet of the *Dey*. Since their arrival, an interval of only six days, near seventy more have died!

I was, on a subsequent day, at the public quarries, and saw the christian slaves and the mules driven promiscuously to the same labor, by their infidel masters. I at once anxiously and patiently heard the melancholy tales of their misery. I tasted of their bread, and, I must own, I

tasted of sorrow. You will conceive, Sir, my sad surprise, when many of them referred me to our own consul, to prove that they were actually made slaves while under English passports, and for the very purpose of supplying our armies with grain!

The second instance I shall introduce to your attention, is one in which the honor and the faith of the British nation have been most notoriously insulted by those detestable pirates.

When the island of Pouza was added to the conquests of the British arms, the great addition of the English garrison, and our squadron, occasioned considerable anxiety for the means of maintenance of the inhabitants themselves, as well as of the necessary refreshments and supplies for their new masters and benefactors, as they called us. It was also a consideration of such moment to the commanding officer of our forces, that he encouraged the spirit of commerce, which had already shewn itself in the natives, by requesting English passports to different places, for grain, for the use of the island. These passports were not only willingly granted, but an intended support was also given them; namely, a permission to wear the British flag.

Some of these poor unfortunate men, returning from one of their little enterprizes, were, within sight of their own island, boarded by six boats belonging to two Algerine pirates;—the colors which they vainly looked to for protection, were, by these assailants, torn in pieces and cast into the sea, and the unhappy crew were dragged to slavery. Such was the fate of poor VICENZO AVELINO, and his unoffending crew of eleven or twelve men, who surely were as much entitled to English protection as the inhabitants of any other island which wore the English colors!

You will judge, what an English officer's feelings must have been, when surrounded by these miserable men, who, with tears, inquired, if England knew their fate? or if they were to expect any mercy from our all-powerful nation?

I own, I cannot but wish that some of those English gentlemen, who travel in search of pleasure in the Mediterranean, would pay Algier a visit, even for one week; I am sure they could not fail to feel, like me, the degradation to which the Christian name is exposed, and to endeavour, on their return home, to exert their abilities and influence in a cause which no one doubts to be meritorious; but which actual inspection would make every man feel to be a solemn, religious, and moral duty.

I should add, that on the arrival of these new slaves, our consul sent his interpreter to the *bani* and hospital, to find out if any of them had claims on the English protection. The infidels would not permit him to enter either place. All I have told you, and ten times more, will be confirmed by your taking the trouble to inquire into it, and there are two gentlemen, who will attend in person, if it be necessary.

Our own consul, a worthy man, confirmed all I had heard from these people, and gladly gave me every information on the subject; and I plainly saw that he had used all his influence to effect their release, but to no purpose; his influence, which is much greater than that of the Consul of any other nation, extends to being able to avoid insult to his person and house, and barely that. A short time ago, a Turk came to rob his garden—Mr. M'DONALD had him secured until he heard from Algier respecting it. The next day an order arrived for all the consuls to leave their country-houses, and only to be allowed to live in the city! this they promptly refused doing, saying, nothing but force should make them leave their habitations.

The Danish consul, a respectable and amiable man, was once actually taken to the *bani*, and irons put on him, until his nation paid some tributary debt! The Swedes are obliged to furnish artists for making gunpowder for them. The French government have sent them a builder for



their navy: he told me so himself! The Spanish vice-consul of Bona, or Oaran, I myself saw in heavy irons, working with the other slaves! Thus, these infidels trample equally on all the rights of nations and of nature.

The next case is that of the two Messieurs TERENI; they are brothers, and were respectable inhabitants of Leghorn, taken by these pirates, made slaves of, and two thousand pounds worth of property taken from them, although in possession of a passport from General OAKES, and returning from England to their country. Their history has long been known to our government, and, by command of the secretary of state, our consul has endeavoured to use his influence for their release, but he has been many times refused, and all he has been able to obtain for them, is permission for their living under his protection, on condition that they pay a dollar *per* month for not working in the mines. This is the very greatest indulgence which consular influence is able to obtain at Algier. With great satisfaction I bear witness that the English, Danish, and Swedish consuls treat christian slaves with the utmost humanity, I might almost say, politeness.

The very many other cases I could state of insult to the English nation, by treating the passports of her governors with contempt, &c. I will reserve for your farther information, should you require it; but one recent and flagrant insult I must here mention. There are, at this moment, in irons and in slavery at Algier, the captain and crew of a Gibraltar trader. Their little vessel was taken and confiscated, and our consul has been many times refused their release, although proofs of their being English subjects have been as many times offered by him.

Permit me now to give you a description of the *bani*, or prison, the only house they have, and of the hospital. I visited them both, in company with the surgeon of this sloop, another officer, and an amiable man, who resides with our consul.

The *bani*, or *bagnio*, is in one of the narrow streets of Algier, has nothing remarkable in its outside appearance, but inside it is the most remarkable house of misery imagination can conceive. On entering the gate, there is a small square yard for the slaves to walk about in; there they are, on every Friday, locked up, and, as they do not work on that day, they are allowed nothing but water from the Algerine government. We then ascended a stone stair-case, and, round the galleries, were rooms with naked earthen floors, and damp stone walls. They have an iron grated window, and a strong door; two of these rooms have, in each of them, twenty four things, like cot-frames, with twigs interwoven in the middle. These are hung up, one above another, round the room, and those slaves, who are able to pay for the luxury of such a bed, are alone admitted.

I am happy in wanting a comparison in any part of the world where I have been, for this abominable prison, and those deadly cells; but, if they had a little more light, I think they would most resemble a house where the negroes of the West India islands keep their pigs. I must add, that the pestilential smell made Mr. STANBURG so ill, that he nearly fainted, and Doctor M<sup>c</sup>CONNELL and myself were not much less affected.

The food of the slaves consists of two black loaves, of half a pound each, which are their daily bread; neither meat nor vegetables do they ever taste, those excepted who work at the Marina, who get ten olives *per* day with their bread, and others in the Spanish hospital, which the Spanish government to this day supports, as well perhaps as it is able. In visiting this hospital, the floors of which were covered with unhappy beings of every age and either sex, I saw some men who looked almost sixty, and some children, who could not be more than eight years old; the whole of them had their legs swelled and cut in such a horrid manner, that we all thought they could not recover. There also we saw some young Sicilian girls, and some women. One poor woman burst into tears, told us that she was the

mother of eight children, and desired us to look at six of them who had been slaves with her for thirteen years. We left these scenes of horror, and, in going into the country, I met the slaves returning from their labor. The clang of the chains of those who were heavily ironed, called my attention to their extreme fatigue and dejection: they were attended by infidels with large whips.

During my stay at Algier, I employed every moment to gain information as to the practicability of any attack upon that place, and, having taken the opportunity of examining all the forts, batteries, and every possible means of defense, both internally and externally, I will mention some particulars on this head.

The state of Algier is divided into four governments; *viz.* Constantine, a town and its environs, about forty miles inland from Algier; Tittery, another very small inland town, &c.; Bona, its eastern government and sea-port; and Oaran, the westernmost. The entire population of all these places, as well as the adjacent parts of the country, and the eighty thousand Moors, Arabs, and Jews, which are the population of the city of Algier, are kept in subjection by, at the utmost, four thousand Janizaries: indeed, no other armed force is allowed, except in cases of the greatest emergency, when the Arabs and Moors are called to their support. From among the Janizaries, the *Dey* is chosen, or rather put on the throne by the strongest party of them: and, so far from the office being hereditary, the sons of the *Dey* are no more than common soldiers. As a yet stronger proof of the insignificance of this government, the Cabailes, or resident Arabs, are in possession of their own independent state, which is in sight of Algier, and they make the subjects of the *Dey* pay them tribute; so you will see that it is not the natives of Algier who commit these tyrannical horrid crimes, but only as many Janizaries as there are in the state. As for its sea defense, it has nothing but the formidable appearance of its white washed batteries, which have too long been the bugbear of Europe, to prevent its being razed to the ground, in a very short time, by any power which sends a proper force. The Tunisians are at war with Algier, which never yet was so weak as at this moment, so that, if England only command them to release the christian slaves, and not to make any more; I have no doubt, from what I have heard and seen, that it will be immediately complied with: it is surely worth trying.

I have read their new treaty with the Americans; it is certainly, in all respects, as good as America could wish, save and except the emancipation of all the christian slaves. The captured algerine frigate and brig were restored, not by that treaty, but at the humble request of the *Dey*, to save his head.

I have found myself obliged to make this letter much longer than was my intention, and I hope I may have excited some interest on a subject, which ought, I think, to be even nearer to the heart of a Christian than the abolition of the African slave trade.

I have the honor to subscribe myself, &c.

*Walter Croker,*

Commander, R.N.

P.S. It is but justice to the memory of one humane Turk, that I add this postscript, to state that before he died, he left his whole fortune for the purpose of providing one small loaf for each christian slave in the *Bani*, on Friday, the day they get nothing to eat from the algerine government.

W. C.

## HYDROGRAPHY, PILOTAGE, &amp;c.

## ASIA.

*Memoir on the Geography of the coast of China, and the sea eastward; illustrative of a chart comprehending the coasts and seas from the river of Canton to the Southern Islands of Japan.* By JAMES BURNEY, Esq. R.N.

[Continued from page 64.]

IT may not be useless to mention, that the date of the construction of a chart is a necessary piece of information to those who have occasion to use it. Seldom, except from inadvertency, is a chart of credible authority published without one; but it has been customary with many map-makers to publish without date, that their chart should not be superseded, or its sale be injured by one of later date. The omission of date may always be regarded as symptomatic of many other defects.

A large portion of the chart, the formation of which this memoir is intended to explain, comprehends coasts and seas which formerly were more frequented by Europeans than they have been in our own time; and this leads to inquiries some distance back.

The long and early acquaintance of the Portuguese and Hollanders with China and Japan, enabled them more than other Europeans to form good maritime charts of the coasts of those countries, and of the intermediate sea. The Portuguese, however, have at all times been extremely reserved in publishing sea charts, and very little of their East Indian geography worth notice is to be met with, excepting the chart of the East Indian seas, by J. TEXEIRA, a copy of which TREVENOT has inserted in his *Collection of Voyages*. Their reservedness in this particular is attributable to the jealousy of the Portuguese government. Before the Dutch had sailed round the Cape of Good Hope, CORNELIUS HOUTMAN (at whose suggestion, it is said, and under whose command, the first navigation of the Hollanders to India was performed), being in Portugal, was apprehended and thrown into prison, for being too diligent in his inquiries concerning the Eastern Indies, and the course thither.

The Hollanders, in their East Indian commerce, have been in some respects similarly circumstanced with the Portuguese; that is to say, a small State, becoming, by its extensive Indian acquisitions and connections, an object of envy to its powerful neighbours. The early Dutch navigators, nevertheless, are more entitled to commendation for their industry in making charts and descriptions, and for their readiness of communication, than any other maritime people of the same time.

The most early chart I have seen of the China Seas, from which in the present state of maritime geography any profit is to be derived, is a Dutch manuscript chart on vellum (at present the property of Mr. ARROWSMITH), made by HESSEL GERRITZ, in the year 1632. The Portuguese chart by

TEXEIRA was published seventeen years after the above date, and is in the greater part, if not copied from GERRITZ, drawn evidently from the same sources: yet it does not give so much information, neither is it to be compared to the chart of GERRITZ for care or correctness.

It is not intended here to trace the steps of improvement made in the geography of the coast of China since the time of GERRITZ. The present purpose requires only a notice of the existing materials which have been resorted to in composing the present chart.

In 1699, JOANNES VAN KEULEN published his East India *Zee Fakkel* (i. e. *Sea Torch*, translated by the French *Flambeau de la Mer*), in which he endeavoured to collect all that was then known of the geography of the East Indian and China seas. It is a work of very superior care and ability, much excelling any set of sea charts before published of those seas, perhaps without injustice it might be added, or of any other, with the exception only of GRENVILLE COLLINS's *English Coasting Pilot*. J. VAN KEULEN is styled in his title page, Kaart-maker (Hydrographer) to the Netherland East India Company. The merits of his *Zee Fakkel* have been overlooked, or have not been sufficiently attended to by the geographers of other countries; and many particulars are yet to be found in the charts of VAN KEULEN, which ought, but which are not, to be found in the charts of later date.

NEXT to be mentioned is the Jesuit's survey of the Chinese empire, taken in the years 1708, to 1716; concerning which, the late Mr. DALRYMPLE, judging from a comparison of his own knowledge of the coast of Quáng-tong with that part of the Missionary survey, expressed his opinion, that if the other provinces were equally well done, he might venture to say there was not a place in the Chinese empire but might be found with the assistance of their map. With the sea coast, however, the Hollanders must have had more intimate acquaintance than could possibly have been obtained by the Missionaries; and that such was the fact is visible on inspection. This is not said with design to derogate from the merit of the missionary survey, which, considering the small number of men of science employed (of Europeans only nine are named), and the extent of the empire surveyed, must be acknowledged one of the most extraordinary achievements in practical geography the world has witnessed.

Among maps of China which have been examined without affording assistance to the present purpose, one is worth particularizing, as being the work of Chinese geographers. This sample of Chinese science formed part of the collection of the late Mr. DALRYMPLE. It is in three books, and has the appearance of being a division of the country into districts for purposes of police. The drawing is in neat outlines, which have little appearance of being done from actual measurement or survey. The sea coast especially is much too rudely designed to be of any service to navigation, or even to be identified with the European charts, except in a very few places, or with the assistance of a knowledge of the Chinese characters. For the interior it may probably be good authority. Its present possessor is ROBERT H. INGLIS, Esq.—It is, I am informed, without date.

In specifying the uses which have been made of the works above named, and also of authorities of more recent date, I shall begin with the coast of China, proceeding eastward from the province of Quang-tong.

The situation of Macao in latitude and longitude is taken as generally admitted to be established, and as set down in the *Requisite Tables*, the *Connais-sance des Temps*, and other tables; *i. e.* the southern part of the Island Macao, in lat.  $22^{\circ} 11' 20''$  N. and longitude  $113^{\circ} 35'$  E. from the meridian of Greenwich.

For the part westward of Macao, to the island Sanshan, there is, besides VAN KEULEN and the Missionary survey, a chart of the outer coast, by Captain JOHN PASCAL LARKINS, which was published by Mr. DALRYMPLE, in 1786, and is in his *Collection of Plans*. Captain LARKINS's chart, being the most specific authority, is chiefly followed in the outer coast between Macao and Sanshan.

The island Sanshan: P. LOUIS LE COMTE, a Jesuit Missionary, has given a plan of Sanshan in his account of China; not on his own authority, but on that of P. CAROCCIO, another Father of the same order, who landed on the island in 1683, and found the spot where ST. FRANCIS XAVIER was buried. MENDEZ PINTO says, the tomb of ST. FRANCIS was scarcely discoverable in 1555, being already so much overgrown with brush-wood and herbage. LE COMTE's friend came upon it by accident; but the plan he has given of the island differs so materially from every other, as not to be reconcileable, except by supposing the point of the compass to which the *fleur de lis* is affixed in his plan, to have been intended for the South point, in imitation of the Chinese custom of fixing a distinguishing mark to the South point, as in European compasses is done to the North point. It is not improbable that P. CAROCCIO's plan was made with the assistance of a Chinese compass.

Of the island Sanshan there is also a manuscript plan in the Hydrographical Office at the Admiralty, which was drawn by an officer of the British ship Shaftesbury, in 1747. This has a near agreement with the island Sanshan in the Missionary chart of the province of Quang-tong; and these two are followed as the best authorities.

The manner in which the inner islands, with the coast between Sanshan and Macao, is laid down, I regard to be merely indicative of the general character of this part of the Chinese coast; confirmed by both VAN KEULEN and the Missionary survey, though in particulars they have little agreement.

The survey made by the late Mr. DALRYMPLE, in the years 1759, 1760, and 1764, is the ground work for laying down the coast from Macao to Kin-ngao Point, and is to be depended on from the superior abilities of the surveyor, and because the particulars of the survey were laid before the public. A chart of the south coast of China, made in 1793, by Captain DAVID INVERARITY, was published by Mr. DALRYMPLE in 1801; and a chart of the China Sea has more recently been published by Captain JAMES HORSBURGH, many years commander of a ship in the East Indies; in both of which are included some useful plans of particular parts of coast from Mr. DALRYMPLE's *Collection of Plans*, with additions of their own. Of

the river Quang-tong, plans have been published by VAN KEULEN, Captain J. HUDDART, and M. DE GUIGNIS.

The latitudes in the charts of Captains INVERARITY and HORSBURGH I have followed generally, as more to be relied on than those obtained from observations half a century back. This places the whole of the coast from Macao to Kin-ngao Point, some miles more south than it is laid down in the more early chart by Mr. DALRYMPLE.

The well-known rock called *Pedra-branca*, it is natural to expect should be a station accurately determined with respect to its position from Macao; the distance being short, and the intermediate space being at least as much frequented by European shipping as any other part of the coast of China. Nevertheless there are great disagreements in the placing this rock, both in latitude and in distance from Macao, as will appear in the following comparative statement:—

|                                |                                                           |     |       |         |
|--------------------------------|-----------------------------------------------------------|-----|-------|---------|
|                                | The Pedra branca is placed by Mr. DALRYMPLE, in latitude, |     |       |         |
|                                | 22° 26' N. and long. 1° 40' E. from Macao.                |     |       |         |
| Captain INVERARITY ..          | 22                                                        | 21  | ..... | 1 26    |
| Captain HORSBURGH ..           | 22                                                        | 20+ | ..... | 1 36    |
| In the <i>Req. Tables</i> .... | 22 <sup>1</sup>                                           | 16  | ..... | 1 47 42 |

Captain INVERARITY has placed the Pedra branca not sufficiently eastward, which is evident by its position in his chart from Fokai Point. Another rock called the White Rock, which is in the same parallel with Fokai Point, and 10 miles east of it, appears in his chart N.N.E. from Pedra branca: but by Mr. DALRYMPLE's survey it is N. b. W. In Captain HORSBURGH's chart, the White Rock is placed more eastward than by Mr. DALRYMPLE; which creates some doubt whether the same rock was intended by him as the one to which Mr. DALRYMPLE has applied the name. It is to be observed that White Rock is a name too generally descriptive in warm latitudes; every uninhabited rock that is higher than the wash of the sea being very liable to be whitened by the same cause; *i. e.* the dung of sea fowls. In the present case, two rocks so near each other as to be visible at the same time, are called, one, the White Rock, the other, Pedra branca, which in the Portuguese language signifies White Rock; and their only nominal distinction is in the difference of the languages.

The latitudes of the Pedra branca given by Captain INVERARITY and by Captain HORSBURGH so nearly agreeing, are to be relied on. The longitude from Macao I have taken according to Captain HORSBURGH, who was furnished with chronometers: which places the Pedra branca in lat. 22° 21' N. and long. 115° 11' E. from the meridian of Greenwich.

To the south eastward from the Pedra branca, at from 7 to 9 leagues distance, a shoal or bank is laid down by J. J. BLACU, and by VAN KEULEN, which I do not find in any other chart. It is marked with the words *Waksachtig*, or *Wausagtige grond*, the exact meaning of which I have not been able to learn; but it seems to be from the Dutch word *Waaken*, to watch, and to be similarly intended with the *Abriajos* (open your eyes) so frequent in the Spanish and Portuguese charts.

From Kin-gao Point to the Hesam (or Black) islands, the outline of coast has been drawn according to VAN KEULEN, with the following exceptions. The south part of Nan-gao island and the Lamos islands, are taken from a plan by Mr. EDWARD MURPHY, in Mr. DALRYMPLE's Collection; and about nine leagues of coast near the city of Fou-Cheou-fou towards the northern part of the province of Fokien, is taken from a plan published by Mr. BELLIN. The general direction of the coast, also, in the whole range from Kin-gao to the Hesam isles, is laid down in a direction about  $2^{\circ}$  more easterly than in VAN KEULEN, to conform with modern observations of the latitudes and longitudes. The longitude of the Hesam Isles is deduced from observations which will be specified, and which place them in  $122^{\circ} 12' E.$  from Greenwich.

In the Dutch Narrative of the Voyage of VAN RECHTEREN, is a plan of the port of Amoei; but the plan in VAN KEULEN appears to have been done with more pains, and with better information, and has been preferred.

The space from the Hesam islands to the island Chusan is supplied almost wholly from a chart published by SAMUEL THORNTON, without date, but which was made during the time the English had a factory at Chusan. A copy of this chart was published by VAN KEULEN; another by Mr. DALRYMPLE; and since Lord MACARTNEY's Embassy to China, a later copy has been published by Mr. BARROW, with additions from what was seen in Lord MACARTNEY's Voyage. Some alteration has been made in the small islands near the east end of Chusan island, on the authority of a MS. chart of the late Captain COLNET, who came in sight of them in the ship Argonaut (I believe in the year 1789); and in this part attention is also paid to the Jesuits' map. For the longitude, I have taken a mean between the observations of Captain COLNET and of Mr. BARROW, which places the east end of the larger Quesan island in  $122^{\circ} 12' E.$  being laid down by Captain COLNET in  $122^{\circ} 32' E.$  by Mr. BARROW in  $121^{\circ} 52' E.$  The middle of the Hesam islands is due south from the east end of the largest Quesan island.

The rest of the coast of China northward, as far as this chart is continued, is copied from the Missionary provincial charts, except in the direction of the coast, which is made more westerly, to accord with the situation of the Chantong or Shantung Promontory, at the entrance of the Yellow Sea, as observed in the voyage of Lord MACARTNEY.

In Lord MACARTNEY's passage towards the Yellow Sea, two small islands, Pa-tchasan and Te-tchong were seen in latitude  $30^{\circ} 45'$  to  $30^{\circ} 49' N.$  and in longitude  $55'$  to  $1^{\circ}$  east of the east end of the largest Quesan island. In the same latitude, Mr. De La PEROUSE had sight of a rocky island, the longitude of which, according to his estimation, was  $123^{\circ} 46' E.$  of the meridian of Greenwich. La PEROUSE had only a glimpse of this island in a short interval of weather, which with this exception had been foggy during several successive days, and he had no certainty of his distance from the coast of China. He had soundings between 20 and 30 fathoms in passing this island. In Lord MACARTNEY's track, the soundings abreast of Pa-tchasan and Te-tchong are marked 30 fathoms. I think it probable that the rocky island seen by La PEROUSE is one of the two above-named

seen in Lord MACARTNEY's ship : but while doubt remains, it is proper to mark land in both cases, according to the reckonings of the different navigators.

The small portion of the coast of Korea which comes within this chart is in part furnished from M. de la PÉROUSE, Captain BROUGHTON, and from the manuscript chart by Captain COLNET. The other parts are filled up from the chart said to be the survey of Korean geographers ; preserving in the breadth of the south part of the peninsula and in the distance from the coast of China, the same proportions as in the charts in DU HALDE.

The most eastern part of the Korea, LA PÉROUSE lays down in latitude  $36^{\circ} 4' N.$  with which Captain COLNET nearly agrees.

For the purposes of comparing the Missionary and Korean measurements with those deduced from later observations, the three following places were selected :—

|                                                       |       |                             |        |
|-------------------------------------------------------|-------|-----------------------------|--------|
| The City of Peking, according<br>to late observations | }     | 116° 25' E. from Greenwich. |        |
| The Shantung Promontory                               |       | ----                        | 122 27 |
| Eastern part of the Korea                             | ..... | 129                         | 45     |

By the charts in DU HALDE, the east point of the Shantung Promontory is  $6^{\circ} 43' E.$  and the eastern part of the Korea  $13^{\circ} 55' E.$  from the meridian of Peking. The disagreement is not greater than good observations are liable to at the present day.

MR. D'ANVILLE, in putting together the Missionary provincial charts, and joining to them the Korea, appears to have found some difficulty ; for in his chart of Chinese Tartary, the eastern part of the Korean peninsula is only  $6^{\circ} 33'$  east of the Shantung Promontory ; but in his general chart comprehending the whole of China and Chinese Tartary, which is of two years later date than his chart of Chinese Tartary, the easternmost part of the Korea and the Shantung Promontory are  $7^{\circ} 7'$  apart, agreeing with the Missionary and Korean charts in DU HALDE.

MR. de la PÉROUSE and Captain BROUGHTON, in their voyages, were each furnished with the best instruments, and with able assistants. The latitudes and longitudes observed in those voyages, are therefore to be adopted in all cases as far as is consistent with known relative positions. For places which have been visited by both, it seems most reasonable to take the mean of their longitudes.

The south point of the island Quelpaert is laid down  
By Mr. de la PÉROUSE in  $33^{\circ} 14' N.$   $126^{\circ} 35' E.$  from Greenwich.

|                                                                                   |       |    |    |     |       |
|-----------------------------------------------------------------------------------|-------|----|----|-----|-------|
| According to the plan<br>by Mr. BERNIZET, who<br>sailed with M. de la<br>PÉROUSE. | }     | 33 | 3  | 126 | 19    |
| By Capt. BROUGHTON                                                                |       | 33 | 11 | 126 | 20    |
| The Mean                                                                          | ..... | 33 | 11 | 126 | 24 40 |

The Islands Quelpaert and Tsussima were seen and in parts coasted by Mr. de la PÉROUSE, and Captains COLNET and BROUGHTON. From comparison, and with some accommodation of their plans to each other, they were laid down.



**JAPAN.**—In 1797, Captain BROUGHTON being in a port of Japan, purchased a chart of the Japanese islands from a native, one of the officers appointed to watch the ship to prevent any intercourse with the shore. The dimensions, and the general direction of the outlines of coast in this chart, are more correct in the parts with which we are acquainted, than from what we have seen of Eastern geography, there could be reason to expect. Meridians and parallels of latitude are ruled on in straight lines at equal distances, in the manner we call the plane projection. This specimen of Japanese geography would have appeared with advantage in the published account of Captain BROUGHTON's voyage, and it is a document worth being preserved: but no engraving of it has been made.

The north side of the island Ximo I have copied from Captain COLNET's chart.

The only European track I meet with between Firando and Tsussima, is of Captain COLNET, who passed twice between those islands. By his track, the north end of Firando appears to be about half a degree of longitude more east than the south-east part of the island Tsussima, which is corroborated by Captain BROUGHTON's Japanese chart. These have guided me in placing Firando more eastward than it is placed in the old charts.

From Firando to Nangasaki, with part of the Gotto islands, is taken from the Dutch charts preserved in Mr. DALRYMPLE's Collection of Plans.

In 1803, Captain JAMES TORRY, commanding the English ship *Frederic*, of Calcutta, made a voyage to Japan on a commercial speculation, which did not prove advantageous. He anchored in the port of Nangasaki in September 1803, but was not allowed to stop. His reckoning in longitude carried on from lunar observations taken at sea, makes the entrance to the harbour by the north of the isles called Cavallas, in  $130^{\circ} 0'$  East from Greenwich. The town of Nangasaki is about  $6'$  more east: but this position would bring Nangasaki too near the meridian of Firando, and vary from all the charts, which, both European and Japanese, agree in placing Nangasaki more east than Firando. I have therefore assumed for the longitude of Nangasaki  $130^{\circ} 15' E$ .

The south eastern coast of Ximo is laid down from Captain BROUGHTON, whose track, though it was not regularly along the coast, brought him frequently in sight of it. What remained to be filled up is taken from the Japanese chart.

The island Meaxima was seen by Captain TORRY; the middle of the island in latitude  $31^{\circ} 55' N$ . in a direction nearly S.W. from Nangasaki. The charts of HESSEL GERRITZ, and of VAN KEULEN, place Meaxima a little more westward than the south end of the Gotto islands.

Captain TORRY sailed from the entrance of Nangasaki harbour, S.  $25^{\circ} W$ . per compass (variation about  $2^{\circ}$  westerly), to the latitude of  $31^{\circ} 15' N$ . at which station several islands were in sight bearing from N.E. b. E. to S.E. the distance of the nearest being seven or eight leagues. Whence he concludes, that the southern Japanese isles are laid down in the charts too far eastward.

The foregoing is extracted from the journal of the commander of the

Frederic. This journal and a valuable chart, which there will be occasion hereafter to notice, Captain TORRY, with laudable public spirit and regard for his profession, sent to England to be delivered to Mr. DALRYMPLE or to Mr. ARROWSMITH, that what they contained serviceable might be secured to navigation. They came to Mr. ARROWSMITH, whose stores have at all times been open to me.

To distinguish between European and Japanese authorities for the Japanese islands, the former is a shaded, the Japanese a plain outline.

FORMOSA.—Good charts of the west side of Formosa were made by the Dutch whilst they possessed the fort of Tayoan. J. VAN KEULÉN, in his *Oost Indien Zee Fakkel*, has published a chart of the whole island; and in Mr. DALRYMPLE'S collection is a chart of Formosa on a very large scale, copied from a Dutch manuscript without date; both of them evidently made with very intimate knowledge of the western side of the island; but without pretensions to more than a general knowledge of the eastern side. Nothing, however, more worthy of credit has appeared of the eastern coast of Formosa, excepting the direction of the southern half by Captain BROUGHTON, who sailed along it in sight at a considerable distance.

The north and south extreme of Formosa were both seen by Captain BROUGHTON. The most northern part he places in  $25^{\circ} 13'$  N. and longitude  $121^{\circ} 21'$  E. from Greenwich. His printed narrative notices three small rocky isles near the north end of Formosa, within which islands, between them and the main land of Formosa, he sailed; but in the printed chart they are omitted. These islands are in the old charts of JANSEN BIAEU and HESSEL GERRITZ, from which, with the assistance of Captain BROUGHTON'S manuscript journal, I have laid them down.

Both Mr. De La PÉROUSE and Captain BROUGHTON had good observations near the island Botel Tobago Xima, the mean of which makes the S.E. point of that island in  $21^{\circ} 57\frac{1}{2}'$  N. and  $121^{\circ} 45'$  E. from Greenwich. This I have made a governing point in settling the situation of the S.E. point of Formosa, which Captain BROUGHTON in his chart places  $48'$  of longitude to the west of the S.E. point of Botel Tobago Xima. In the narrative of the voyage it is said to be  $6'$  more; but the difference of longitude in the chart agrees best with the Dutch charts, and is here followed, which places the south-east point of Formosa in latitude  $21^{\circ} 52\frac{1}{2}'$  N. and longitude  $120^{\circ} 57'$  E.

Preserving the situations above mentioned for the extremes of Formosa, the coast is laid down from the Dutch charts, excepting the two points of the south end, which with the position of the rocks called *Veie Kote*, or *Vagle Ro's* (Foul or Vile Rocks), are laid down according to the observations of Captain BROUGHTON.

The Pong-hou islands are laid down from a chart which Mr. DALRYMPLE compiled from different Dutch charts. This gives to them more extent in latitude than was estimated by Mr. De La PÉROUSE and Captain BROUGHTON, by whom they were seen but partially, and in unfavorable weather. A chart composed by Mr. DALRYMPLE, from the journal of Captain ROBERT DUFFIN, in 1792, has a near agreement in latitude with the chart compiled from the Dutch.

[To be continued.]

## NAVAL LITERATURE.

*Remarks, &c. &c. &c. on the Safe Conveyance and Preservation of Gunpowder.* By JAMES WALKER, Inventor of the Improved Patent Copper Barrels for the effectual Preservation of Gunpowder and Cartridges in his Majesty's Royal Navy, &c. &c. &c.

[Concluded from page 72.]

WE shall now extract a few of the many respectable testimonials of the complete efficacy of Mr. Walker's barrels in preserving the powder for due use, and from accidental explosion:—

To Mr. James Walker.

SIR,

London, 19th October, 1811.

Thinking over your ingenious invention for the preservation and security of gunpowder at sea, it strikes me that it might be made still further useful, if your quarter barrels (that is, a proportion for each slip) were made with leather hoses, which might be made to lace on to a certain number, or with searنوt bags, as proposed by Admiral Hallowell, to be used instead of what we now call cartridge boxes, for handing the powder upon deck: I think the following advantages would result from their being so adapted; viz.

The quantity brought up at once would be greater, and therefore one man could serve two, if not three, guns, thereby reducing the risk to one spot and one man, and saving the labour of two men.

We find the greatest difficulty in getting the number of boxes wanted up through the small scuttle in the hatchway; your barrels would reduce the number three-fourths at least. *The powder would be infinitely safer in your barrels than in the boxes*, for it is notorious to every man in the navy how ill the covers of the boxes fit, and that although the powdermen be taught to sit upon them, by way of security, that this is not often practised in exercising, and never in quick firing; but the greatest advantage, in your point of view, would be, that by the use of your barrels, *the powder need never be stirred from the barrels till it is put into the gun*, instead of being exposed in boxes on deck (as they invariably are) to the humidity of sea air, for many days, and being, in their damp state, sent down (on the ship's arrival in port, or when the alarm for which they were brought up is at an end), and re-stowed with the dry powder, which immediately imbibes a part of its damp, and thereby affects the whole. I have taken the liberty of sending these hints, although I think it likely they may not have escaped your attention; if they have the result I wish, I shall be very glad to have some of your barrels in any ship I may hereafter have the honor to command.

I am, Sir, your most obedient servant,

*Thomas James Maling,*

Captain.

To Mr. James Walker.

SIR,

H. M. S. *Dædalus*, *Northfleet*, 18th Dec. 1812.

In reply to your letter of the 14th, this instant received, I have to inform you, that I made an application to the Board of Admiralty for his Majesty's ship under my command being supplied with your patent powder barrels, and most deeply lament there being none at Purfleet, as that was the reason assigned by their Lordships for my not getting them.

I have minutely and carefully examined their various qualities, and am fully convinced there is nothing at present used for the preservation of gunpowder that can, in the smallest degree, be compared with them.

A ship that goes into action with her powder dry and strong, as when made, must have a great superiority over one that has had her powder exposed to the pernicious, though very common, damp of most magazines. I have repeatedly seen powder unable to throw a shot above one-third of its proper range; and, in some instances, where a gun has been long loaded, not a hundred yards beyond its muzzle. Were your barrels brought into the service, the usual practice of keeping guns loaded at sea might entirely be done away: for as each of them is a magazine in itself, a sufficient number of them, to contain three or four rounds, might always be kept upon the different gun-decks, even in the galley, without the smallest risk from either fire or water, which would obviate all present difficulties about loading in time, and effectually prevent the enormous loss and waste of powder and cartridges, from the very necessary practice of drawing and examining the guns after a gale of wind, the cartridges never, and the powder very seldom, being fit to go into a gun again. The very great advantage of keeping all the powder ready filled, and in barrels, where, even if the magazine is floated, it cannot get damp, must be so obvious to any one acquainted with the jeopardy that powder and cartridges are always in from moisture on board a ship, that not one word is necessary on that head; and I do most sincerely hope that your ingenuity will, at an early period, be rewarded, by seeing them in general use throughout the navy.

I am, your very faithful,

And most obedient servant,

*Murray Maxwell,*

Captain.

To Mr. James Walker, Blackheath Hill.

SIR,

H. M. S. *Malta*, in *Tarragona Bay*, Feb. 4, 1814.

I dare say you will have thought me very negligent, in having so long delayed making a report on your patent powder barrels; but as I was determined (in justice to yourself and government) to give them a fair and impartial trial, I deferred making any report until I was able, from experience, to decide on their merits: and having kept the barrels, which were packed in July 1811, unopened until the last month, I now feel confident in recommending them for general use in the navy, and particularly for all magazines in hot climates on shore.

The results of the different experiments made under my own observation, are such strong proofs of the superior strength of the powder contained in your barrels, after such a length of time, as cannot fail of being more satisfactory to you, than if I had given an opinion formed upon a shorter trial.

I beg leave to enclose the copy of a letter which I have written to the Secretary

of the Admiralty on the subject; and I sincerely hope their Lordships may be induced to adopt them generally in the service.

I have the honour to be, Sir,

Your most obedient servant,

*Ben. Hallowell.*

(COPY.)

To J. W. Croker, Esq. &c. &c. &c.

SIR,

H. M. S. Malta, in Tarragona Bay, Feb. 1, 1814.

I have deferred offering any report upon Mr. Walker's powder, brought out in the Malta, until it should have been long enough on board to admit of its real qualities and merit being ascertained. Having made several experiments last month at Tarragona, I beg to state the results, for the information of my Lords Commissioners of the Admiralty.

The first experiment from a 4½-inch howitzer, at an elevation of 45° with one ounce of powder, gave the following:—

RANGE OF POWDER.

|                     | Walker's Barrels. | Wooden Barrels. |
|---------------------|-------------------|-----------------|
| 1st Discharge ..... | 205½ Yards. ....  | 138 Yards.      |
| 2d do. ....         | 222 do. ....      | 137 do.         |
| 3d do. ....         | 222 do. ....      | 170 do.         |

To render it a fair trial, the same shell was made use of in every discharge.

The powder taken from Mr. Walker's barrel was packed in July 1811, in paper cartridges, and had not been opened previous to this experiment.

A second experiment was made from the same barrel, with a 24-pounder long gun; the results were as follow:—

RANGE.

|                                     | Walker's<br>Yards. | Wooden<br>Yards. |
|-------------------------------------|--------------------|------------------|
| 1st Discharge, 1° Elev. 8lb. Powder | 1640 ....          | 1164             |
| 2d do. 5° do. 7lb. do.              | 1692 ....          | 1612             |
| 3d do. 6° do. 6lb. do.              | 1610 ....          | lost             |

Another barrel was opened a few days after, which came from England in the Marlborough, and had been filled in September 1812. The following are the results of an experiment made from a 12-pounder carronade, with one pound of powder:—

RANGE.

|                             | Walker's<br>Yards. | Wooden<br>Yards. |
|-----------------------------|--------------------|------------------|
| 1st Discharge, Point blank, | lost .....         | 534              |
| 2d do. 1° Elevation ....    | 924 .....          | 668              |
| 3d do. 1° do. ....          | 762 .....          | 536              |
| 4th do. 5° do. ....         | 1062 .....         | 982              |
| 5th do. 5° do. ....         | 1018 .....         | 922              |

I have since opened one of the barrels, No. 49, of loose priming powder, filled in July 1811, which is also in the most perfect order, without a single lump in it. Two barrels, one containing cartridges, flannel, and paper, for 24-pounder guns, the other flannel cartridges for 12-pounder carronades, have also been examined; both of which are in as good order as the day on which they were first packed.

The magazine of the Malta is frequently aired; and I do not believe there is one in the fleet more free from damp, or in more perfect order. The powder in cartridges is turned, one half one week, the remaining part the next, so that the whole undergoes this operation once a fortnight; the powder in barrels is turned and shaken once in three months; notwithstanding which, scarcely a week passes during the summer months, without finding many cartridges so bad, as to make it necessary to shift the powder into others; and the powder in barrels is frequently lumpy; which is not the case either with the loose powder or cartridges packed in Mr. Walker's copper barrels, although stowed in the same magazine, and in the same tiers with the others.

Most of the accidents which happen in action from explosions, are occasioned by the cartridges being damp, and breaking as they are taken out of the boxes, when handed up from the magazine. This danger, as well as that of filling powder in action, is avoided by the adoption of Mr. Walker's barrels; and they are admirably calculated for boat magazines, or for landing ammunition in a heavy surf, as there is no danger of the powder being damaged, if the boat should be filled with water.

Being satisfied, from experience, of the superiority of the powder kept in Mr. Walker's barrels over that kept in wooden ones, or in cartridges in the racks of a magazine, I do with confidence recommend them for general use in the navy; and in hot climates, where the magazines on shore are seldom perfectly dry, they would be particularly useful, and the saving to government would be immense.

I have the honour to be, Sir,

Your most obedient humble servant,

*Ben. Hallowell.*

*Report made at Priddie's Hard, June 29, 1814.*

Pursuant to an order from Sir Richard Bickerton, Bart. admiral of the white, &c. &c. &c. we, the undersigned captains of his Majesty's ships Magnificent, Valiant, and Norge, have this day repaired to Priddie's Hard, and there carefully examined the comparative state of preservation of the powder in five of Walker's new invented copper barrels (as well as the condition of the cartridges and other contents), brought home in the Stirling Castle, and two of the common barrels of powder, taken out in her from England, sent by Captain Butterfield for that purpose; and we have to report our proceedings for their Lordships' information.

The powder was examined in the open air, and where the sun shone; and the whole process was performed in presence of Mr. Walker himself, who attended with the keys of the copper barrels.

1st, We proceeded to examine a common water-tight barrel, marked "K. P. Feb 1, 1812," and in chalk "Stirling Castle;" the barrel quite good, and bays free from verdigris. It had no appearance of having been opened since it was

shipped, nor of having suffered from bad stowage. The powder was in lumps, and various in colour; in several instances, the saltpetre apparent. The lumps came rather from the bottom than top of the barrel, but laid fairly, and without the least appearance of improper interference.

2d, Opened the common powder barrel, marked "28 LG Red, 90 Cyl." on

B  
June 8

one head, and on the other RJS; also in chalk, "Stirling Castle." This barrel  
1812

was in the usual state of those into which restored powder is put, but appeared to have been opened since it was received from the magazine in England: the powder in lumps and damaged, considered as too bad to be manufactured.

3d, Mr. Walker unlocked the copper barrel marked "Sir S. Hood, No. 43;" removed first, the copper cover; second, a sheet of paper; third, a wooden plug, luted down with putty made of boiled linseed oil, which opened easily; fourth, a copper lid, luted in the same manner. The barrel contained three 42-pound cartridges, which had much room to play, and to this we attributed the bursting of the cartridges, the paper being good, and powder hard and dry, without lumps, or any appearance of saltpetre. Compared with new powder, it had a different colour, but that evidently proceeded from one being made with willow charcoal, and the other with alder. The paint had chipped off from the sides of the barrel, and mixed with the loose powder. There appeared to be a considerable quantity of dust, but Mr. Walker declared that he had made that objection in writing, when filled in June 1811, and sent to the Owen Glendower; and we conceive that it may also have been occasioned, in great measure, by the barrels not having been filled to the top, and frequently shifted.

4th, Examined the copper barrel marked "Sir S. Hood, No. 41;" secured as the last. On the wooden plug was this remark—"This did not hold the six cartridges without taking a little out of one cartridge;" contained flannel cartridges in a high state of preservation, free from moth, and the thread perfect; powder dry, but dusty.

5th, A quarter barrel opened by Mr. Walker, "Sir S. Hood, No. 52;" the outside of the head covered with verdigris, by the damp: removed first, the copper cover; second, wooden plug, luted with putty made with boiled linseed oil, and very difficult to extricate; third, copper lid. It contained musket ball cartridges, the paper and string quite sound and good, but the envelope of the bundles a little chaffed; the powder, in repeated trials, shining, but good, dry, and of a proper colour. The paint on the sides of the barrel nearly perfect.

6th, A half barrel, marked "Sir S. Hood, No. 48," not before opened; secured as the last. The wooden plug very difficult to be removed; contained quill tubes, covered with brown paper, which was quite fresh and dry; the strings on the outside of the bundles were moulding, but the paper and tubes perfectly dry. We have no doubt that the strings were originally damp, as the appearance of mouldiness is entirely confined to them.

7th, Mr. Walker unlocked the copper barrel marked "Sir S. Hood, No. 27," which did not appear to have been opened since it was shipped; secured as the others. Wooden plug difficult to get out. Contents, loose powder, quite good and dry, but mixed with paint that had fallen from the sides: this barrel not full.

Having used water in removing the wooden plug, some drops of it fell amongst the powder, which requires to be mentioned, as it might occasion lumps, in the affecting any subsequent examination.

Our proceedings being thus detailed, we have now to state, that the powder in Mr. Walker's copper barrels appeared to us to be in a high state of preservation, and that in the common barrels decidedly injured.

*W. T. Lake,*

His Majesty's Ship Magnificent.

*A. D. Oliver,*

His Majesty's Ship Valiant.

*J. S. Rainier,*

His Majesty's Ship Norge.

*Priddie's Hard, June 29, 1814.*

To Mr. James Walker.

SIR,

*Finchley, 13th January, 1813.*

In reply to your letter, requesting to know my opinion, as well as that of the officers of the ships General Harris and Bridgewater, of the patent powder barrels of your invention supplied to those ships, I think it only justice to you to say, I have the concurrent testimony of the captains and superior officers of both ships, as well as that of their gunners, as to the *great safety they feel by having their powder so perfectly secured from fire, as it evidently is in your barrels*—a circumstance, independent of the vast benefit that must arise to the service, by their preserving the powder from damp and theft, as well as the immense saving they will produce, that in my opinion renders them of the highest importance to the country, and to the shipping interest in particular, as each barrel is a distinct magazine, so completely proof against all accidents in the transit, as also in the stowage of gunpowder, that I am convinced they only require to be *generally known to be universally adopted*, and to procure you the thanks of all ranks of society. Wishing you every success in your undertaking,

I am, Sir, your most obedient servant,

*J. Cumberlege.*

After such probation and commendation, any re-commendation on our part must be perfectly unnecessary; we shall therefore conclude by congratulating Mr. Walker on the success of his labours in the invention of his powder barrels, and the public on the very great advantages to be derived from the general adoption of them for the purposes specified.



## Poetry.

## ON THE LOSS OF THE MINOTAUR.

(IN IMITATION OF MODERN LICENSED POETRY.)

**W**HOO, from our greeting parent shore,  
 Steers thy bold prow, fam'd MINOTAUR;  
 Erect his form, and bright his eye,  
 While round him scowls a wint'ry sky?  
 Fearless thy broad breath seems to sleep  
 Upon the squally rolling deep;  
 While pliant scudding winds awhile,  
 Upon thy purpose seems to smile.  
 But sad the star that stream'd its light  
 Upon thy dark and dreary night:  
 On mists thy morning broke, and rain,  
 And heavier roll'd the wasteful main;  
 And from that morn's ill-omen'd ray,  
 Malignant tempests cross'd thy way;  
 Yet, as a strong man meets disease,  
 Thy breasting prow still broke the seas;  
 Still met the wild wave's whelming force;  
 And cross'd its fatal shoreward and course.

See! in the west, what sickly ray  
 Streams on the trailing skirt of day!  
 TEMPEST, arisen with stormy brow,  
 Blows shriller his whistling bugle now;  
 As though he call'd, from all his caves,  
 His loudest winds, and wildest waves.  
 Sceptred night, upon the main,  
 Never rose in darker reign;  
 Drearier gloom, or thicker cloud,  
 Did earth and heaven ne'er enshroud;  
 Yet fear could not its ice impart  
 To the brave sailor's swelling heart;  
 As though from its chambers freely flows,  
 A stronger pulse as the danger grows:—  
 But skill nor courage can avail,  
 To calm the sea and 'bate the gale:

'Twas TWELVE when the Pilot's wired light  
 Beam'd on his face of fearful white;  
 O'er thy high deck, bold MINOTAUR,  
 Delug'd the mountain billows roar.  
 The winds, in wild resistless sway,  
 Scatter'd to clouds the ocean spray;

As though by fate's decree was hurl'd  
 To chaos, once again, the world.  
 Blind with the sea, the crew in vain  
 Labour'd against the rushing main,  
 Benumbing cold, and freezing fear,  
 Had blanch'd the stoutest hero there.  
 As an earthquake's shock, the seamen dread  
 The striking ship—on ruin led.  
 A bark more stout, or crew more brave,  
 Never plough'd the ocean wave ;  
 Yet the heart that drank life at the cannon's roar,  
 Shrank from Batavia's servile shore ;  
 And the hand that had furl'd the sails in brine,  
 Trembled upon the sounding line.

Hark ! 'twas the cry of wild despair !  
 And horror and death are busy there.  
 The seaman, whose ship of his life is a part,  
 Felt the shock stride upon his heart.  
 Brave crew ! methinks on the bilging deck,  
 Like crowding ghosts ye haunt the wreck ;  
 For the forming raft and launching boat,  
 Few to the shore shall ever float !  
 Each gulph that yawns with the passing wave,  
 Seems cleft, as for your watery grave ;  
 And the sea-nymphs have wove, in colour meet,  
 The silv'ry spray for your winding sheet.  
 Through thy cleft sides now, dread MINOTAUR,  
 Death's chilling tides resistless pour ;  
 And like life's blood thy crew as reluctant to part,  
 Crowd in narrower circles round thy heart.

And now the whirling water's surge  
 Murmurs around—the seaman's dirge !  
 And thy bulky form, which no more withstood,  
 Sunk like a world in another flood.

Peace to thy manes, gallant crew,  
 Tho' no foe thy valiant heroes slew ;  
 Not less in your Country's cause ye died,  
 Than where rush'd in her service the purple tide.  
 Sweet be your sleep in the green sea's grave,  
 And soft the billows that over ye wave :  
 England's love, with the best of her heroes ye share,  
 And long shall she cherish your memory there.

## Marine Law.

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**A** COURT MARTIAL has been held at Sheerness, which continued four successive days (Captain J. Walker, his Majesty's ship *Queen*, President), to inquire into the circumstances that attended the running ashore his Majesty's ship *Liverpool*, when on her passage from Plymouth to the Downs. The Court, after the most strict investigation, determined, there was no blame whatever imputable to any officer on board, except Mr. Fletcher, the Master, because the misfortune was principally occasioned by the deceptive and stormy state of the atmosphere, on the night that she struck; but as it did appear there was not all that vigilant care taken by the Master (although an officer of good ability), which the known situation of the ship demanded, he was reprimanded by the Court, and admonished as to his future conduct.

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### NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(*July.—August.*)

#### RETROSPECTIVE AND MISCELLANEOUS.

**T**HE Americans have been before hand with us in an active resentment of Barbaric insult and cruelty, and we hope it is on the broad and honorable principle of a generous and general humanity, and not that of an invidious emulation in respect to us. The conduct of the American Commander has been, so far as we are informed, firm, and honorable, and we trust the combined operations of the two fleets will effectually annihilate the power of future mischief in these intractable and incorrigible Pirates.

*Extract of a Despatch from the French Consul at Palermo, to the Duke de RICHELIEU.*

*Palermo, 29th May, 1816.*

Last night, at 11 o'clock, despatches arrived, express, from Trapani, to the Senate of this city, announcing that on Monday last, the 27th instant, several boats employed in the coral fishery had arrived from Bona, near Tunis, having left the coast in great haste; the following is the substance of their report.

That the Barbarians, exasperated by the treaty which subjected them in war to the law of nations, and restrained them from their accustomed piracy, had revolted; that they had massacred the commandant of Bona, the English consul, and a great number of Christian slaves. That they had attacked the fishing boats, and massacred a great part of the crews. That of 350 vessels, Corsican, Neapolitan, and Sicilian, not one half it is thought has escaped. At this time only 44 fishing boats have returned to Trapani. They say that they have lost more than 600 of their countrymen; and that all the Corsicans have perished. They think the Dey has been put to death, and that the revolution has extended still further. Such is the report at the present time.

*Extract of a Despatch from the Governor of the Island of Corsica to the Duke de RICHELIEU.*

*Bastia, 5th June, 1816.*

His Majesty's Lieutenant at the Place d'Ajaccio has just informed me that 10 gondolas, making a party of 55, who left this town the beginning

of last month, to fish for coral on the coast of Barbary, have returned to this part the 2d instant. The masters of these gondolas having been questioned respecting their hasty return, say, That on the 27th of last month, they were on shore near the town and castle of Bona, which was the customary rendezvous of those engaged in the coral fishery. At 5 o'Clock in the morning they were attacked by an Algerine frigate, which debarked a great number of men, and fired upon them. That the fortress of Bona, followed the example of the frigate, and fired upon them also. That at the same time a corps of cavalry from Bona, came down upon them, charged them furiously, killed a great number, and forced the rest to their gondolas, by swimming. That the Barbarians in this affair had no respect to flag, that a great number of the gondolas bore the flag of Great Britain. That of 400 vessels, which were assembled in the environs of Bona, a small number only has effected their escape.

The town of Ajaccio is in the greatest distress. Of 500 seamen who left it, 140 only have returned; and of 55 Corsican gondolas anchored near the Castle of Bona, 10 only were able to get out to sea, and were thus enabled to save those who by swimming had effected their escape from the fire and sword of these Barbarians.

The seamen arrived at Ajaccio say, that they have not heard that any new revolution has broken out at Algier, so as to warrant our considering this indiscriminate attack upon the Christians as an act of hostility recognized by the Chief and Divan of the Regency.

### *Le Comte de Willot.*

By the *Zenobia*, Captain Dobrec, which lately arrived with despatches from St. Helena, we have a different version of the story inserted in *The Courier* and other papers, that Bonaparte had been shot at by a sentinel, for trespassing beyond his boundaries. The facts are, that the sentinel, on perceiving that Bonaparte and his attendants were passing the prescribed limits, called to them to return. No attention being paid to this, he rapidly proceeded after them, in doing which he fell. At the same time the ramrod got loose from his musket, and as he was replacing it, Bonaparte conceived that he was loading the piece with an intention to shoot, and so reported it to the Governor. On an inquiry it proved that the musket had not been loaded, and no further notice was taken of the affair. The sentinel being asked, during the inquiry (not a Court-Martial), if he would have shot Bonaparte, firmly replied yes. Bonaparte every day grows more and more sullen in his demeanor, but still affects the majesty of a Sovereign. According to report, he has distributed gold among the Malay slaves on the island, with the view of inducing them to rise in his favour.

An account has been issued from the Transport office, dated March 19, shewing the number of transports sent or about to be sent, to St. Helena; distinguishing the quantity of tonnage, the time for which taken up, and the rate of expense of the same:—

Number of transports, 18; tonnage, 5,473; probable length of the voyage, 8 months; rate per ton per month, 19s.; total amount of 8 months' hire, 41,594*l.* 16s.

NOTE.—There are not any transports at this time under orders for St. Helena. The 18 transports already sent, as above-mentioned, were engaged only for so long as the service may require. The actual expense cannot now be ascertained; but, estimating the time for loading and unloading, and for performing the voyage out and home, at eight months, the hire of the said transports will amount to the sum of 41,594*l.* 16s.

By the Aquilon, Captain R. B. Vincent, arrived at Portsmouth from the Mediterranean, we have received some particulars of the loss of the Ister, Captain Forrest. "The Ister was proceeding up the Mediterranean, at the rate of nine knots an hour, when, by some unfortunate circumstance, she got on shore near Cape-de-Gat, on the night of the 7th ult. Every exertion was made by the Officers and crew to get her off, without effect; although at one time, after her masts were cut away, and her heavy stores taken out, some hopes were entertained of saving her, from her having floated into deeper water; but this was no sooner done than she immediately took in a great quantity of sand, which precluded the possibility of doing any thing more than to save the stores. One boat unfortunately upset, by which accident 12 seaman and a Midshipman were drowned. The remainder of the Officers and men were saved, together with the greater part of the stores and property. Captain Forrest purchased a zebec, and put on board a quantity of the stores, and 28 of the guns, which were immediately sent to Gibraltar; to which place a Midshipman was despatched overland through Spain, where he arrived on the 15th, to request the assistance of a man of war from that port. Accordingly, Captain Heywood sailed the next morning, in the Montague, and took with him the Arachne sloop of war, to bring away the remainder of the stores and the people. Cape-de-gat is near Malaga, and about 180 miles from Gibraltar." The Ister was got off and saved.

An immediate and strict survey is about to take place on all warrant-officers, as to their age, servitude, qualifications, &c. supposed to be preparatory to a system of superannuation about to be acted upon to better the situation of those, who, upon investigation, appear to be deserving of it.

The revenue cutters being now under the direction of the Admiralty Board, their Lordships have placed 12 of them under the orders of the Commander-in-Chief, Sir Edward Thornborough, K.C.B. at Portsmouth, 23 under the orders of Admiral Sir J. T. Duckworth, at Plymouth, and a necessary proportion at each of the other ports. Their present Captains are permitted, if they wish it, to retire upon full pay, several of whom, we understand, have already accepted of this arrangement, and when vacancies occur in the command of these vessels, they will be filled by Officers of the royal navy.

The ordinary at Portsmouth has been put under the superintendance of Captain Robert Hall, who with Lieutenant Webb, Mr. Tobin, Surgeon, Mr. Ellery, Purser, and the Assistant-Surgeon, will occupy the Prince, selected as a victualling *dépôt*. Captain M'Dowell takes the Mars; Lieutenant Edward Harries, the Justitia; Lieutenant James Hellard, the Ildefonso; and Lieutenant Plowman, the Megæra. A code of 79 articles of instruction has been issued by the Commissioners of the Navy, for the guidance of the Captains, and all other Commission and Warrant Officers, employed in this service; containing the most strict and salutary regulation for the good conduct of all persons employed, and the cleanliness and preservation of all the ships and vessels composing the ordinary. No man will be entered as a ship-keeper above the age of 45, and he must have been six years at sea; they will be all paid as able seamen; the boys as second class, and the children of seamen to have the preference. The *dépôt* is to bear all the ship-keepers and boys on her books, for wages and victuals, and all the warrant officers for victuals only, as they will receive the pay of the class of vessel they belong to. A sergeant's party of marines, and a boat's crew for the Captain, will also be borne on the *dépôt*-books. The warrant officers in ordinary may be employed on dock-yard duties, at the rate of 2s. 6d. per day for their services whilst so engaged.

The Stirling Castle, a new ship now at Plymouth, turns out, on inspection, to be in a very bad state. The Eurotas, a frigate of the first class, has been ripped up, after three years service. The Queen Charlotte, of 120 guns, having been launched at Woolwich, was sent round to Plymouth, and found to be in such a state as to require an extensive repair, beside the cost attendant on the exertions of a chemist, sent down by the Admiralty to cure the dry rot. The San Domingo was also ripped up, after three years service. Surely the mines of Peru and Potosi would not support such enormous waste of labour and materials as this!

The Admiralty have begun to allow pensions to officers who received wounds while serving as Midshipmen or Master's Mates, and who may have subsequently obtained commissions. The examination of officers by the Royal College of Surgeons, as to the nature of their wounds, is abolished; and it is now conducted by Drs. Harness and Weir, at the Admiralty-office.

The following minor retrenchments are in contemplation. The whole chain of telegraphs communicating between the Admiralty, Portsmouth, Plymouth, Deal and Sheerness, are to be immediately abolished, and the several places sold. The Lieutenants of the Navy, under whose superintendance they have been for some time placed, are to be discharged, as also the several men who were employed. It is supposed that the saving made to the country will amount to 6 or 7000*l.* annually. The situation of Inspector of the Telegraphs, whose salary was 500*l.* per annum, is also to be done away; and the person who held that office retires, it is said, upon a pension.

A Steam Boat is to be constructed at Rouen, under the direction of the Hydraulic and Sea Engineers, which will be employed as a Packet between Paris and London. It is expected to perform its passage in forty hours. Vessels of this construction have been established in the United States, and sailed against the strongest northern winds, and even against the rapid floods of the Mississippi.

The telegraphic frames at the top of the Admiralty are to be removed, and the improved semaphore, consisting of a hollow mast, from whence two arms project in various directions, will be erected in their stead. The utility of this invention is to be tried, by way of experiment, from London to Sheerness, and the number of stations, it is said, will not exceed nine: several are erected.

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### Promotions and Appointments.

CARLTON-HOUSE, JULY 15.

His Royal Highness the Prince Regent, in the name and on the behalf of his Majesty, was this day pleased to confer the honour of Knighthood upon Robert Hall, Esq. Post-Captain in the Royal Navy, and Commodore on the Lakes of Canada, also Knight Commander of the Royal Sicilian Order of St. Ferdinand and of Merit, and a Companion of the Most Honourable Military Order of the Bath.

FOREIGN-OFFICE, AUGUST 6.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to appoint the Hon. John Meade to be his Majesty's Consul-General in Spain, in the room of Sir John Hunter, deceased.

WHITEHALL, AUGUST 6.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to constitute and appoint Captain Sir Thomas Lavie, Knight Commander of the Most Honourable Military Order of the Bath, to be Governor of the Royal Naval Asylum at Greenwich, in the room of Captain Richard Dacres, resigned.

Captains, &c. appointed.

Sir Thomas Lavie to be Governor of the Royal Naval Asylum at Greenwich.

James Walker, to the Northumberland; Robert Fanshawe, to act in the *Meander*, *vice* Bastard, obtained leave from ill health; George Benthams, to the *Heron*, Edward Cargon, to the *Pelican*.

Lieutenants, &c. appointed.

Lieutenant Teed, to the *Malta*; E. Purcell, to the *Driver*; — Sewers, to be a lieutenant of *Plymouth Hospital*; Joseph H. Johnstone, to the *Infernal*; Wm. F. Parker, to the *Hecla*; Robert Deans, to the *Ramillies*; S. R. Whitcomb, to the *Jasper*; John Parsons, to the *Granicus*; Francis Brace, to the *Montreal*; Valentine Munbee, to the *Rivoli*; W. T. O. Droyer, to the *Rochfort*; William Hubbard, to the *Perceus*; John Branford, to the *Rivoli*; Francis Ormand, to the *Impregnable*; John Kingdom, to the *Pique*; James Couch, to the *Berwick*; Richard Fleming, to the *Queen Charlotte*; J. F. Johnstone, to ditto; Henry Church, to the *Albion*; Robert B. Johnstone, to the *Superb*; George M. Monke, to the *Leander*; George Delmé, to the *Severn*; William Russel and James Marshall, to the *Fury*; John Foreman, to the *Infernal*; Geo. V. Jackson, to the *Hecla*; John Edward Morris, to the *Belzebub*; George Pierce, to ditto; N. Colthurst, Charles Knight, and Matthew Munro, to the *Impregnable*; Edward W. Gilbert, to the *Glasgow*; F. R. Coghlan, to the *Minden*.

Masters appointed.

C. Worth, to the *Cadmus*; C. Burney, to the *Larne*; R. Knapp, to the *Pike*; W. Owston, to the *Berwick*; W. M'Kellar, to the *Princess Augusta yacht*; William Smith (1), to the *Alert*; L. Stonehouse, to the *Florida*.

Charles Duncan, Esq. is appointed First Master-Attendant at Chatham.

William Payne, Esq. to be Second Master-Attendant at Chatham.

Surgeons, &c. appointed.

Peter Cunningham, to the *Confiance*; William Warden, to the *Northumberland*; James Pollack, to the *Tecumpseth*, on the *Lakes in Canada*.

Dr. Richard Tobin, to be Surgeon of the Royal Hospital at Kingston, in Canada.

William M'Ghie, to be Surgeon and Agent at Belfast.

Dr. Leslie to succeed Dr. R. Tobin, as Surgeon of the Ordinary at Portsmouth.

Midshipmen passed for Lieutenants.

*Portsmouth*—Lord H. T. Thynne, — F. Paxton, J. Marlow, J. Walls, W. Morrison, C. Brand, J. Pike, C. Sadaway, D. Gilchrist, A. M'Lean, R. Fowke.

*Plymouth*—R. Mann.

## MARRIAGE.

Aug. 29. The Rev. Orfeur William Kilvington, A.M. Vicar of Brignal, Yorkshire, to the Hon. Miss Napier, the eldest daughter of the Right Hon. Lord Napier, of East Barnet, and sister to the Hon. Capt. Napier, R.N.

## DEATHS.

Lately, at Barbadoes, Mr. Charles Sayer, Midshipman of H.M.S. Antelope, son of Captain Geo. Sayer, of that ship.

Lately, at Barbadoes, W. Smith, Clerk of the Antelope.

Lately, the Rev. Cooper Wylliams, Domestic Chaplain to the Earl of St. Vincent, Rector of Kingston, near Canterbury, and Author of a Voyage up the Mediterranean in H.M.S. Swiftsure, of which ship he was Chaplain.

Lately, at Baenos Ayres, Mr. Henry Knox, Master's Mate of H.M.S. Orpheus.

Lately, at Barbadoes, Mr. O'Brien, Midshipman of the Antelope.

Lately, Joseph Huddart, F.R.S. and Elder Brother of the Trinity House, and heretofore commander of a ship in the East India Company's service, aged 76.

Lately, at Guernsey, Capt. Wm. Balfour, R.N., who obtained the rank of Commander on the 22d of January, 1816.

Lately, Mr. Thomas Downey, Surgeon R.N. an Officer of acknowledged merit in his profession, and a Gentleman of respectable literary talents: he was the Author of the Poem called "The Pleasures of a Sea Life."

July 20. At Fratton, near Portsmouth, Lieutenant Jeans, R.N. aged 27 years.

July 21. At Welwyn, Herts, aged 77, Captain Hugh Baikie, R.N.; this Officer was the fourth on the List of Superannuated and retired Captains, and his Commission, as Post, dated 19th February, 1780.

Aug. 9. At the house of his uncle, J. Dorrington, Esq. of Queens-square, Westminster, Edward Henry, only son of the late Capt. Columbine, R.N. of Gosport.

Aug. 10. At Plymouth, Mr. Pen, Harbor-Master and King's Pilot of that Port.

Aug. 20. At Chelsea, Mrs. Harris, widow of the late Charles Harris, Esq. formerly Deputy-Auditor of the Impress, and mother-in-law to Capt. William Butterfield, R.N.

RESULTS of a METEOROLOGICAL REGISTER, kept at the Observatory of the Naval Academy, Gosport, for JULY, 1816.

[The Instruments are placed 30 Feet above the level of the Sea, and the Time of Observing is from 7 o'Clock, A. M., till 9, P. M.]

|                            | Inches.                           |                |
|----------------------------|-----------------------------------|----------------|
| BAROMETER                  | { Maximum 30.12                   | wind W. by S.  |
|                            | { Minimum 29.54                   | ditto S. W.    |
| Mean Barometrical pressure | 29.807                            |                |
| THERMOMETER                | { Maximum 76°                     | ditto S. by E. |
|                            | { Minimum 50°                     | ditto W. N. W. |
| Mean Temperature           | 62.12°                            |                |
| Rain during the period     | 5.08 Inches perpendicular         |                |
| Evaporation ditto          | 4.53 ditto ditto                  |                |
|                            | Winds for the most part Westerly. |                |

Neither the Barometer nor Thermometer has risen so high this Month, as last. Fahrenheit's Thermometer, placed in a Northern aspect in the



shade, has only rose once to 76°, which was on the 20th instant, at noon : last month it rose several times to 78°. The comparative depression in both Instruments may be attributed to the cold and frequent rains, and the humidity of the Atmosphere, the latter having been indicated by the extreme lowness of the hygrometer.

Remarks on the Weather.

|                                                                                                                | Days. |
|----------------------------------------------------------------------------------------------------------------|-------|
| A clear sky .....                                                                                              | 3     |
| Fine, with a diversity of light clouds and fresh breezes .....                                                 | 6     |
| Cloudy and overcast, accompanied with squalls .....                                                            | 3     |
| Rain, more or less, sometimes accompanied with strong gales of wind,<br>hail-storms, and distant thunder ..... | 19    |
| Total .....                                                                                                    | 31    |

RESULTS of a METEOROLOGICAL REGISTER, kept at the Observatory of the Naval Academy, Gosport, from the 31st of JULY, to the 26th of AUGUST, 1816.

[The time of Observing from 7 o'Clock, A. M., till 9, P. M.]

|                              | Inches.                      |                                                                  |
|------------------------------|------------------------------|------------------------------------------------------------------|
| BAROMETER ..                 | {                            | Maximum 30.35, Aug. 21st and 25th, wind at N. E.<br>and E. N. E. |
|                              |                              | Minimum 29.55, Aug. 15th ditto at S.                             |
| Mean Barometrical pressure   | 29.993                       |                                                                  |
| THERMOMETER                  | {                            | Maximum 74° Aug. 13th ditto at W.                                |
|                              |                              | Minimum 52 Aug. 18th ditto at N. W.<br>and N. by E.              |
| Mean Temperature .....       | 61½°                         |                                                                  |
| Rain during the period ..... | 1 1-tenth Inch perpendicular |                                                                  |
| Evaporation ditto .....      | 2 9-tenths Inches ditto      |                                                                  |

Winds, for the most part N. W, and W.

Fahrenheit's Thermometer, during this period has not stood higher than 74°, which was on the 13th instant; and although the weather has been for the most part wet and gloomy, yet the winds with the little sunshine that has presented itself, have, in some measure, hardened and ripened the corn; and the harvest has commenced in this neighbourhood with a prospect of fine weather.

Remarks on the Weather.

|                                                                                                                  | Days. |
|------------------------------------------------------------------------------------------------------------------|-------|
| Clear sky .....                                                                                                  | 3     |
| Fine, with a diversity of light clouds, frequently moving in contrary currents .....                             | 8     |
| Cloudy, hazy, foggy, and overcast, followed by rain .....                                                        | 6     |
| Rain, more or less, mostly showers, sometimes accompanied with fresh breezes, gentle gales, and high winds ..... | 9     |
| Total .....                                                                                                      | 26    |

## METEOROLOGICAL REGISTER.

From July 25th, to August 25th, 1816.

Kept by C. BLUNT, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

| Moon | Day | Wind | Barometrical Pressure. |       |       | Temperature. |      |       |         |
|------|-----|------|------------------------|-------|-------|--------------|------|-------|---------|
|      |     |      | Max.                   | Min.  | Mean. | Max.         | Min. | Mean. |         |
|      | 26  | W    | 29.80                  | 29.66 | 29.73 | 76           | 46   | 61    | Rain    |
|      | 27  | W    | 30                     | 30    | 30    | 69           | 48   | 58.5  | —       |
|      | 28  | N    | 30                     | 30    | 30    | 65           | 50   | 57.5  | —       |
|      | 29  | NE   | 29.95                  | 29.92 | 29.94 | 64           | 50   | 57    | —       |
|      | 30  | NE   | 29.97                  | 29.96 | 29.96 | 66           | 50   | 5     | —       |
| D    | 31  | E    | 30.01                  | 30    | 30.00 | 67           | 47   | 5     | —       |
| Aug. | 1   | E    | 30.3                   | 30.2  | 30.25 | 66           | 47   | 5.5   | —       |
|      | 2   | SE   | 30.1                   | 30    | 30.05 | 67           | 49   | 58    | —       |
|      | 3   | S    | 30                     | 29.95 | 29.97 | 69           | 50   | 59.5  | —       |
|      | 4   | S    | 29.90                  | 29.86 | 29.88 | 72           | 48   | 60    | Fair    |
|      | 5   | S    | 29.90                  | 29.80 | 29.85 | 71           | 49   | 60    | Rain    |
|      | 6   | S    | 29.96                  | 29.91 | 29.94 | 70           | 50   | 60    | —       |
|      | 7   | SW   | 30.01                  | 30    | 30.05 | 70           | 48   | 59    | —       |
| ○    | 8   | W    | 30                     | 30    | 30    | 69           | 47   | 58    | Fair    |
|      | 9   | W    | 30.20                  | 30.16 | 30.18 | 69           | 45   | 57    | Rain    |
|      | 10  | NW   | 30                     | 30    | 30    | 62           | 49   | 55.5  | Fair.   |
|      | 11  | SW   | 30.10                  | 30.06 | 30.08 | 70           | 50   | 60    | —       |
|      | 12  | SW   | 30.10                  | 30    | 30.05 | 70           | 51   | 60.5  | Rain    |
|      | 13  | S    | 30                     | 29.90 | 29.95 | 69           | 50   | 59.5  | —       |
|      | 14  | SW   | 29.50                  | 29.49 | 29.49 | 71           | 51   | 61    | —       |
|      | 15  | W    | 29.62                  | 29.49 | 29.55 | 68           | 50   | 59    | —       |
| ○    | 16  | SW   | 29.83                  | 29.82 | 29.82 | 68           | 50   | 59    | —       |
|      | 17  | S    | 29.90                  | 29.88 | 29.89 | 70           | 52   | 61    | —       |
|      | 18  | W    | 30                     | 29.90 | 29.95 | 62           | 49   | 55.5  | —       |
|      | 19  | NW   | 30.20                  | 30.10 | 30.15 | 65           | 49   | 57    | —       |
|      | 20  | NW   | 30.35                  | 30.32 | 30.33 | 64           | 45   | 55    | Fair    |
|      | 21  | N    | 30.35                  | 30.33 | 30.34 | 60           | 46   | 53    | —       |
|      | 22  | NW   | 30.36                  | 30.33 | 30.34 | 61           | 43   | 52    | Showers |
| ○    | 23  | NW   | 30.10                  | 30    | 30.05 | 60           | 42   | 51    | —       |
|      | 24  | NW   | 30.25                  | 30.24 | 30.24 | 63           | 41   | 52    | —       |
|      | 25  | NW   | 30.34                  | 30.30 | 30.32 | 65           | 44   | 54.5  | Fair    |

## RESULTS.

|                            |            |                  |           |
|----------------------------|------------|------------------|-----------|
| Mean barometrical pressure | 31.95      | Mean temperature | 57.67     |
| Maximum 30.36              | wind at NW | Maximum 76       | wind at W |
| Minimum 29.49              | W          | Minimum 41       | NW        |

Scale exhibiting the prevailing Winds during the Month.

|   |    |   |    |   |    |   |    |
|---|----|---|----|---|----|---|----|
| N | NE | E | SE | S | SW | W | NW |
| 2 | 2  | 2 | 1  | 6 | 5  | 6 | 7  |

|                                                                                      | Mean Barometrical Pressure. | Mean Temperature. |
|--------------------------------------------------------------------------------------|-----------------------------|-------------------|
| From the new moon on the 24th of July, }<br>to the first quarter on the 31st of July | 29.99                       | 57.94             |
| — first quarter on the 31st July, to }<br>the full moon on the 8th August,           | 29.99                       | 58.87             |
| — full moon on the 8th to the }<br>last quarter on the 16th August,                  | 29.71                       | 51.37             |
| — last quarter on the 16th to the }<br>new moon on the 23d August                    | 30.15                       | 54.93             |

# ADDENDA

TO THE

BIOGRAPHICAL MEMOIR

OF

JOHN WESLEY WRIGHT, Esq.

CAPTAIN IN THE ROYAL NAVY.

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“*Etur yn erbyn y byd.*”

[Continued from page 112.]

WE are unable, from the omission of dates to several of the documents, to be certain of their arrangement precisely in the order of their original communication; but, presuming it of minor consequence, we shall proceed with them in succession to the end, shall offer a few remarks on the evidence therein contained, and then leave the decision of the question to the reader's judgment.

*A Letter from the Correspondent D. to Sir S. S. dated Friday, 9 P.M.*

“On returning home yesterday evening from carrying to you Savar's answer, I found Christophe waiting for me. I read to him Mr. Poupart's narrative.\* He said there were many things true in it, but there were others that he had not any knowledge of, particularly the details respecting the other prisoners. Christophe expressed himself farther to the following purport:—‘I well knew that the captain suffered something unpleasant in the visits that were made by Savary and Pacq, but I did not know that they struck him; neither did I know that Savar had taken Mr. Poupart up into the chamber on the fatal day; indeed I can hardly believe it, for S. must have been aware how highly reprehensible it would have rendered him, had he been surprised. I was sweeping at the bottom of the staircase, when he came down from the captain, all pale and haggard, running like wild to call the steward: I asked what was the matter with him: he would hardly give me any answer: this was about the time of gate-opening in the morning; he seemed to me like a man who, stricken with surprise, should run without well knowing whither. I did not go up stairs until after I had been to fetch Mr. Commissary Dusser; and then I did not see any trace of blood on the floor, about the room, or any print of feet: I had time to

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\* See page 104.

look about me, because I carried down the corpse along with Savar and Victor Huré; and I reiterate that there was not any appearance of bloody marks on the sheets, nor on the outside of the bed-clothes, nor withinside; and but very little at the back of the head. But I forgot to mention that the dressing-gown the captain had on was stained with blood on the right shoulder, on the same side that the edges of the mattresses were stained; and that the blood had flowed on the floor (immediately underneath); he also had socks on his feet, which had not any sort of stain; and he held in the right hand his razor, *open*, in the way people hold it for shaving, the back of the blade somewhat reversed upon the handle, its edge pressing against his thigh; which position occasioned the cut that I observed, but which was not marked with blood. When I went into the room, the commissary was drawing the report; and it was then that for the first time I saw the captain in that terrible state. If any persons say they saw the razor *shut*, they must have had sight of it before or after me; and yet after the minutes were taken, and signed by every body present, the razor was placed on the chimney. If Savar took Mr. Poupert into the room, it could only have been during the interval that I was gone to fetch the commissary, and the bloody marks of feet in the floor may have been made when S. fetched the steward: they might have placed their feet in blood close by the bed, and so carried it about the room; for when I washed the place, the bedstead, which was made with web-girths, and folded up, had been removed, together with the mattresses, and I cannot pretend to speak positively as to how near or far off the blood might be to the spot where it had stood.

“When Christophe had ended his story, I observed to him, that the *Abbé* Allary had made you acquainted with several particulars touching his intimacy with the captain; that he had gone into the room while they were drawing up the verdict; that he uncovered the body, and saw the razor *shut* in the captain’s hand; and that on its being proposed to him that he should sign the proceedings, he refused, saying, that after a man had committed suicide, he did not shut up his razor ready for the use of another person.

“Christophe did not recollect seeing Mr. Allary. But if you, Sir, will look well into the *procès-verbal*, you will find more than one contradiction in it. The commissary who succeeds Dusser lives in the *rue d’Angoulême*

“C. afterwards communicated to me his fears of Pacq’s learning that he made any disclosures to you; ‘for,’ said he, ‘this rascal is still in place, and employed at the head office of police.’ I made him explain to me, farther, after shutting-up, the keys were carried to the steward; he answered, ‘no; after shutting up they were deposited in a sort of cupboard which locked, and the room in which that cupboard was, was also locked up, and the keys remained under the responsibility of the guardians upon duty.’

“I do not now transmit you a report in form. I wish first to go and see Victor Huré, the guardian whom I brought to you, the same who was

about the captain during Savar's absence, who was present at all that passed, and who told you that the razor was *shut*. I shall go over all my questions again with him.

“Also, I should like to go to this Mr. Dusser; but as you have not said whether you approved that step, I shall defer it until I have seen Victor, when I will have the honor of letting you know all that he may say.”

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*Translation of another Letter from the same to the same, dated  
“Thursday.”*

“I beg of you not to impute negligence to me, because I have not yet informed you of the address of the *Abbé PICOT DE CLOS-RIVIERE*. It is this day only that I have been able to discover him, after a variety of fruitless endeavours: he lives in a religious house..... Having sent in to speak with him, the *Abbé* had the goodness to come to me in a room where I was told to wait. I saw a man, tall in stature, but bent under the weight of years: he asked me the motive of my visit, when I mentioned your name. He immediately said, “*I have not the honor of knowing Admiral Smiht, but I have heard him much spoken of.*” I said, that you desired to see him; he observed to me, that he went out but little, and that his great age had almost deprived him of sight, so that he could neither read nor write; but, added he, “*if the Admiral will do me the honor of a visit, I will receive him with the respect due to his rank.*” I then said, you desired to know from him something of the acquaintance he had with Captain W. as well as concerning the melancholy circumstance which had deprived him of life, &c. “*Oh! Madam,*” said he, “*the captain was cruelly maltreated*”—(he then paused, and continued)—“*he ended his days in a very extraordinary way. No doubt despair led him on—they found on his table a public journal—the Moniteur—and it is to be presumed that an article which confirmed the news of 40,000 men having surrendered themselves to the power of Buonaparte, was the motive.*” I interrupted him, by asking to what battle he alluded. “*It was no battle*” (answered the *Abbé*) “*Buonaparte's army was so considerable, that they laid down their arms and surrendered—this it was which most likely turned the captain's head: it was remarked, that he was particularly sad on that day: he played on the flute very late that night, and all the airs he played were plaintive and languishing, denoting the sadness of his soul—besides, what motive could they have for desiring his death? When B. doomed the Duke of Enghien to perish, he did it above-board; and he had no cause to regard Captain W. as an enemy particularly redoubtable. No! Madam, B. was not capable of that action. I have seen in a newspaper a story of a man at Liege,\* who quotes me as having heard a noise in the captain's chamber during the night, and as having holden a discourse, wherein he was said to have been killed. I give the lie to the author of that article; and deny ever having holden such a discourse.*”

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\* See the *Memoir*, vol. xxxiv, p. 453.

*Besides, the steward was an honest man, and incapable of lending himself to an action like that : there is nothing doubtful in his having destroyed himself?*

“ I interrupted the *Abbé* as little as possible, not to lose the thread of his discourse, because he spoke with some difficulty, and rather stammered from the infirmity of his age. When he had ended his recital, I told him the captain was your friend ; that his death had both very much afflicted, and very much astonished you ; and that knowing well your friend's personal character, you could not believe he had made away with him-self. On this the *Abbé* rose up from his seat all of a sudden, and made but a single stride to the door, exclaiming, in a louder tone of voice :— ‘ *Buonaparte was incapable of it.*’ .....

“ Seeing myself thus left alone in the cell, I also got up and went after the *Abbé*, with an air of not having perceived his agitation. He came-to, and said, ‘ *Madam, I again present my respects to you : please to tell the Admiral, that if he chooses to come and see me, I will receive him with all due respect.*’—And thus the *Abbé* and I separated.

“ Notwithstanding the pain I felt from the subject of our interview, I could not help laughing at the suddenness with which he started bolt upright like a church-taper, whereas before he was bent half-double. This was all I could get out of him.

“ As to the *Moniteur*, E. had told me the same tale ; and I did not expect to find much cleared up by this *Abbé* : for in fact another *Abbé*, a name-sake of his, and whom I had first called on by mistake in course of my researches, and who described him to me as a jesuit, told me he was so very aged that his memory was impaired.

“ I enclose you a minute of Christopher's declaration ;\* to which there is no date : for I did not recollect the precise day. Please to say if you want farther inquiries made ; and above all, do not spare me : for you ought not to entertain a doubt of the pleasure with which I shall so employ myself. I have written the *Abbé* Allary's address to you by the *little-post.*†

The following document corroborates little else than the truth of our observation, that the awkward responsibility which would attach even now to those of the police who were high in office at the time, will naturally render them silent—we accordingly find Mr. Dasser, the commissary, void of recollections, or fearful of confounding them—there were so many occurrences of *this kind*. What did he mean ?—if they were all *suicides*, the risk would be little in taxing his recollection of them.

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\* See page 111.

† A similar establishment to the London “ two-penny post.”

“ SIR,

“ *Monday, half-past eight o'clock in the evening.*

“ I do not know whether you will quite approve the step I have taken this day without waiting for your decision. I wish it had proved more successful: but if I have not succeeded. I have at least the certainty of not having found any ill-will opposed unto the object of my researches.

“ I have been to the new commissary of the Temple-ward, to inquire the residence of Mr. Dusser, hoping by these means to throw some fresh light on the contradictions which are to be found in the different reports which have been addressed to you. The commissary was not in the way: but his secretary gave me the proper direction to Mr. Dusser. I asked him where I might apply for a copy of the *procès-verbal* drawn up by Mr. Dusser, touching the death of a prisoner in the Temple, &c. As to the minutes of such documents, he told me they never remain in the hands of the commissaries, but are forthwith transmitted to the prefecture. The present commissary is the second since Mr. Dusser; his register goes no farther back than the year 1810; but that Mr. Dusser having had personal cognizance of the affair, he might be able to give me some information from memory. Accordingly I went to Mr. Dusser, living on the *Boulevard du Temple*, No. 52. He could not recollect any thing of the circumstance, all-ging that there were so many occurrences of this kind at the Temple, that he might run some risk of confounding one with another, were he to attempt to relate any thing from memory. He used to take all *procès-verbaux* to the office of Mr. Henry, chief clerk of the declarations, where they probably still are. He added, that he had but an imperfect recollection of that particular event; he wished it had been in his power to satisfy my inquiry: he thought it probable, that the subject of it being a military man, the *procès-verbal* might have been deposited at the orderly office of the staff belonging to the district.

“ From Mr. Dusser I went to Victor Huré; and read to him the narrative of Mr. Poupart. He could not say whether there was blood on the floor. ‘ I was,’ said he, ‘ too shocked by so dreadful an event to be particular in my remarks; I only went up for a moment along with the commissary: I saw the razor shut in his [Wright’s] hand; and in that assurance I persist. I believe I have forgotten to mention one little circumstance to the Admiral, and that is: two or three days before the captain’s death, he told me that he wished to send the steward to speak to him: they remained a long time together. When he came out, the steward told me the captain wanted a blue coat made. *You will go*, added he, *and fetch my tailor, but first ask the captain what day he shall come.*—I asked the captain; and he told me he would let me know in two or three days; and in two or three days his misfortune befell him. I could not remain in the room during the proceedings: nor do I know the forms that were observed. As to whether Savart fetched in Mr. Poupart; it is possible (seeing that the latter was intimate with the captain) that he may have seized a moment to do so: I would have done the same. I believe, however, that it was not before the steward went up. The keys always remained deposited below stairs, and were not carried to the steward: the

captain was generally beloved ; none of us were capable of such an action ; and no stranger entered during the night.'

" I said to Victor, that it was possible the wolf was already in the fold, and that he might have been provided with a master-key. ' That,' continued he, ' I cannot answer for ; it was easy to make such keys ; we have even had prisoners find means to do so—Messrs. de Polignac.'

" I have the honor to be, &c.

Sir Sidney Smith.

D.

*Translation of the Declaration addressed by VICTOR HURÉ, formerly a Guardian at the Temple, to Sir SIDNEY SMITH.*

" Victor Huré was employed in attendance upon Captain Wright in the absence of Savar. His regret at that officer's unhappy end was so keen, that he could not refrain from shedding tears when it came to his knowledge, having at different times experienced at his hands marks of his benevolence, and of the sensibility of his generous heart. When Mr. Pacq, an inspector-general under the ministry of police, came to execute a search at the captain's room, they took away his papers, money, &c, he appeared to grieve over this incident : and Victor having, at the time of his meals, made a remark that he did not seem to take his food with his accustomed appetite, the captain answered him nearly in these terms :—" *Pacq has carried away my money, papers, and other things ; which has vexed me : but the circumstance is not of sufficient moment to cause me much affliction,*" and so forth. A few days afterwards he found him more at ease, and with the same degree of affability of manner that was usual with him. On the fatal day, when he (V.) went up into the captain's chamber along with the steward and Savar, they found him dead in his bed, his throat cut, holding in his right hand, a white-handled razor, *shut*, the arm extended towards the thigh, and his body enveloped in his dressing-gown (*which he never slept in*) and *without any shirt*. The guardians expressed some astonishment among themselves at this, on account of his well-known neatness, which was such, that notwithstanding he was in a state of solitary confinement, he was seen to dress every day as regularly, and pay as much attention to his toilet, as if he had been to go out in the world, or to receive company.

" When the captain's body was carried by Savar, Christophe, and him, to a room where the dead were deposited, they found *no blood between the mattresses, nor under the bed*. It was Christophe who washed the only place where there was any on the floor, by order of the steward.

" He considers that the captain's secret and solitary imprisonment was not extremely rigorous : in fact his room had a folding door, which was fastened with an iron bar and a padlock ; but the two sides not meeting very close, the other prisoners could speak to him, and even pass things through the opening. He has at different times seen them there ; but found not to perceive them."



*The Declaration made by SAVAR, formerly a Guardian at the Temple, to  
Admiral Sir S. SMITH.*

“ On the 28th October, 1805, Savar being in course of attendance upon Captain Wright, went as usual in the morning to open his window-shutters. Seeing that the captain did not speak to him, whereas he habitually said to him, ‘ Good morning,’ &c. he turned round, and perceived him stretched at length in bed, his eyes open, his complexion pale, and his features distorted.\* On approaching the bed, S. perceived a sort of moisture on the sheet, which covered him up to the chin: seized with astonishment at this sight, he ran in a fright to give notice to Mr. Fauconier, the steward, who resided on the side towards the palace. The latter came and went up to the chamber, accompanied by S. and by another guardian, named Victor Huré, and they found the body of the unfortunate Mr. Wright lifeless. The steward charged Christophe, a messenger in waiting, with a letter for the commissary of the ward; on whose arrival one of them uncovered the bed, and discovered that the throat was cut, that the right-hand held a razor *open*,† with a white handle, the arm extending towards the thigh, the body wrapped in a dressing-gown; on which they all observed, that the captain being very cleanly, never put *that* on at night. S. and Christophe were both ordered by the steward to take the captain’s body down to another room. S. declares he saw some blood on the sheet, at the place where the head reposed, but that he did not see any between the mattresses, nor under the bed. He has not said that there was any elsewhere on the floor where Christophe washed, by the steward’s order, the latter recommending silence towards the other persons then under detention. (Not having been questioned as to this point, he does not testify to this fact.)

“ When Mr. Pacq, an inspector of police, came to search the captain, S. heard a great deal of discussion; and there were taken away 14 or 15 gold pieces of 40 *francs*, and a *cord*. Pacq addressed him, S. in terms of reproach, and accusing him of not doing his duty. The captain excused him to Pacq, saying:—“ *I assure you, Savar knew nothing at all about it: it was not he who procured it for me.*”

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*Impartial Remarks on the Suicide of Captain REIT, at the Temple.*

“ All the world knows, that in England suicide is not regarded with horror, nor considered as an act contrary to the dictates of religion, by the greater part of the English people. That it is rather viewed philosophically, as an exuberance of character, an elevation of spirit, or the natural effect of a disorder called the *spleen* [!!]

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\* The word in the original is *retirés*; which may be rendered equally, shrunk or contracted. (FRA.)

† “ Open” is also Christophe’s testimony.

“ Many think that, under great mortifications, and when the mind is too deeply affected, it is more honorable to quit life than to retain it sorrowfully—and many of the English heaping up riches have deprived themselves of life, rather than endure the mental vexations that oppressed them.

“ As one instance, among many others, Mr. *Whitbread* a distinguished member of the British House of Commons, having heard of the loss of the battle of Waterloo, and consequently, the certain ruin of Buonaparte, would not survive the event, and committed suicide [!!!]

“ In like manner, we may presume, that the loss of the battle of Ulm by the Austrians, which rendered Buonaparte too powerful, had determined Captain Wright, who cordially detested him, to commit suicide; from all the information that I have been able to obtain, I cannot form any other idea; and what confirms my assertion is, a copy of the *Moniteur* of that day, announcing the victory of Ulm, which was found upon his table. The *Moniteur* had been furnished him by the communication of some prisoners, who were lodged above and below him, and who during the night used to carry on their correspondence with him, by means of a little bag called a “ridicule.” When it was from above, they knocked a certain number of taps on the floor, and the captain, after having repeated the same number of strokes, opened his window softly, and took in or sent up in the bag what there was to convey. The communication with the room beneath was by the like means, if it existed, but of that I am not sure.

“ I have since learned that Mr. Marrisot [probably Marriot], a prisoner, a famous billiard-player, well known in England, and who lodged above him, was the agent employed by Mr. Muller and the *Abbé* Allary, both prisoners.

“ Were the prisoners who were at the Temple at that time to be questioned, not one of them would say, that he suspects the captain to have been assassinated; for what other term can be given to such a death.\*

“ All knew it as soon as I did, and witnessed the arrival of the commissary to verify the death, but none of them had the idea that Buonaparte had ordered the captain's throat to be cut. If he had wished to get rid of the captain, which could be of little consequence to him, he could have had him transferred with his unfortunate companions, as a prisoner of war, and very easily had him *poisoned by the way*.† At this time the trial of Georges was ended, and the captain was detained as having escaped from the Temple in Floréal, VI.

“ I know, for I was present, when the captain held a very animated conversation with the Duke of Rovigo (Savary). I have learned since that this conversation affected the captain very much, as when the Duke, with General Desaix, was on board the *Tigre*, commanded by Milord Sidnei Schmit, on an affair of parley, Captain Reit behaved to him with the greatest attention and respect.‡

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\* This reads like a contradiction, but it probably has a hypohetic meaning.

† Is not this the language of a man accustomed to such things?

‡ In our remarks on the behaviour of Savary, at page 91, we alluded to that

“Two days before the unfortunate event, Mr. Paques, inspector-general to the ministry of police, came to visit the captain's chamber, and there found concealed, a rope-ladder, and other implements which had been procured for him, to attempt an escape.

“I am persuaded that this search was not made but on the information of some prisoner, who wished to ingratiate himself with the ministry.

“Thus, there is no doubt, that—1st, The reading the *Moniteur* announcing the victory at Ulm:—2dly, The effect of the very animated, and even on the part of the captain contemptuous, conversation, with the Duke of Rovigo:—3dly, The search of the inspector-general, Paques, in the captain's chamber, and discovery of the rope-ladder and other instruments proper for an escape, and which were taken away, and shewn to the ministry:—and, 4thly, The inward conviction of the captain, that seeing he was not treated as a prisoner of war (although he received the allowance as such, but as a prisoner re-imprisoned, having previously escaped), his detention would be very long—were the real motives of the captain to his desperate resolution not to endure existence under so much anxiety.

“Here is the whole truth!

“Now comes a prisoner,\* at the end of 10 or 12 years, who lodged in a room beneath the captain's, to give an account tending to accredit, and

of the ancient Greeks in similar circumstances; the following extract from Ozell's translation of Dacier's Homer, will illustrate our allusion. At the meeting of Glaucus and Diomedæ, Glaucus is haughtily questioned by Diomedæ as to the who and what he is, Glaucus having satisfied his high-minded opponent, —“Tydides, ravished with his words, turned his spear's point, and stuck it in the ground; then, with the utmost marks of friendship, said: ‘Our ancestors have been commutual guests: the sacred knot of hospitality, which they reciprocally ty'd, is binding on us their sons, and so we are akin: For godlike Cœnus heretofore received, within his palace, brave Bellerophon; and there detain'd him twenty days with feasts: and, when the time was come of his departure, they gifts exchange'd, as pledges of their friendship: my sire gave thine a belt of richest purple; thine, in return, gave him a golden cup. At home I left it, when I sail'd for Troy; and 'tis from thence I learnt the tye I speak of: For I retain not in my mind my father: a child I was when the brave Tydeus parted to the Theban war, so fatal to the Greeks. Each therefore has a faithful friend to visit: you, one at Argos; I, in Lycia, one: mean while, let us hostilities forbear; each other's spear declining when we meet: enow there are amongst the Trojan bands, if Jove so please, to glut my thirst of blood; you Greeks enow will find to send to Hell. But e'er we part, let us our arms exchange, for sign of friendship, and that all may know, we glory in our sire's hospitious rites.’ Concluding thus, they both, from out their chariots, alight, embrace, join hands, give faith and take. Now Jove the mind of Glaucus did enlarge: he, in exchange for Diomed's brass arms, gave arms of gold: arms worth a hundred beeves, for arms worth only nine.”

\* Poupart.

and even to persuade us, that Buonaparte, through the medium of the Duke of Rovigo, has had the captain assassinated in his chamber during the night; and insinuates, that at that time there were some masons employed at the Temple, and that one of them, that is to say the foreman, having been seduced and gained over by the Duke of Rovigo, had committed the murder to satisfy the vengeance of the cruel Corsican.

“The prisoner, to support his story, talks of a noise that he heard over his head, and of workmen who did not work the next day, because the overseer, the man who, according to him, had given the fatal blow, not having returned, the workmen could not work for want of a master.

“According to this version, which is not proved, we must answer, and *that* it is very easy to do, if we may be heard without prejudice.

“The thing is impossible, unless, in regard to this assassination (for what other term can we apply to this murder?\*) we can believe that it was Savard who committed it. But we are well convinced that *that* is false—we must then conclude that the captain, alone, has voluntarily committed suicide.

“Savard, only, had the keys of the captain’s chamber, and he alone attended him.

“Let us come to the proofs of the impossibility of the prisoner’s story.

“The prisoner who, unfortunately for him, was then very poor, and had moreover a wife who had been recently brought to bed, comes, after lapse of time, to give us a new edition of this in his own way, probably to extract some benefit; I know not whether he is now rich or at ease, but at that time he lived on the bounty of his comrades in misfortune, and by the labour of his hands as a tailor. His wife and the infant she suckled came every day to share his dinner. The Abbé Alary was the prisoner who assisted them most. If the fact had existed, he would have spoken of it to his wife, she would have broached it in Paris, and this anecdote would have soon been well known.

“But let us resume.—All the prisoners know what strict attention was paid to the admission of the workmen at the Temple. No workman could enter the court, nor go to work in whatever place, without being attended by a keeper, and especially if his business was in the interior of the tower. No workman could go out of the prison who was not attended by the same keeper, who was continually to watch him, in order that this workman should have no communication with the prisoners, by stealth. The two keepers also, who had the charge of opening the three gates, the two wickets of entry, would not open them to workmen who were not accompanied by the attendant keeper, for fear of surprise, and if they were many, they went out together, and were counted.

“The Admiral knows the Captain’s chamber perfectly well, as it was the same that he himself occupied at the time of his detention in the Temple.

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\* This seems a very strange *lapsus calami*, and is a repetition of a like phrase used before, it is as though the spirit of truth dictated, and he wrote unconsciously.

“ In the part forming the anti-chamber, there is a little nook, which would hold a bed; this recess received its light from a little window, that looked into a side-room, which was occupied by the reverend father, Picot De Clos-Rivierre, an old jesuit, and was then shut off by a door. It is in this recess, the prisoner asserts that the assassin must have concealed himself. The captain being *au secret*, his door was fastened both with the key and with a padlock. Every day at ten in the evening the keepers made their last visit; counting the prisoners, and locking-up all the rooms. Thus Savard would fasten that of Father Picot, then that upon the landing-place fronting the stair-case—that of the captain being always shut, on account of his “*secret*.”\* The door of the recess, whither the assassin would have retreated, must have been also shut; but admitting that it was not, the assassin would still find himself shut in between three doors—1st, that of the captain; 2d, that of Father Picot; 3d, that of the stair-case. Besides, at the bottom of the stair, which was dark, there was a door fastened outside with a very heavy key. This door opened upon the great stair-case of the tower, which was itself shut in by a strong door, through which led to the great gate of the tower, that opened into the court, and was fastened on the inside.

“ Now, how could this assassin open and shut all these doors, and avoid the sight of every body? How could the assassin clandestinely open the captain’s chamber, without making a noise? How could he, without light, and without using very great force, seize and throw down the captain, who was a vigorous and resolute man? How, and by what charm, could he quietly lay him on his bed, and upon his pillow, and without making an alarming noise, kill him like a sheep?—and with what?—with his own razor!

“ According to the prisoner’s account, he heard a noise; this noise, which must have been extremely loud, would have been heard also by the prisoners lodged above, and by Father Picot De Clos-Rivierre (who lay on the same floor, and who rose regularly every day at 4 o’clock in the morning); and by the sentinel placed under his windows; yet nobody but *he* heard any thing! If there was any noise, the captain defended himself, and he was very able to defend himself, and would not suffer himself to be stretched like a sheep upon his bed, and timidly or cowardly present his neck to the assassin. There would have been scuffling in the room, blows given, blows returned; at length, if the assassin was the strongest, he must have thrown him down, cut his throat, and then placed him upon his bed, and upon his pillow, as he was found. But the boards, and all-around his bed, would have been sprinkled, and even flooded with the blood of the victim. Well! there was no blood but upon his bed and his pillow, where he was seen as he had fallen, after he had cut his throat.

“ If without making a noise, and without waking the captain, the assassin was able to introduce himself and strike his blow, they could then have heard no noise. But he had then to seek for the captain’s razor, for

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\* “*Secret*,” that is, his peculiar case of solitary confinement.—(TR)

it was with his razor that he cut his throat. Then he must have cut straight from right to left, for the assassin could not have placed himself at the bedside in the recess, so as to cut from left to right, as the wound was made, and with a single stroke, as has been proved.\* Now, let us suppose (as all suppositions are arbitrary), that the assassin was able to effect his purpose without noise; the monster must quit the Temple, he must re-fasten the captain's door with the key and the padlock—he must open and shut the door on the landing-place, and all this without a light—he must open and shut the door at the bottom of the dark stair-case, but this door would not open and shut on the *inner* side; he would have passed the door of the prisoner, who being awaked by the noise that he said he heard, would have given notice to the sentinel. Again, he must open and shut the door at the bottom of the stair-case of the tower, which only opens and shuts on the *out*-side; then how could he procure the key to open the great gate of the tower? That key was always shut up in the turnkey's room. How could he avoid the sight of the sentinel who was placed opposite? How could he pass the guard-house, to present himself at the wicket, where the turnkeys would have asked him, how and why he was in the tower at that time? Besides, the two great dogs who watch around the tower, would have strangled him. This man did therefore pass through the key-hole, or as a bird, fly over the walls! In the morning, the turnkeys opened the doors, visited the prisoners as usual, and it was at this time that *Savard* took the two keys, of the captain's chamber, and of the door of the entry on the landing-place, and after opening them, perceived, on entering, the tragical end of the captain, and after having shut the door, came to inform me of it.

“As to the prisoner's word, that the workmen came the next morning, and could not work because the foreman was not there, and that there was *de la ribote*”† it is an assertion destitute of all foundation.—1st. They never admitted the journeymen without the foreman at their head. 2dly. They would not suffer workmen to enter promiscuously, and this event known, certainly no stranger would have been admitted to enter the Temple at all, or they might well suppose us destitute of all prudence.

“*But when people lie, or invent, it requires great address to convert the lie into absolute and indestructible truth.*

“Here, then, is the fable of the mason, invented or found by the prisoner, or him who has got up the discovery, for the prisoner in question is scarcely capable of reasoning in such a style.

“Their object has been to get money, and as they know you, Sir, to be very generous, and that you take a great interest in regard to your unfortunate friend, they have supposed that, after an interval of 10 or 12 years, they might broach a fable, which would find no gain-sayer.

“Perhaps, they thought that in the unfortunate situation in which I am,

\* The reader will have to distinguish between the patient's, or the supposed agent's “right” and “left.”—(TR.)

† The meaning of this term not being quite clear, the translator has preferred the use of the original to hazarding a conjectural reading.

having no allowance of retreat, after 21 years of successive service, either as member of the administrative commission of police, or as inspector-general of prisons, or as warden of the Temple, where I was placed by superior authority, after your escape in *Floréal*, of the year VI.\* or as keeper of the state-prison, Donjon-de-Vincennes,† where my service ceased by the suppression of that establishment; they have, perhaps, thought, that in the critical situation in which I find myself, I should lend myself to the affirmation of a crime said to be committed under Buonaparte. Like all Frenchmen, I have suffered, and I still suffer: but truth is one and the same; I have told you it naked, without disguise and without circumlocution.‡

“ Captain Reit voluntarily killed himself.

“ This is my opinion, and I sign it.§

*Fauconnier,*

*cy-devant concierge  
of the Temple.”*

On the above observations, we shall here make no other remarks than those which occur to us from the assumption of Mr. Fauconnier, that suicide prevails in a peculiar and extraordinary degree in England. We consider this as a question of more difficult solution than Mr. Fauconnier seems to think it—and that from the number of reported instances in France compared with those of England, the *quantum* of this crime in either country, if duly weighed, might be found preponderant on the French side, although, in truth, our weight in the scale would be lamentably great.

With respect to the specific instance he alludes to, in the deplorable case of Mr. Whitbread, the motive assigned is still more ridiculous than that proposed, 3dly, as urging the hapless Captain Wright to self-destruction. We believe the circumstances which led to the derangement of Mr. Whitbread's mind, were of much more personal concern to that unfortunate gentleman, than the loss of the battle at Waterloo by Buonaparte, and

\* May, 1793.

† It is certainly candid in Mr. F. to record these titles, as claims to credit for impartiality.—(T.R.)

‡ The French have also a phrase :—“ *La vérité ne vieillit pas.*”

§ This last line, and the signature, are in the hand-writing of Mr. Fauconnier. The rest of these “impartial observations,” are fairly written in an official or clerical hand, on 8 folio pages.

his final fall ;\* but to such strange constructions of their patriotism do the unmeasured expressions of gentlemen during the warmth of debate in our houses of parliament, subject them in the minds of foreigners.

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*Introductory Letter from the Chevalier DE MÉSIERE, to Sir SIDNEY SMITH.*

*Paris, Rue des Saints-Peres, 77,  
24 February, 1816.*

“ MONSIEUR ! ADMIRAL !

“ IT grieves me beyond measure, that I could not sooner transmit to your Excellency the information herewith sent ; unforeseen circumstances have occurred to cause the delay, and I am confident that you will do me the justice to be assured of my earnest desire to comply with your wishes.

“ You require from me the truth upon the word of a Chevalier ; I have promised to afford it ; and you will find that I have kept my engagement. In order to place the subject in a clear point of view, I have deemed it right to enter into certain details and discussions, which appeared necessary to throw as much light as possible on a fact which passed in the dark. Driven to the necessity of referring to probabilities and conjectures, I have combined them as succinctly as possible in my consideration of the matter, in order that they may confirm or invalidate the suspicions which have been raised against an individual, whose conduct on this point, considering the public and private outrages experienced at his hands, may justly be examined with caution and some degree of mistrust, as compared with his conduct on ordinary occasions.

“ You will pardon me, General, if I do not agree with you as to the assertion, that suicide is an act of cowardice. This is the only subject upon which we shall ever differ in opinion. You will judge of the distinction which I make, and the arguments which I adduce in support of my conclusions ; and I trust that you will not deem them insufficient.

“ I must here also add, that the religious principles of any kind, whether of those who are romanists or non-romanists, which condemn the act of suicide, and deprive the guilty party of the rites of sepulture, and the benefits and blessings of salvation, are not in themselves so operative, as to control the conduct of those unfortunate beings, who make attempts on a life which belongs rather to the public than to themselves.

“ Let us conclude, therefore, that the imperfection or the decay of the physical constitution of man, excessive irritability of the nerves, or a sudden insanity, oftentimes produced by extreme sensations of joy, of grief, or

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\* It is presumed that, organic disease, embarrassed circumstances, and vexation from the critical state of *Deury Lane Theatre* (a speculation in which he had engaged every public and private friend over whom he possessed sufficient influence)—operating on a too susceptible mind and ardent temper—were the direct causes of that mental derangement which led to the fatal catastrophe that ensued.



humiliation, may cause death, or impell to suicide. They are infirmities attached to the human frame and species, and which call for the indulgence of the wise, and more particularly of the brave.

“ The eternal doctrine of universal morality, ‘ *Thou shalt not commit murder,*’ and the laws of political society must equally condemn and repress these attempts, as contrary to divine precept, and social order, from the motives of endeavouring to diminish the evils thereon attendant, and consequently the number of victims. You have been witness to the bravery of our common friend, as I am to his many excellent qualities, which rendered him so estimable and praiseworthy: let us therefore leave it to the Divine Being to pronounce on his fall; but before the tyrant of Captain Wright can be accused of having also been a cowardly jail assassin, proofs are requisite; and if these are wanting, this vague accusation would only serve to throw an air of doubt over those other crimes, whereof he became guilty, no doubt, only that the people and the world might again feel, that crimes the most revolting always precede, accompany, and follow the progress of a usurper. The history of both our countries unfortunately affords but too many afflicting proofs of this, at which we cannot but grieve.

“ The Marquis De Puivert, whom I have had the honor of seeing, and to whom I have mentioned your name, agrees entirely in opinion with me in regard to Captain Wright, who gave up every thing as lost after the battle of Ulm, of which he happened to read the details. Mr. De Puivert will also with alacrity afford you every information which he has been able to obtain.

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Accept the renewed assurance of the lively acknowledgment and sentiments of high consideration with which I have the honor to be, &c.

*Chev. De Mesiere.”*

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*Memoranda made the 20th February, 1816, concerning Captain WRIGHT, deceased at Paris, in the Temple, during the Night between the 27th and 28th October, 1805.*

“ CAPTAIN WRIGHT, having been made prisoner of war, at the close of an engagement which had been entered into off the coasts of Morbihan, the illegitimate government of Buonaparte directed that the captain and all his crew should be transferred to Paris, where preliminary proceedings were going on in a process concerning the conspiracy of Georges, Pichegru, and Moreau; in the course of which, many of the most distinguished of the accused, thinking no doubt that Captain Wright was without the reach of Buonaparte, had indiscreetly named him, as the commander of the cutter which had debarked them on the coast of Normandy.

“ On his way to Vannes, a circumstance occurred which was most gratifying to the feelings of Captain Wright. The mayor, or the prefect of

this city, went to meet him, and informed the captain, that (being indebted to him for the liberty of his son, who had been a prisoner of war in the slave-dungeon of Constantinople) he came to offer him, together with his thanks, the use of his house, with every accommodation he could afford. The captain, being accompanied by his escort, could not join the family to whose happiness he had contributed. He little thought, at that time, that he was going to end his days in the slave-dungeon of Paris.

“ When the captain and his crew arrived in the capital, one half of the sailors were sent to the prison of the Abbaye, the other to the dungeon of Vincennes; and Captain Wright, as well as his nephew, were conducted to the Temple; where, before entering its tower, the captain underwent an interrogation, in the palace of the Temple itself, where was installed the judge of the criminal court, engaged in the preliminary proceedings in the process of conspiracy, wherein it was wished to make the captain to play a part.

“ Take the following statement as an analysis of this interrogation:—

“ John Wesley Wright, aged about 35 years, captain of a *corvette* in the English navy, residing at London with Sir Sidney Smith, was interrogated by Monsieur Thuriot,\* judge of the criminal court, the 30th Floreal, year XII. (20th May, 1804, the day of Pentecost) as follows—

“ Being questioned, Have you not heretofore been conducted to the Tower of the Temple?

“ Replied, That he would not answer to that question.

Q. Have you not, at different times, within the space of a year, or thereabouts, disembarked divers individuals who came from England to France?

“ A. He would not answer any question of that kind.

“ Q. Why do you refuse to answer?

“ A. He would not say either yea or nay.

“ It was observed to him, that the refusal to explain himself ingenuously, would give cause for suspicion, which it was for his interest to repel.

“ A. On the 8th of the last month (April), I was on board the *corvette* the *Vincejo*, which I commanded, at a short distance from the coast of Morbihan, watching a vessel which I had chased the day before. A calm compelled me to cast anchor; I also made a small vessel anchor, because I was myself driven towards a rock. Having weighed my anchor, and hauled up to the small vessel, I put out my oars, endeavoring to get out of the passage. A division of gun-boats coming from the Morbihan, rowed towards me. Some time afterwards an engagement ensued; it lasted about an hour and an half; I lost some men, and many were wounded and rendered incapable of serving; my rigging being cut, three of my guns being rendered unserviceable, the fore-mast being almost carried away, the main-sail tattered, and the enemy being on the point of boarding me with a superior force, I capitulated, in order to save the lives of the rest of my crew.

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\* One of the regicides.

“ Q. Were there any Frenchmen on board of your *corvette* ?

“ A. None ; except one individual of the Isle of Grouais, who was the master of a boat, which I had seen at the distance of three miles, and which I had obtained possession of by means of the ship's boat, in order to gain information as to the nature of the passage.

“ Q. How many persons were there on board the *corvette* ?

“ A. About eighty-eight.

“ Q. Whether he should be able to recognise the persons whom he had brought into France from England ?

“ A. In his character as a prisoner of war he did not think himself bound to answer that question.”

Afterwards there appeared in the presence of Captain Wright :

“ 1st. Troche, *junior*, who declared, that he did not perfectly recollect the features of the captain of the vessel on board of which he had had his passage, being sick during the whole time.

“ 2d. Jean Pierre Querrelle (he that revealed the conspiracy) brought out of the Abbaye, who said, I recognize the person here present ; it is he who commanded the English cutter, on board of which I was conveyed from England to France, in the month of August, with Georges, Joyau, La Haye St. Hilaire, Labonté, Picot le petit, Troche, the son, et Jean Marie, *alias* le Maire ; he disembarked us at the foot of the cliff of Belleville.

“ 3d. François Rusillon, who said, I recognise him ; he is the captain of the English vessel on board of which I was, when I was disembarked in the month of January, at the beach of Belleville, with Pichogru, Lajolais, Jules de Polignac, Rochelle, De Riviere, and Armand Gaillard.

“ 4th. Louis François Fauconnier, keeper of the Temple, who said ; I recognize this Englishman as having been heretofore detained in the Tower of the Temple, as the register, in which the orders of the prison are inserted, will prove. At the 6th page, at the date of the 11th Messidor, An 4 (3d July, 1796), is found the article following :—

“ ‘ Central Office of Police (canton of Paris).

“ ‘ Conformably to a letter by the minister of the interior, of the date of the 13th of this month (1st July, 1796), the keeper of the Temple prison, will receive the under-named, coming from the prison of the Abbaye—that is to say :

JOHN WESLEY WRIGHT, Commodore's Secretary.

“ ‘ Le Secre du Bau Central,

*Brion.*”

“ It was by means of a forged order, that he escaped from the Temple, together with Sir Sidney Smith, the 5th *Floréal*, year VI, (24th April, 1798);

At the one hundred and eightieth page of the aforesaid register, is found the transcript of the aforesaid order, as follows:—

“ ‘ *The Minister of the Marine and the Colonies, to Citizen Boniface, the Superintendent of the Guard at the Temple.* ”

“ ‘ The Executive Directory having ordained, by its decree of the 3d *Ventose* (3d March, 1798), hereunto annexed, the uniting together of all the English prisoners of war, without distinction of rank, I charge you, Citizen, forthwith to deliver up into the custody of Citizen Armand Hauger, the bearer of this present order, the Commodore Sidney Smith, and the *Sieur* Wright, English prisoners of war, to the intent that they may be transferred to the general *dépôt* of the Seine and the Marne, at Fontainebleau. It is given in strict command unto you, Citizen, to observe the utmost secrecy in the execution of the present order (with which the minister of the general police hath been made acquainted), in order to prevent the prisoners from being rescued in the course of their route.

(Signed)

“ ‘ *The Minister of the Marine and the Colonies.* ”

*Dele.*’

“ The keeper also added, that various testimonies concerning the escape had been collected and rendered unto the minister of police, and that a sentence had at that time been passed against Boniface, who was the keeper at that period.

“ 5th. Pierre Pinot, aged about 51 years, deputy-register at the Tower of the Temple, who said:—This Englishman hath been committed to the Tower of the Temple, in the month of *Messidor*, year 4 (July, 1796), together with Sidney Smith, and a domestic, a few days after my appointment to the office of deputy register. He made his escape in the month of *Messidor*, in the year 6 (July, 1798), in consequence of a supposititious order, and the keeper having been deceived, was delivered over unto justice.

“ 6th. Etienne Lanne, aged about 47 years, said—I was keeper of the tower of the Temple, when the individual named Wright was conducted there, with Sir Sidney Smith, and a domestic. About three months after I had quitted my office, I was informed that he had made his escape, with Sidney Smith.

“ 7th. Marie Anne Houdan, the wife of Lanne, made the same declaration as her husband.

“ 8th. Jacques-François-Jean-Marie Tromein Boudin, detained at the Abbaye, said—‘ I recognize, in the person here present, Mr. Wright, as having embarked with him, on board of the *Tigre*, for the expedition of Egypt: it is now about three or four years since I quitted that vessel.’ He also in like manner recognized that ‘ John Wesley Wright was on board of the *Tigre*, in character of lieutenant, together with his nephew, when we made sail for Egypt.’

“ Q. Have you not known him before? Have you not been conducted with him to the tower of the Temple, in the year IV.?”

“ A. Yes.

“ Q. Under what name have you been conducted with him to the Temple?”

A. Under the name of John Bromley, the domestic of Commodore Sidney Smith.

“ Q. Were you actually the domestic of the Commodore?”

“ A. No I was on board the vessel as a simple passenger; and as I had emigrated, I let myself pass for his domestic. I was afterwards obliged actually to perform the offices of a domestic. I obtained my departure in the month of July, year V, (July, 1797), by virtue of an order of the Directory, and not being recognized, I was sent to England. Informed of the escape of Sir Sidney Smith, and of Mr. Wright, I repaired to London, in order to see them.

“ Mr. Wright being called upon to declare whether he recollected Mr. Tromelin, said, that he would not give any answer.

“ On its being observed, that his refusal to render homage to truth compelled the Court to believe, that, under all the circumstances of the case, he had conducted himself in such a manner, as to fear that his government would disavow his conduct; that it was in proof, by the declarations which he had heard, that he had actually disembarked, at different times, men who came into France with the intention of kindling the flames of civil war, and of assassinating the Chief of the State; that these acts being purely voluntary on his part, it was utterly impossible to avoid considering him as connected with the conspiracy, and consequently of proceeding against him with a view to his trial, in the same manner as was done against all the conspirators actually in confinement in the different prisons of Paris.

“ He replied, I have never done any thing in my character as captain in the navy, without the precise orders of my government; and I have not any fear that it will disown me. I will not enter into any detail. After having fulfilled the duties of my station, I will not expose myself to the possibility of being accused of treason.

“ All the parties examined then subscribed their names.

“ On the 2d *Prarial*, year XII. (22d May, 1804) John Wright made his appearance before the same judge, assisted by the Sieur Michaud Lannoy, English interpreter. He declared himself to be the nephew of John Wesley Wright, of the age of 13 years; born at London, and midshipman from the age of 7 years, usually residing at Deal, in the province of Kent; that the *corvette* in which he had been taken was called the *Vincejo*, mounted twenty guns, and had a crew of eighty-eight men; that they compelled a small boat from the Isle of Grouais to come on board, for the purpose of obtaining information.

“ Q. How often have you seen men disembarked upon the coast of France, from the *corvette* which you sailed in?”

“ A. I have not seen any disembarked since within two months, or thereabouts.

“ Q. Did you ever hear any mention made, in England, of a conspiracy against France ?

“ A. I have heard it talked of in the province of Kent, at Greenwich, about six months ago.

“ Q. What other vessel have you been on board of ?

“ A. I have been in the *Tigre* (commanded by Sir Sidney Smith) near six years. I have afterwards, for near a year's time, been on board of another vessel, called the *Cynthia*, commanded by my uncle ; my uncle was also on board the *Tigre*, he was at that time lieutenant, and has since been made captain.

“ Q. You must frequently have witnessed disembarkations on the coast of France, if before being on board of the *Vincejo*, you were in any other vessel with your uncle ?

“ A. I was a year at Greenwich, with the friends of my uncle, before I went on board of the *Vincejo*.

“ Q. Has the domestic of your uncle (and who was conducted with you to Paris) been long in his service.

“ A. I have known him only since I have been on board the frigate.

“ Mr. Tromelin recognized the nephew of Captain Wright, as having seen him in Egypt on board the *Tigre*.”

“ After his interrogation, Captain Wright entered into the tower of the Temple, and was put into a place of solitary confinement, in the tower of the little Temple, which had been but just quitted by General Moreau. The little nephew of Captain Wright was put into another place of solitary confinement in the Tower, opposite the wicket ; where, after some time, he was joined by the nephew of Sir Sidney Smith, and the son of the Bishop of Bristol. They were all three of them brought up in the Royal English Navy, and could not be more than twelve or thirteen years of age.

“ After the preliminary proceedings of legal inquiry were terminated at the Temple, permission was given to the prisoners to use exercise for an hour : to some in the garden, to others in the upper galleries of the Temple. Captain Wright walked in the gallery of the little Temple, opposite the staircase—he was not attended by any gens'd'armes—Moreau, Pichegru, Georges, Coster, Lajolais, &c. were each of them attended by two or three gens'd'armes, who did not quit them night or day. From this gallery, Mr. Moreau made communications, by means of a small window in the roof, to a lighted chamber in the little Temple, wherein a friend of his was confined. It was through the means of this prisoner, that he was first apprised of the state of things.

“ As he was the accused, and the forced witnesses, to the number of six prisoners, were transferred from the Temple to the prison of the Palace of the Bastille, in order to the trial here, the captain descended to the second story of the Temple, and was put into a room which looks upon the Court of the Temple, and therein he found and regained several papers belonging

to him, which had remained in concealment ever since his first detention. As the doors could not be shut, without the aid of a bar of iron, which, however, did not exactly unite the folding parts, the prisoners, who remained in the prison, as not being concerned in the conspiracy, being five in number, were enabled freely to communicate with each other, unknown to the keepers of Mr. Wright. It was at this time, that one of them completely relieved the apprehensions of the captain with regard to the consequences of his detention, as also in respect of the criminal court, and his being invited to answer all the questions which might be put to him in this court, inasmuch as his character of prisoner of war, and his capitulation, placed him under the safeguard of the laws of war; that consequently he could not be called upon for any justification of conduct in a criminal court of France; and moreover, that he was not bound to render any account of his actions, except unto those persons who might be authorized to demand it in the name and on the part of his own legitimate sovereign. It was also agreed on all hands, that should he be summoned to appear before the criminal court, he should instantly refuse to do so, and should not comply with the order of the president, without protesting against the same, as being compulsory and forced.

“ Whilst this brave captain remained thus with the five or six prisoners, of whom we are speaking, they exerted themselves to procure for him some small comforts, which were afforded to him by them, such as wine, rum, brandy, pastry, &c.

“ The tipstaff of the criminal court having come to summon Captain Wright, who refused to appear before the court, and made a report of such refusal, soon returned with an order of arrest. The captain still refusing to obey, the *gensd’armes* ordered him to follow them; but the captain persisted in his refusal. He was then handcuffed, taken down the staircase of the registry, and put into a hackney-coach, which conveyed him to the Palace of Justice. Before he was introduced to the judges, the *gensd’armes* took off his irons, which the captain carried, and wished to preserve, as a proof that his appearance was compulsory.

“ He returned the same day to the Temple, and even walked in the garden of the Tower for two hours, with the other prisoners, who during the absence of the uncle, had obtained leave that the nephew should walk with them in the garden. The youth, separated from his uncle, and consoled in vain by the discourse of the other prisoners, did not cease to weep, and said in English, ‘ I shall never see my uncle again; Buonaparte is going to kill him.’ But quickly the joy of the nephew was equalled by the sensibility of the uncle, when they saw each other again, and embraced in the garden.

“ Both of them retired to the room which the captain had quitted. The jailor then announced to them, that by the order of the minister of police, they were there to remain in close confinement.

“ The trial of the conspiracy being determined, the prisoners of the *conciergerie* again came to the Temple; but they were no longer kept in close confinement. Moreau occupying the chamber contiguous to that of

Captain Wright, frequently spoke to him, as did likewise the other persons who were detained.

“ Those who were condemned to death for the conspiracy, having failed in obtaining a repeal of their sentence, and execution having taken place, thereupon all the prisoners who had been pardoned, or acquitted, and those who were the objects of the suspicion of the government, were dispersed in the provincial prisons. A very small number of them remained in the Temple, who always preserved towards Captain Wright those feelings of good will, to which he was so justly entitled, and which his conduct could not fail to inspire.

“ There then arrived in the Temple, two officers and twenty-two sailors, who had been made prisoners with Captain Wright: they were those who had been detained in the Abbaye. One of these officers was Mr. Wallis, a young man well informed, and endowed with great sensibility.

“ They were all of them immediately placed in close confinement. The two midshipmen whom I have mentioned above were put together. In about eight days after, their confinement was discontinued. It was a subject of rejoicing to all parties. The Captain regaled them with beer and wine; they were all placed under his window, seated on a rising ground, covered with flowers cultivated by the prisoners. They remained in the Temple about two months, during which time the two young *élèves* visited the door of Captain Wright twice a day, in order to repeat their lessons of French grammar, mathematics, &c.

“ All of them afterwards departed for Landau, where there was a *dépôt* of English prisoners of war. Captain Wright remained alone. This separation was very painful to him; he lamented it very much, especially on account of the three pupils who were so dear to him; he regretted the not being able to accompany them, in order that he might watch over their instruction; and on this occasion he repeated, what he had before said to one of his friends, whom he had known at London:—‘ Buonaparte will destroy me; he has not forgotten our proclamations in Egypt, nor what we have written to him, nor the reproaches which we have addressed to him on the subject of his crimes at Iaffa,’ &c.

“ Captain Wright had made a rough copy of a letter addressed to the minister of war, Berthier, who had then acquired the title of Prince. In this letter, he complained that he was treated as a prisoner of state, instead of being treated as a prisoner of war; we advised him to address it to the minister of marine, under whose control we thought that the naval prisoners of war must be. We were, however, mistaken; for the letter was transferred from the ministry of the marine to the ministry of war, and Berthier sent to the Temple Monsieur Curto, at that time a colonel aide-de-camp, and now mareschal de camp. This officer had a long conference with Captain Wright alone in his place of confinement; he was well satisfied with the frankness of the aide-de-camp; but his visit was nevertheless wholly fruitless.

“ I contract my narrative, and at last come to the epoch of the tragical end of the unfortunate Captain Wright. Fresh prisoners of state had been sent to the tower; there were Americans, English, Germans, and Italians,



who brought us news from all parts. The last campaigns had been fortunate for our common tyrant, and our hearts, losing even hope, were filled with grief and chagrin, which was felt the more intensely, inasmuch as the tyrant, and his agents in prosperity, were the more harsh and implacable towards their *slaves*; for such they designated us between each other.

“ French and English journals clandestinely found their way into the Temple. Our watchful guardians discovered this, and sent their secret agents among the prisoners. Excess of oppression, severity of superintendance, and the insidious conduct of the secret agents, induced those who were detained to form plans of escape, without much reflection as to the means of accomplishing. Projects for that purpose were no sooner formed than betrayed, and suspicion introduced itself amongst the unfortunate victims of those unhappy times. The jealousy of the police attached upon those who it might be supposed had the greatest and most immediate interest in effecting an escape, as well as upon those persons who were presumed to be more immediately connected with the suspected. These parties, therefore, were more severely watched than ever. Matters soon disclosed themselves.

“ One morning the *Sieur Paque*, inspector-general of the ministry of police, accompanied by the commissary, *Commingues*, and his agent, entered the chamber of Captain Wright, and surprised him in the act of writing a note; for he had been allowed the use of his books, pens, ink, and paper.

“ As soon as Captain Wright was aware of this unexpected visit, he put into his mouth the note, which no doubt he had written to some one of the prisoners. The agent of police threw himself upon the neck of Captain Wright, who nevertheless persevered in masticating the note which the officer wished to get possession of. A scuffle took place, and blows were given and received; the inspector interiered, and terminated it; and all the papers of Captain Wright were taken away, as also from twenty to twenty-five louis, which were found in his box; and as he had not mentioned them upon his first arrival in the Temple, upon the question being put to him, as to the person who had given him the money; he replied, that he had brought it concealed under the bottom of his trunk: of the truth of this declaration, no doubt appeared to be entertained. The affair being ended, the agents of police retired, and left him in solitary confinement. He was much chagrined with, and indignant at the treatment he had received.

“ The agents of police afterwards visited three other detained parties, in succession, and took away their papers; amongst which, however, there was not discovered the least trace of suspicious communications, either with regard to Captain Wright, or with respect to the plan of escape.

“ The following day, the three parties detained as before mentioned, were each put into close confinement, and the captain remained always in his chamber. One of the three parties aforesaid, the *Sieur Mingaud*, who had come from England, where, as he stated, he had married the sister of

an English actor, and represented himself as having been charged with a mission from Monsieur the King's brother; this Mingaud, I say, was interrogated, and declared that he was the person who had sent to Captain Wright the twenty louis found in the possession of the latter, who had borrowed them from him: that he had received this money from Monsieur Muller, an Austrian captain, who had requested that they might be respectfully offered to Captain Wright; that the offer had been made, and acceded to, and the money counted in the chamber of one of the prisoners, naming myself, which was the truth of the case.

“Immediately Captain Muller was put into close confinement, and interrogated, with a view to find out from whom he had received this money; he denied having sent the 25 louis to Mr. Mingaud, and that rendered it unnecessary to name the person who had brought them to him. Confronted with Mr. Mingaud, the latter persisted in having made the remittance, adding fresh circumstantial details, and again vouching me as a witness. I was in my place of close confinement, at that time ignorant of what passed on these different interrogations. I was in daily and hourly expectation of being interrogated as to the circumstances, whatever they might be, which had caused my close confinement, but it was not thought proper to make any notification to me. Afterwards informed of the particular circumstances stated by Mr. Mingaud, who was in solitary confinement, near me, on the summit of the tower, I kept the most profound silence.

“The sixth day after our close confinement, the Sieur Mingaud called to my attention, that a young person, who had been accustomed to visit him in the parlour, and had been herself arrested, together with her mother (about the same time that we had been put into close confinement), on suspicion of carrying messages, &c. from without, was now restored to liberty. In fact, I saw and recognized her, in the Rotunda-place.

“Some days afterwards (on the 28th of October), employed in my morning's walk, and looking into the garden, I noticed the prisoners assembled in groups, on the parlour-walk, in front of the chamber of Captain Wright. This circumstance struck me forcibly, as I perceived evident marks of consternation on the countenances of all. I had some difficulty in calling their attention to me. Monsieur the Marquis de Puivert, marechal de camp, was the first who perceived me, and immediately manifested to me signs of grief and affliction; but I did not comprehend the cause, or the object of them.

“At my evening walk, I again directed my attention to the same spot, and I there saw others of those detained, all evincing consternation; one of them, the Sieur Poupart, now having the rank of captain, and concerning whom I felt really interested, having noticed me, stretched out his arm towards the chamber of Captain Wright, and afterwards, by the action of his hand, conveyed to me the sign of a person cutting his throat.

“Words are inadequate to express the grief with which I was then affected. I made instant communication to the Sieur Mingaud, who cried out, the captain could not have done any thing to give greater pleasure to

Buonaparte. . . . . But Mingaud himself was so much afflicted at the circumstance, that he kept his bed for eight days after being informed of it.

“ On the twenty-ninth, taking my walk, I saw the corpse of the unfortunate Wright, carried by Christopher, a menial servant, who from the Temple traversed the great court, and went to the Palace.

“ Monsieur the Abbé de la R—— and myself remained in close confinement for fifteen days, without being ever interrogated; the Austrian captain and Mr. Mingaud departed from it, the first within about a month, and the second, six weeks afterwards.

“ Did Captain Wright commit the act of suicide, as the agents of Buonaparte have announced?

“ In order to resolve this problem, we must at once divest ourselves of all passionate feelings, whether of hatred or friendship, and assuming the mantle of impartiality, render homage to the truth; it is in this temper that I endeavour very succinctly to treat this matter.

“ Captain Wright, endowed with great acquirements, of a lively and brilliant imagination, and of extreme sensibility, was as passionately affected with the love of glory and the interests of his own country, as with hatred towards the tyrant of Europe, whom he cordially detested; not so much however as being the enemy of England, but as being a vile and odious tyrant, disgracing the glory of his own armies, and the human species. It was thus that the captain expressed himself with regard to Buonaparte. This irritable feeling increased in intensity, from his close confinement, which was not, however, very severe, as we frequently saw him, since he frequently communicated with all those of the prisoners, whom he chose to see, a circumstance which was really alleviating in his then situation.

“ But the brilliant qualities which distinguished Captain Wright, were not attended with a strong constitution, and though he was arrived at that age, when man has attained the utmost developement of his moral and physical qualities, he was weakly and nervous, and frequently attacked with the spleen; which announced a decay of health, which can easily be conceived, since he could not obtain any other exercise, than that which he could take in his chamber, the length of which was only eighteen feet at the utmost.

“ Let us then figure to ourselves Captain Wright, strongly impressed with liberal ideas, forced during eighteen months to use mournful exercise in the same circumambient air, surrounded by persons who flattered him with the hopes of approaching escape, and finding himself unexpectedly and violently deprived of the means by beings so much beneath him; considering himself at the mercy of a powerful enemy whom he had offended, and whom he represented to himself as savage, insolent, and implacable. In this state of oppression, of which his ardent imagination could not foresee the term, is it then astonishing that Captain Wright, enfeebled and debilitated in his bodily frame, should yield to the temptation of shortening a life which was so burthensome and insupportable, and that he should not be able to resist such an impulse.

“ It will be said that suicide is the act of a coward, and that Captain Wright had afforded proofs of his bravery ?

“ Let us, however, make some distinctions. It is possible that the act of suicide on the part of a man who is not under restraint, and robust, may be considered an act of cowardice, but most assuredly there would be much more of folly, or of violent passion (which is also an instantaneous insanity), than of a cowardice, in all the distinction which may be applied to this term. I have seen generals, who braved death in fifty battles, and who could not resolutely support two months close confinement.

“ But suicide, on the part of a man who is enthusiastically fond of liberty, and peculiarly oppressed, who is shut up, debilitated, overcome with grief, with chagrin, and fond remembrances, which he considers as lost for ever ; on the part of a modern philosopher (and such was Captain Wright), who sees all his hopes, all his projects of fortune, of glory, of happiness, public or private, entirely overcast, on the part of such a man

“ *La vie est un opprobre et la mort un devoir.*”—VOLTAIRE.

“ After making these short reflections, the suicide of Captain Wright will not appear improbable, they at least come in aid of the assertion, that he destroyed himself in a moment of weakness and despair, so common in prisoners who are oppressed, and enfeebled in mind as well as body, by a long confinement, aggravated by acts of malice, and studied vexations, and supported impatiently. I could cite many examples of similar determinations which have come within my own knowledge, during the ten years of my imprisonment, which comprized the imperial reign.

“ The keeper, Sav——, who first discovered the tragical end of the captain, has made a declaration, which does not accord with that of Christopher, a menial servant, though they were together.

“ According to the one, there was not any blood in the bed clothes when he was found with his throat cut, and naked ; according to the other, there was blood on the ground, the sheet covering the mouth, or in some such manner ; the razor being still in the hand of the captain. This discrepancy arises from the circumstance, that these persons in fact only saw that Mr. Wright had come to a violent death ; and that being themselves terrified and affrighted, they relate the material fact with which they were stricken, and forget the accessorial circumstances. The verbal process made out by the district commissary, and the surgeon of the Temple, will determine all uncertainty on this point. It is, moreover, the only evidence in proof, from which we can form any judgment, and not from mere declarations, inexact, and undigested, considering the time that has elapsed.

“ The razor, which had an ivory handle, might have been bought or exchanged, or lent in the Temple. Thus an affirmation to the contrary will not be a sufficient proof to destroy the assertion which all the probabilities of the case establish.

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“ He is now dead. The verbal process will be found with the minister of justice and his effects also, as well as his papers.

“ Was Captain Wright’s throat cut by superior order ?

“ Before entering on this discussion, let us state the measures of precaution which were every day observed with respect to the parties who were detained in prison.

“ From five o’clock in the morning in summer, and eight o’clock in winter, all the ranges and the apartments of the prisoners who are permitted to be at large, are respectively accessible until ten o’clock at night ; at this hour, each retired to his chamber or range, which were locked up, the keys remaining in the custody of the respective gaolers. After the general shutting up, the key of the door of the tower of the Temple was sent to the wicket, and was afterwards carried to the gaoler, Fauconnier, who resided in the palace of the Temple.

“ Captain Wright’s death happened in the night between the twenty-seventh and twenty-eighth of October : if it was occasioned by superior order, the chief gaoler, the keeper of the wicket on duty, the menial servant of the door of the Temple tower, and Sav——, who attended the captain, must have opened all the doors, and necessarily have been accomplices with the person who went to execute the savage order. You see, therefore, that these five assassins (four of whom had not any interest in the matter) acting in concert to commit this horrible crime ; a circumstance that cannot easily be credited.

“ To assassinate a prisoner during the night, who is without means of defense, who is publicly placed under the safeguard of the laws, and of the gaoler, who is personally responsible for him, is most assuredly a very great crime. But this great crime presupposes a strong motive of interest for the commission of it : and where the effect is great, the cause cannot be less so. Let us endeavour to find it out.

“ Did Captain Wright hold in his hands the destinies of Buonaparte ? His age, his rank, his state of health, his title of stranger, establish the negative ; he was personally the enemy of the revolutionary emperor—but such an enemy, immured in close confinement, ceased to be formidable ; he had, if you please, landed persons who came to assassinate Buonaparte. But the captain executed the orders of his government, and this government adopted reprisals. He had combated the imperial canoneers—but this hostile act was lawful, since there was open war ; the captain, moreover, therein executed the orders of his sovereign ; and his capitulation guaranteed to him the benefit of the laws of war, the violation of which would necessarily produce prompt retaliation. Let it be admitted that he had, when in Egypt, drawn up virulent proclamations against the man of St. Helena ; but Frotté had also issued some, which were very violent, and yet Monsieur Frotté was not assassinated in the night-time in his place of secret confinement, but tried publicly by a council of war, too yielding, perhaps, and too much devoted to the violent caprices of the tyrant.

“ And Monsieur Palafox also had promulgated a virulent manifesto against Buonaparte. Afterwards, the fate of war having placed him in the hands of his enemy, the latter revenged himself, by adopting harsh measures, in transferring him, when sick, from Saragossa to the dungeon of

Vincennes, where he was confined under the name of Mendola. This General-in-chief, after a sort of monastic seclusion for a month, found that neither his throat was cut, nor was he poisoned by command; he therefore inferred that he should never be so dealt with. Buonaparte, though unprincipled, and a violator of the laws of war, not having any regard for fallen valour, forgot Monsieur Palafox during the four years that he was immured in his dungeon. The adverse chances of fortune placed the tyrant at the feet of his victims, and Mons. Palafox was withdrawn from his dungeon, in order to go to Valençay, to invite his august friend to make peace with that individual, who had wantonly carried on war against them, who had pillaged them, and plunged them in prisons, and exiled them. That man who had ill used all the world, gave all the world a right to use him ill in his turn. But the conduct of the captives of Ferdinand the Seventh and Palafox, afforded a fresh proof, that treaties are durable only so long as they are relatively useful and just, and not the effect of preponderating and temporary superiority of force.

“ If it is to be admitted that Captain Wright’s throat was cut by order, it must be admitted also that he yielded thereto quietly; a presumption not readily to be granted by those who knew him. In fact, he knew that there were near him two old men, whose sleep was not sound, and of short duration. There were other prisoners, both above and below him; but the least cry which had been uttered would have discovered the assassination. Whilst the tyrant lived, fear might have imposed silence; but now, when that fear would be puerile, who would not raise his voice to render homage to truth, and claim personal merit in so doing.

“ When Mons. Bouvet de Soziers, an ancient officer of artillery, hung himself, a simple partition of boards separated him from twenty gend’arins; he was cut down, and saved by the slightest accident. Did he say, I pray, that he had been hung by order? No. The cause of his despair was founded upon the vexation he experienced at the discovery of the conspiracy, on his own personal arrest, and the fear of perishing on a scaffold. His interrogations prove this. He was nevertheless condemned to death, and pardoned: he is now a field marshal, and governor of the Isle of France.

“ At the time that this person hung himself, Monsieur d’Amouville, who was confined under me, committed the like act, and was not succoured. Has it ever been said, also, that he was hung by order? No. The cause of his despair is to be discovered in his interrogations; indiscreet disclosures, whereof he repented, and which had driven him almost to distraction.

“ The son of Don St. Christol, after four years confinement, yielded to despair solely from the wearisomeness of imprisonment. In open day, dressed and standing up, he cut his throat with a razor in the middle of his room, where he was alone; he had often said to his companions, that he would not stay himself, if he was not speedily restored to his liberty.

“ Du Corps, implicated in the affair of Georges, became insane, reproached himself for having made disclosures which were prejudicial to the cause of Ooster; he cried out from his window, in the open day, that he

had been forced to swallow an intoxicating draught, and that an attempt had been made to assassinate him; he was the only individual who advanced such assertions, and which arose from his insanity. Being, however, condemned to death, he was executed, notwithstanding his being raving mad, as he was.

“ If Buonaparte had wished that Pichegru should be strangled or assassinated, he would have given secret orders for the purpose; and instead of the two wounds in the thigh with the point of the sabre, which the *gend'armes* inflicted upon him, when he seized his pistols, at the moment of being arrested, they would have run him through the body, and vengeance being accomplished, would have been disguised, from the necessity of repelling force by force.

“ Who is there who does not know that Pichegru, found strangled, could not survive the sadness and despair, caused by his having been betrayed and sold by those in whom he had placed a mistaken confidence, and of which he was not convinced until the day whereon he was re-examined with them all, and which was the last day of his life, because, like Captain Wright, he was more than persuaded that Buonaparte would cause him to perish on the scaffold, of which he had great dread.

“ The only one of the distinguished individuals accused of this conspiracy, whom Buonaparte had an obvious and pressing interest to get rid of by secret means, was Moreau, for he really had a party attached to him in the army, and in the senate, and amongst the people: What then—Buonaparte contented himself by departing from good faith, which he did by ostensibly holding out fallacious hopes to Madame Moreau, when, for the price of gold, he was giving secret orders to condemn the ex-general and chief, and presumed dictator, to be condemned to two years secret confinement (being the same punishment as had been inflicted on the mantua-maker who had concealed Georges for one night); at the same time eagerly availing himself of the opportunity of decreeing to his rival, vanquished and rendered unpopular, the honours of ostracisme to America.

“ Moreover, if Buonaparte had wished to exercise a secret vengeance on the person of Captain Wright, that would have been accomplished in the woods or defiles of Brittany, as was frequently practised towards the royalist chiefs.

“ After all the reasoning therefore which has been brought, we must necessarily conclude, that all the probabilities are in favor of the assertion, that Captain Wright committed the act of suicide, since there is not any person who was witness of his death, and can negative this assertion, and affirm the contrary.”

[To be continued.]

## NAUTICAL ANECDOTES AND SELECTIONS.

## EXTRAORDINARY SHIP.

**T**HE following account of a ship, called the *Sovereign of the Sea*, built in 1637, and the largest which up to that time had ever been constructed in England, exhibits a curious instance of the quantity of labour then bestowed upon mere ornament. It is thus described in a publication of that time, by Thomas Heywood:—

“ This famous vessel was built at Woolwich in 1637. She was in length by the keel 128 feet, or thereabouts, within some few inches; her main breadth 48 feet; in length, from the fore-end of the beak-head to the after-end of the stern, *a proru ad puppim*, 232 feet; and in height, from the bottom of her keel to the top of her lantern, 76 feet: bore five lanterns, the biggest of which would hold ten persons upright: had three flush decks, a fore-castle, half-deck, quarter-deck, and round-house.

“ Her lower tier had 30 ports for cannon and demi cannon, middle tier 50 for culverins and demi ditto; third tier 26 for other ordnances; fore-castle 12, and two half-decks have 13 or 14 ports more within board, for murdering pieces, besides 10 pieces of chase ordnance forward, and 10 right aft, and many loop holes in the cabin for musket-shot. She had eleven anchors, one of 4,400lbs. weight. She was of the burthen of 1637 tons. She was built by Peter Pett, Esq. under the direction of his father, Captain Phineas Pett, one of the principal officers of the navy. She hath two galleries besides, and all of the most curious carved work, and all the sides of the ship carved with trophies of artillery and types of honour, as well belonging to sea as land, with symbols appertaining to navigation; also their two sacred Majesties' badges of honour (Charles I. and his Queen), arms with several angles, holding their letters in compartments, all which works were gilded over, and no other colour but gold and black. One tree of oak made for of the principal beams, which was 44 feet of strong serviceable timber in length, three feet diameter at the top, and ten feet at the stub or bottom.

“ Upon the stern head a cupid; a child bridling a lion upon the bulk head; eight forward stand six statues in sundry postures; these figures represent *Cunctivum, Cura, Conumen, Vis, Virtus, Victoria*. Upon the borders of the water are four figures, *Jupiter, Mars, Neptune, Eolus*; on the star-board, *Victory*, in the midst of a frontispiece; upon the block-head stretch King Bdgir on horseback, trampling on seven Kings.”

From some imperfections in the shape and dimensions of the frame, this ship carried guns of unequal calibres on the same deck; while the dimensions seem to have been quaintly contrived, that the tonnage might correspond with the year in which she was built.

Charles had a great partiality for Captain Pett, having gone to sea with him in his own ship two or three times, while he was Prince of Wales.



## ANTI-PIRACY.

IMMEDIATELY after the mass of St. Louis was celebrated in St. Roch's church, at Paris, on September 1st, there was a meeting of Knights, on the invitation of Sir Sidney Smith, President of the *Anti-Pirate* Institution, in the Hall of the Subscribers, Rue St. Honoré, Hotel du Congress, to consider of some accounts lately received from Morocco. The letter of invitation concluded with the names of new subscribers since the last meeting, in the following order; viz. the Chevalier Agne Bourbon; S. E. Danson, Esq. jun. of Bristol; the Chevalier Adolphe Courturier, chef d'escadron; Lord Carrington; Nicolas These, of Cyprus; E. Blaquiere; his Excellency M. Laine; his Excellency the Duke of Richelieu; Count Boubers Abbeville; Lieutenant general Count Bourmont; his Excellency Sir Charles Stuart; his Excellency the Count de Cazes.

Among the persons who were pleased to honour this meeting with their presence, we distinguished the Marshal Count Viomeir, lieutenant-general; the Duke of Damas, Count Etienne de Dufort, Count Bourmont, Count Havincour, the Abbe Alary, Knight of St. Louis, and the Baron d'Ormin, Chamberlain to the King of Prussia.

The President read some extracts of a message which he had recently received from one of his correspondents in Morocco, and which tended to prove that the Emperor of Morocco was sensible of the injustice and barbarity of the Algerine pirates; that he saw the necessity of preserving a neutrality; and that his pacific character might afford an opportunity for an advantageous negotiation with him.

After reading this communication, on which the President occasionally made important observations, he took, in a speech forming the sequel of his general report, a rapid view of the reasons which had determined him to embark in the great cause of the abolition of the slavery of the whites in Africa, and stated in what manner the proposition for that undertaking had been made by him, and approved and supported by some of the Sovereigns of Europe who have deigned to subscribe to this work of charity.

## THE HEALTH OF THE NAVY.

ONE of the great causes of the triumphant conclusion of the last twenty years of war, has been the improved health of the navy. That scourge of a sea life, the scurvy, has, for a length of time, been annihilated, by the method of supplying his Majesty's ships with fresh vegetables, and preserved lemon juice. These arrangements were made by Dr. Trotter, in 1795, when a general scurvy pervaded the Channel fleet. In the *Medical and Physical Journal of London* for last month, speaking on this subject, Dr. Trotter makes use of the following remarkable expressions:—"Without some arrangement of the kind mentioned above, it would have been impracticable for our fleets to keep the sea for the length of time often done; or to have sustained the incessant and laborious duty of a general blockade. In the home seas, and in cold climates, the scurvy is chiefly prevalent. If we compare

the extent of our naval armaments for the last twenty years, with what we have seen and heard of former wars, at a moderate calculation, not less than the lives of 80,000 seamen have been saved in scurvy only, by these changes. Besides, the strength of body and muscular power were preserved, for wielding with effect a heavy artillery in the day of battle; for it is observed in this disease, that a brave man becomes a physical coward. Thus were our ships kept full of men, while our merchant vessels were little molested by impressing, compared with former times." Such an account is highly gratifying to the feelings of every Briton; and it appears to have been effected at an expense so moderate, as never to have been noticed in Parliament. This is economy in the truest sense of the word, when it is made subservient to the noblest purposes of humanity.

#### LAUNCH OF THE HERO.

ON Saturday, the 21st of September, about two o'clock, was launched from the Royal Dock-yard at Deptford, the *Hero*, rated at 74 guns. Viscount Melville, and the other Members of the Board of Admiralty, Admiral Sir Thomas Martin, the Comptroller of the Navy, and the other Commissioners of that Board, attended in their respective barges, and several other persons of rank, and some thousands of spectators. This ship was to supply the place in the navy of the former one of the same name, which was unfortunately wrecked in the dreadful storm on the morning of Christmas-day, 1811, when returning from the Baltic, on the Haak Sand, off the Texel. Of upwards of 500 souls then on board, only eight were washed on shore alive from the wreck, and those instantly made prisoners of war. She was commanded by Captain James Newman, who, together with all his officers, perished. The following are stated to be the dimensions of the present ship:—

|                       |          |                     |            |
|-----------------------|----------|---------------------|------------|
| Length .....          | 176 feet | Depth of hold ..... | 21 feet    |
| Length of keel .....  | 155 feet | Burden .....        | 1741 tons. |
| Breadth extreme ..... | 47½ feet |                     |            |

To carry the following number of guns:—

|                    |    |                      |                      |
|--------------------|----|----------------------|----------------------|
| Gun-deck .....     | 28 | 32-pounders.         |                      |
| Upper-deck .....   | 28 | 18-pound carronades. |                      |
| Quarter-deck ..... | 4  | 12-pounders.         |                      |
|                    |    | 10                   | 32-pound carronades. |
|                    |    | 6                    | 18-pound carronades. |
| Forecastle .....   | 2  | 12 pounders.         |                      |
|                    |    | 2                    | 32-pounders.         |
| Total .....        |    | 80                   |                      |

Crew, including officers, 590 men.

#### BANK OF NEW FORMATION, ST. GEORGE'S CHANNEL.

A new sand-bank appears to be forming between the Isle of Man and the English Coast, in St. George's Channel. On the 31st of May, Mr. [Name], of the *Bee* trawl boat, of Whitehaven, examined it. In passing over its top, and near as he thought, to the middle, he found the

sounding  $4\frac{1}{4}$  fathoms. The top seemed to round up quickly, and to run in the shape of a segment of a circle of near a mile and a half, in an eastern and western direction, *per compass*. Its composition was a hard black sand, and red shells; and at the time the Bee passed the middle of the bank, St. Bee's Head bore E.  $\frac{1}{2}$  N. and Red Brows, near Ramsay, W.N.W. The second cast of the lead, which was done as quickly as possible after the first, was seven fathoms; the next ten; then thirteen and twenty-four, &c. till she got into regular soundings on the mud; and at the time of her passing, it was as near half-flood as could be estimated. Now, supposing the rise of the tides, at spring and neaps, to be at that place about eighteen and nine feet respectively (which is the nearest that can be estimated, from Captain Huddart's survey), when the moon is six days old, which it is on that day, the probable rise of the whole tide, exclusive of winds, will be about twelve feet; the sounding at half-tide being twenty-seven feet. If from this we deduct six feet for the half-tide, it leaves twenty-one feet at low-water on that day; which might prove at that time dangerous to a laden ship of fifteen feet water, if blowing strong; but how much more at springs, when the fall of the tide is considerably increased!

#### LEVEL OF SEAS.

MESSRS. PARROT and ENGELHARDT, of Germany, have determined, with great accuracy, the respective levels of the Black and Caspian Sea, and it appears that the latter has sunk 200 feet, and has lost 30,000 square leagues of its surface. May not the whole, in the course of ages, form a basin like the London and Paris basins? The Mediterranean was determined by the French to be 27 feet lower than the Red Sea; and the Pacific Ocean is known to be 25 feet higher than the Gulf of Mexico.

#### INTERVIEW BETWEEN BUONAPARTE AND A BRITISH NAVAL OFFICER.

THE following is an extract of a letter from an officer of his Majesty's ship Newcastle, to his friend in London, dated the 29th July, 1816:—

“ We all like Admiral Malcolm exceedingly: and we understand both he and Lady Malcolm are already great favourites with Napoleon. You perhaps suppose that Buonaparte can be seen at any time, and by any body—quite the reverse; he has taken great offence with Sir Hudson Lowe, and will only be seen when it takes him in the humour. Having procured Admiral Malcolm's permission to go to Longwood with Mr. Balcome, we set off. It is about five miles from where the Newcastle lies. Marshal Bertrand resides, with his lady and four children, about four miles on the same road, in a small house of two rooms. On our way we called on the Marshal, and took a second breakfast with him. The youngest of his children, as we were leaving them, called out—‘Down with the *fleur de lis*!’—The Marshal reprimanded him, but Madame encouraged him. We then rode on to Longwood. Mr. Balcome sent in his name, and Napoleon came forth. They walked down the garden together for nearly half a mile, and as I went purposely to see this once great man, I used every effort in

my power to throw myself in his way, so walked down the garden after them. When they turned, Napoleon saw me, and asked Mr. Balcome who I was. Being informed I was an officer belonging to the flag-ship, *Las Casas*, who was walking behind with his hat off, was desired to introduce me, and I had the honour of a very low bow from Buonaparte. *Las Casas* and Mr. Balcome being both uncovered, I was obliged to follow their example, although the sun was burning hot, by which I got a bad headache. My interview was short, and what passed was nearly as follows:—

“ Napoleon.—How old are you, Mr. ——? Answer. Twenty-seven years.

“ N. Are you married?—No.

“ N. How many years have you been at sea?—Twelve years.

“ N. You are a young man to be in so large a ship as the *Newcastle*; pray how many tons is she?—Fifteen hundred and thirty-five.

“ N. What metal does she carry?—Our long guns are 24-pounders, and our carronades 42-pounders.—‘*Mon Dieu!*’ exclaimed Napoleon.

“ N. Were you ever on board the French *Egyptienne* I ordered to be built?—Yes.

“ N. Where is she now?—She is at Plymouth, as a receiving ship.

“ N. Is she as large as the *Newcastle*?—No, not quite so large; the *Newcastle* is 50 guns, and the *Egyptienne* is only 48.

“ N. Do you think, if the *Egyptienne* had guns on her gangways, as you have, and the same weight of metal, you could take her?—Yes, in fifteen minutes. The Ex-Emperor shrugged up his shoulders, and laughed.

“ N. What chance then would you have with a French 74-gun ship?—If it was blowing hard, so as to prevent her opening her lower-deck ports, we should take her, not otherwise.

“ N. Very good. How long do you think you would be in taking one of the large 38-gun frigates?—Do you mean French?—Napoleon smiled, and said, ‘No, American.’—In about ten minutes. Napoleon laughed very heartily, and said, ‘Adieu!’ and went to his carriage, which was waiting for him.

“ We are hardly supplied with provisions here. The arrivals from the Cape are but seldom, and the duty is very laborious. There is a ship on each side of the island constantly cruising, and guard-boats from sun-set to sun-rise.”

#### NAVAL SALE.

The following ships and vessels were exposed to sale on Wednesday, the 13th September, in the presence of the commissioners of the navy, at the Navy Office, in Somerset place. Only three of them were actually sold; but we give the list; for, as public property, the public is interested in it. One of the subjoined columns shews the sums at which the vessels were respectively put up, and the other, those at which the commissioners ordered the reductions to *sto*; for it must be recollected, that the plan of these sales is, to put up each ship at a certain value, and to make abatements from the sum named, until the commissioners do not think proper to

make further abatement, or until a bidding be made; upon which bidding any person may advance, and the highest bidder is then declared the purchaser.

There were many persons present at the sale. To some people the consigning of a dozen ships to the hatchet and the saw may be a matter of indifference; but to others, and especially those who have moved amongst them, it is like delivering the cold carcass of a friend to the decomposition of the tomb!

| Put up at<br>£ |                                              | Stopped at<br>£ |
|----------------|----------------------------------------------|-----------------|
| 2500           | Garland, 22 guns, 525 tons .....             | 1900            |
| 1000           | Wizard, brig, 283 tons .....                 | 740             |
| 1000           | Raven, brig, 282 tons, sold at 740/.         |                 |
| 1000           | Sparrow, brig, 284 tons .....                | 740             |
| 960            | Dextrous gun-brig, 180 tons .....            | 580             |
| 1600           | Meteor bomb, 371 tons .....                  | 1400            |
|                | Lying at Deptford.                           |                 |
| 2000           | Guelderland, 64 guns, 1342 tons .....        | 1500            |
|                | Lying at Chatham.                            |                 |
| 1200           | Combatant sloop, 419 tons .....              | 800             |
|                | Lying at Sheerness.                          |                 |
| 4500           | Blake, 74 guns, 1822 tons .....              | 3500            |
| 1900           | Cuba, 36 guns, 873 tons .....                | 1300            |
| 1500           | Squirrel, 24 guns, 563 tons .....            | 1200            |
| 1200           | Pluto, sloop, 426 tons .....                 | 950             |
| 1300           | Speedy, sloop, 379 tons .....                | 1000            |
|                | Lying at Portsmouth.                         |                 |
| 1800           | Prince Frederick, 64 guns, 1267 tons .....   | 1200            |
| 2500           | Bourhonnaise, 38 guns, 1078 tons .....       | 2000            |
| 2700           | Gloire, 38 guns, 1066 tons .....             | 2260            |
| 1800           | Oiseau, 36 guns, 913 tons, sold at 1500/.    |                 |
| 2000           | Wanderer, sloop, 431 tons .....              | 1500            |
|                | Bloodhound gun-brig, 186 tons, sold at 580/. |                 |
| 700            | Conguest gun-brig, 147 tons .....            | 500             |
|                | Lying at Plymouth.                           |                 |

## DOCK-YARD AT SHEERNESS.

THE new works and improvements carrying on in the dock-yard at Sheerness, were lately inspected by Viscount Melville and Admiral Sir George Hope. Upwards of 800 convicts are employed daily for the completion of the arrangements that have been formed.

## PLATE CCCCLXVIII.

*La Parquette Rock.*

**T**HE subject of the annexed Plate is one of a number of rocks which lie off Camaret, a sea port town (according to MALHAM) on the west coast of France, to the south of the channel or entrance into Brest. The road is good, excepting that it is open to the N. which is well defended by forts on the land. By its being so much within St. Matthew's Point to the N.W. with the point of the bay, the sands and rocks, which run far out to the W. and W.S.W. the force of the swelling seas from the bay of Biscay, must, however, be much checked, so as to render it a tolerable anchoring place. It has 10 fathoms at a distance of little more than half a mile from the E. coast of the bay. To sail for it, make the length nearly of the E. point of Bertheaune Road on the N. coast, and then steer S.S.E. a little easterly, for the road of Camaret, which lies in a bight of the land.

From the *Petit Neptune Français*, we extract the following particular notice of La Parquette :—

“ Four miles to the W. by S. of Point Camaret, and  $1\frac{1}{4}$  league S. by E.  $\frac{1}{2}$  E. of Point St. Matthew, lies La Parquette, a rock most commonly above water : [*vide* the annexed plate] when covered, the sea always breaks over it, unless in an extraordinary calm, or at the time of high-water. Between this rock and Toulinguet, you meet with nothing but rocks, mostly under water, and although there are several passages between them, they are known only to the inhabitants of the adjacent coasts.”

## CORRESPONDENCE.

MR. EDITOR,

August 8th, 1816.

**I**N reference to naval abuses, consisting of undeniable and notorious matter of fact, you will, perhaps, permit one well acquainted with the navy to observe, that the punishments to which it refers, as being inflicted contrary to naval instructions, and in express violation of the King's order in council (on which they are grounded), at the fiat of the officer next in command to the captain, are termed “ private punishments !” to which the officers, ship's company, and *surgeon*, are never summoned, nor ever do attend. These are not reported in the “ Quarterly Returns” to the Admiralty, nor is any notice of them recorded in any one official document whatever ;—no, not even in the ship's *log-book*. Hence, nothing at all of this species of abuse, and I may say insubordination, ever reaches the government, the Admiralty, or the public, neither of which would be

inclined to admit that the "*custom of the service*," or any other phrase, could supersede the law of the land.

Were the Admiralty to issue a positive order, that the *whole* of the punishments inflicted, without exception, were to be faithfully reported in the "quarterly returns," and that these documents, instead of being left to the mere casual accuracy of a clerk to draw up, for the signature of his captain, were to be regularly attested by the "signing officers," like all the other ship's books and accounts, this abuse would at once receive an effectual check. I do not by any means intend to say that it exists in every ship in the service, but that it exists in too many instances, especially on board the worst disciplined and least efficient ships, and that too (singular as it may be thought) often unknown to their captains.

N. T. S.

MR. EDITOR,

12th August, 1816:

**P**RAY permit a veteran naval officer to inquire if it is not a most unreasonable arrangement, that while from the List of Naval Surgeons, consisting of no more than 953, there is a "*Retired List*" (by no means too extensive) of 74; yet from the List of Lieutenants, consisting of no less a number than 3,900, there is only a "*Retired List*" of 180!

From the List of Commanders (Majors) there is no "*Retired List*" at all.

Both the two latter classes of officers, who are unhappily without interest, are, under the defective system of our naval regulations, left to pine out the remainder of their existence, destitute of all hope of promotion; whilst all their former services, *whatever they may have been*, are relentlessly consigned to scorn, to neglect, and oblivion. Can this be worthy a great and generous maritime nation? Our naval system of promotion and patronage has been loudly and deeply deprecated by several statesmen of intelligence and reflection; and depend upon it, the manifest disgust thereat, of the older officers, is at this moment spreading its ill effects far and wide throughout the whole service; it is working a sort of paralytic despondency. A man must possess but little knowledge of human nature, to imagine that the ministers of the crown (most particularly the present ones) will spontaneously part with so tremendous an engine of patronage, as the system (if such it can be called) of naval promotion, &c. afford them. No; they will assuredly retain it to the last grasp; it will be, *nay must be*, eventually for *Parliament* to interpose, and rescue the above meritorious members of an honourable profession from the grossest injustice, and unmerited cruelty; and thereby the profession itself from the canker so strongly tending to subvert all cordiality, all good discipline, and thus all *efficiency* in our fleets.

I am, Sir, your very humble servant,

Trafalgar.

MR. EDITOR,

12th August, 1816.

**N**EXT to the internal distress which at present unfortunately prevails throughout the agricultural and manufacturing districts of the country, and to which all eyes are now so anxiously turned, with the eager wish and hope of being able to afford relief, until better times arrive: there is no subject, foreign or domestic, which so much engrosses the attention of the public, as the expedition under Lord Exmouth, long ere now, it is to be presumed, arrived at its destination. Of its ultimate success no one appears to doubt; but many well informed people seem to think, the abject submission of the Algerines will lead to another treaty of *patch-work*, by which the unhappy slaves of some countries will be left to their fate, until an enormous and shameful ransom shall have been paid to these barbarians; this, I trust, will turn out a very mistaken idea of the orders given to the gallant admiral; it is, indeed, the very stone on which he stumbled, when he paid his *late*, I had almost said *inglorious*, visit to Algier.

Although the White Slavery is not so extensive as the Black, yet it is far more horrible; and it is truly astonishing, that our philanthropists have viewed its continuance, I may say its increase, with such apathy and calmness; it is to a no less brave, than humane and chivalrous naval knight,\* that we are now indebted for the prospect of its overthrow, I hope of its complete extinction; for in this case, *half measures* would be unworthy of the naval greatness of Britain, of her power, not only to protect her own subjects from such outrages as have been lately committed, but those of all the weaker powers, whose shores are within the sphere of their depredations; in fact, it would be highly criminal to consent to *any* terms but a *complete abandonment of the piratical system*; with security for their future quiet and peaceable behaviour. Such, I doubt not, have been the tenor of Lord Exmouth's orders; and with the squadron he commands, and his own well tried abilities as a commander, we have every reason to expect a speedy termination of the Algerine crusade, glorious to our arms, and to the cause of humanity. Nor am I without hopes that another subject, no less necessary to be attended to, and no less connected with our naval greatness, will also in its turn receive the consideration and the approbation of government—I mean that of *Impressment*; on this head I have already touched in former letters, and I am so much aware of the delicacy and importance of it, that I would wish, if possible, all the merit of its abandonment should rest with ministers, and with the Admiralty. That it is very practicable, has been, I believe, proved, and is no longer denied; and if so, what time so proper, and in every way so eligible, as in the beginning of peace, after such a long period of war. Many and various plans have been proposed for manning our fleets, without resorting again to this tyrannical and revolting practice; and there can be no difficulty in choosing what appears the most likely to secure the most men when wanted. One of your Correspondents, I believe *Nestor* (who writes feelingly and

\* Sir S. Smith.



zealously on the subject),\* has proposed passing an Act of Parliament, whereby every apprentice to a merchant ship should become bound to serve his Majesty seven years in time of war, if required; and if he enters again, he should be entitled to a bounty of some pounds; this appears to me a very easy way of securing the services of our seamen, of such a proportion of them as may be wanted; for I do not expect (and I am but a middle aged man) to ever see again estimates wanted for 150,000 seamen; those times are gone by, and not likely soon to appear again; and I conceive, were war declared in a few years against any naval power of Europe, or against America, there would be no difficulty in entering the men thus liable to serve, with perfect ease to government, to the country, and to the men themselves, who could choose their ships and captains on their first outset; and who, knowing they *must* serve in the royal navy, would be anxious to enter *early*.† as well to obtain prize-money, as to serve out their time; regulating officers would, no doubt, be still necessary, to enter the seamen, and to *require* the services of those who had not served, and who wished to avoid the King's service; but their duty would be light and pleasant, compared to that of an impress officer of former days; than which, I know of no situation so utterly repugnant to the heart and feelings of a man—of an Englishman. The system of impressment has been *tolerated* from *absolute necessity*; but let us see if we cannot do without it; let the trial be made, at least, for the sake of humanity, and of justice. I am glad to perceive, that the few officers left on full pay belonging to the impress service, are now denominated, *officers for receiving volunteers*. This of itself is an improvement; but, Mr. Editor, who that ever saw *one of these impress lieutenants* pay his visit to a merchant vessel, with his armed myrmidons, would not still shudder at the idea, or the sight of him, when even thus converted into a receiver of volunteers. I have *seen* these men, and such ruffian, tiger-hearted fellows never before met my eyes; they belong to the navy, it is true, but they are a *disgrace* to their profession, being in general not more *heartless* than *worthless*; they were literally dealers in slaves; blood-suckers, enriching themselves by any means, however unfair; and completely verifying the proverb, that—*devils only can do the hellish work*.

This picture, all who have observed the men I have described, either on the Thames, or at Portsmouth, Plymouth, &c. will allow to be *correctly*, however *horribly*, drawn. Yes, Mr. Editor, it is true; and it is equally so, that the continuance of such a system for manning the navy, if any more lenient and effectual can be devised, will be disgraceful to the British nation. I trust it will never more be resorted to; at any rate the feeble voice of ——— shall be raised against it.

*Albion.*

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\* Vol. XXXII. p. 127.

† A new race would be always coming forward every year.

MR. EDITOR,

**A**S the most likely means of giving publicity to a few simple questions which I wish to ask, I have to request you will do me (and I trust the country) the favor of giving them insertion, that (if possible) some one may be found capable of replying, satisfactorily, to the feelings of that neglected class of British subjects—the officers of the royal navy.

1st. Why does a captain in the army receive four shillings and sixpence *per diem* more (independent of other numerous allowances) full pay, than a lieutenant in the navy, the one being of equal rank with the other?

2d. Why does the army officer receive his pay on the 24th of every month, and the naval officer only every three months?

3d. Why does the army officer on a foreign station receive his pay in sterling money, and the naval officer permitted to sacrifice, by an enormous rate of exchange, ninety-nine times out of one hundred, twenty per cent. against him.

4th. Why does a captain in the army receive two shillings *per diem* more, half pay, than a lieutenant in the navy, the one being of equal rank with the other?

5th. Why are the naval officers on half-pay obliged to wait eight (and never less than six) weeks after the expiration of the already protracted three months, before they can receive their present pittance from the hands of government?

6th. Why is an officer in the army handsomely recompensed for any loss of baggage, &c. he may sustain while in active service, and the officers in the navy totally excluded from any remuneration whatever, though a shipwreck may deprive them of their all?

If any of your correspondents or readers can justify the difference of treatment between the two services, I shall be happy to alter an opinion I have long entertained; until then, I shall retain the one I now do; *viz.* that the army are attended to in a manner which does honor to the country, and the navy neglected by that country which it has raised to the pinnacle of maritime glory, by acts of heroism unexampled, in the annals of this, or any other country in the known world.

*Veritas:*

MR. EDITOR,

16th August, 1816.

**I** OBSERVE you are preparing an history of British men of war, from the year 1700, to the close of the late war in 1815; and in many points of view, such a work will be interesting and valuable to naval readers. I am not aware that you mean in this record of the exploits of Britain's Wooden Walls, to mention *particularly*, the *build* of each ship; her *length* of service; her *peculiar excellence*, or *defect* of construction; her character for sailing; expense in repairs, and other (et ceteras); equally important as the actions she fought, or the captains who commanded: but

If you have not already determined to insert such particulars, I would strongly recommend that you add such information, in every instance where you can procure it, wherein any of the above enumerated particulars appear to possess sufficient interest or importance, no matter whether it relate to a French or English built ship; as during the late wars we had a large proportion of the former added to our gallant navy by our matchless tars.

In a former letter, I mentioned the sadly decayed state in which peace had found our men of war; and how large a number of them had been found totally unworthy of repair, far less of service, and therefore sold to be broken up. We are busily employed in replacing them with new ships of oak built or building in the King's yards; and in a few years we shall, I doubt not, be able to boast of a navy of unrivalled excellence, both in ships and men; I am, however, of opinion, that the nation and the Board of Admiralty cannot be too much alive to the importance of having it put into this efficient state as soon as possible; and as I perceive they are still selling off old or decayed ships, I would suggest to you the propriety of adding to *your history* a list of ships sold since the peace, with the times of their service, original cost, defects, &c.; and also a similar one of ships building, or ordered to be laid down, with the improvements recommended, &c. &c. Such details would be valuable to a naval people, whose best bulwarks are her wooden walls; and I doubt not some of your intelligent correspondents belonging to the royal building yards, will readily furnish you with the desired information. I do not mean, by asking for this information, to throw the least blame, or to make any reflections, on former Boards of Admiralty (as the present are not at all accountable, except for putting our ships into an efficient state again as fast as possible), many of the ships now condemned almost *before* performing any work, were built on the spur of the moment, in builders' yards; and it is too notorious, that the nation was tricked and cheated; but I believe the Navy Board, and Board of Admiralty, made the best bargains they could, and the ships were imperiously wanted, with the least possible delay; still it is desirable the fullest information on this subject should be given, to prevent future abuses, and an extravagant and useless waste of money. I am glad to find the system of building in private yards completely, and I hope for ever, abandoned—it has half ruined the navy of England.

In a former letter, Mr. Editor, I made some remarks on improvements which had taken place in the navy, under the present naval administration; and in another, I stated my conviction, that others were *still* wanting to complete the mild and beneficent system I so anxiously wish and hope to see effected, in the direction and management of the navy; the *first* of these I hold to be *the abolition of impressment*. I believe I enumerated some others, deserving and requiring the attention of the Board, and shall not at present repeat them; nor would I have now reverted to this subject, had not a correspondent, under the popular, but I think delusive, signature of "*A Friend to the Navy*," in a late number, boldly maintained, that *no grievances whatever existed*, that they were wild and imaginary bugbears.

the idle tales of disappointed and wicked men. Now, Mr. Editor, I can assure him, naval men in general think that much is yet to be done, although I admit much has been done in the way of improvement; but truth lies in the middle. This writer has inserted a panegyric on the learned *Secretary* of the Admiralty: I believe Mr. C——r is a learned man, and a laborious useful man to the Board; but *he is not popular* with the navy, nor ever can be; he is *too daring—too busy* a Secretary; and as this friend to the navy alluded to his eloquent and convincing speeches in the House of Commons, in reply to Mr. Forbes and others, you will, I trust, forgive me for adding my idea of his eloquent speeches, and unbecoming flippant conduct. I have heard of it also.

The following lines were addressed to him, towards the conclusion of the late American war, and are too strongly descriptive of facts not to be at once recognised by most men of independent minds, as quite applicable to the wonderful *Croker battery* which this *friend to the Secretary*, as much at least as to the navy, asserts, produced such instantaneous conviction on the minds of the members of the House of Commons.

“ While trade protected, Croker *faulsety* boasts,  
New England's cruisers, scour Old England's coasts;  
The secret's out, of Croker's *daring* fibs,  
The Secretary is busy—forging *Courier squibs*;  
And Britain's Navy, long her Country's pride,  
Obeys a Clerk, *whom friends and foes deride.*”

Alfred,

Barbary States.

MR. EDITOR,

Leadenhall-street, August 21, 1816.

I AM about to proceed on a voyage to the East Indies, and am informed that my ship's papers will not be complete without a *Mediterranean pass*; I am thus called upon for about two guineas and a half; besides my being obliged to enter into a bond for 500*l.* I have made inquiry, but cannot learn by what authority this tax is levied on ships not bound to the Mediterranean Sea; perhaps some of your correspondents will have the goodness to inform me what the law is upon this subject, and whether, under the present circumstances, there is any necessity to carry a pass. I have heard it suggested, that the fees received at the Admiralty for these passes are applied to the purchase of presents for the Dey of Algier. Can this be a fact?

I am, Sir, your obedient servant,

Navigator.

On Corporal Punishment.

MR. EDITOR,

21st August, 1816.

PERMIT a constant reader of your valuable work to observe, that the following just remark of that distinguished and experienced officer, and excellent man, Sir Robert Wilson (in his work on military

punishments), cannot be too strongly impressed on the minds of every commander of a ship of war in the British navy, who either values his own character, or the good of the service; in respect to which latter, he bears so important a trust; viz.

“ *When the lash lacerates the back, despair writhes round the heart!* ”

Your's, &c.

*Veritas.*

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On Our Naval Discipline, and Impressment.

MR. EDITOR,

31st August, 1816.

VERY many experienced officers, it is well known, are decidedly of opinion, that the great defect in the executive system of the British navy is, that a greater degree of coercion is practised, or I ought to say suffered to be practised, than what is absolutely necessary.

The “ *carrying every thing by the cat,* ” is happily now, from the salutary influence and indignation of *public opinion*, as a maxim, growing much into disuse.—However, I cannot but deprecate the still existing practice of that kind of smuggling, “ *starting,* ” (beating with ropes' ends), which obtains in many ships, during the *night* watches, and that at the command sometimes even of a gunner, or master's mate, who may be, by necessity, entrusted with the charge of an officer's watch, and which practice is but too frequently effectually concealed from the knowledge of their captains.

One principal cause of the system of coercion complained of, is this; viz. that however incredible it may appear to persons practically unacquainted with the navy, no such thing exists as one general uniform system of *internal regulation* on board each ship. It is true, the “ *Naval Instructions* ” contain (upon paper) a sort of something in this way; but, in point of fact, the internal regulation of every ship in the navy depends upon the “ *captain's pleasure,* ” (as it is termed), and what is in one ship forbidden, is in another encouraged; what in one applauded, in another punished; thus a naval life becomes a continued series of different educations.

To such a pitch is this senseless caprice sometimes carried, particularly in small vessels, that I have witnessed the crew piped after dinner to “ *polish bright work;* ” and kept on their hands and knees at that perfectly useless, and to them most disgusting employment, for *four hours*, and the same repeated for several successive days.

It is generally remarked, that whenever a captain, from apathy, or any other cause, suffers his authority to be usurped by inferiors, as a certain consequence, oppression increases in a tenfold ratio; and depend upon it, Mr. Editor, until these matters meet due attention on the part of ministers, or of parliament, should official negligence render a legislative measure indispensable, which latter, for obvious reasons, were better (if possible) avoided, we shall never be able to man the fleet, or even a small squadron, upon any emergency, with others than *impressed* seamen, dragged on board against their wills, and in violation of their natural rights, and of every

feeling dear to the heart of man, to fight the battles of their country! And that man may fairly be pronounced *insane*, who does not perceive the effect which the march of public instruction, and the irresistible diffusion of knowledge, must inevitably in a short time produce, on the much vaunted "practice of impressment."

Mentor.

P. S. It may be perfectly appropriate here to remark, that the weak and silly advocates of oppression in our navy, are notoriously, in nine instances out of ten, those who have the least claims to professional distinction against the enemies of their country; and equally notorious, that no man ever more disapproved of it, than the great Lord Nelson.



On the Expediency of abolishing by Authority all superfluous 'Iron Work' on board Ships of War; and the Deficiency of Medical Aid in the Navy.

MR. EDITOR,

3d September, 1816.

PRAY permit a Constant Reader to suggest that it would produce great public benefit were the Admiralty to issue a positive order forbidding the use of *iron hammock Grunnets*; *iron hammock stancheons* for the bulwarks; and, in short, all the *superfluous* iron work (there being much of it) on board the fleet. These sort of things might be much more economically substituted by rope or wood, as the case may require; but economy is not my object in this communication, which is intended to submit a proposition for sparing the invaluable lives of our invaluable seamen; for it is well known that, at close quarters in action, these, and similar articles, when struck by the enemy's shot, fly off, and frequently produce prodigious havoc amongst the crew; and, most assuredly, there is no one ship or vessel in the British navy, of whatever class, whose complement of seamen, even when *complete* (which is seldom or ever the case) is by one man too much. Indeed, excepting the three-deckers, the establishment of men is much too small in *all* of them; and, when men are unavoidably absent in prizes or on other duties, and that there is a long *sick-list*, this dreadful and glaring defect in our naval system is, too frequently, most severely felt.

It may be here observed that notwithstanding the late increase of assistant-surgeons in some ships, there is still a lamentable deficiency of *medical aid* on board ships of war, so that the wounded men *cannot* be dressed for a considerable time after they are carried down to the *cock-pit*.

I am, Sir,

Your very obedient humble Servant,

Navalis.

MR. EDITOR,

ON a careful examination of the epitaph on Captain Wright,* at page 120, I observe one false print in it; viz. line 9, for CLARVS read CLARIS. The word REBVS is repeated at too short an interval, lines 13 and 15. Line 13 might perhaps better stand thus:—FORTVNÁ. ALIQVAMDIV· PROSPERA· VSVS. I could wish, through the medium of your Chronicle, to point out to those who may have the superintendance of transferring the epitaph to the stone; that the classical rule concerning

* The inscription of Captain Wright's monument, as published in our last number, has produced us the following, from a very respectable correspondent, whether in the way of critical reflection on it we know not. We shall, however, avail ourselves of this opportunity to lay it before our readers, as we shall any other communications of the like kind, whether in Latin or English, verse or prose, as a tribute of respect to the memory of our unfortunate countryman:—

1.

JOHANI WESLEY WRIGHT

Hic sepultus jacet illustris apud Anglos navarchus Lutetiæ in carcere vivorum sepulcro vulgo *Le Temple* dicto, mane in lectulo faucibus resectis repertus est mortuus.

2.

Innocens innocenti ploratus.

3.

Aversa quidem non vero senescet
Veritas et forsán olim!

4.

Extinctum crudeli funere nobis flebilem flebit patria flebunt externi flebunt etiam ignoti!

5.

Non patriæ solúm sed et generis humani defensor claris editus ætavis corde generosus prudens consilio manufortis rebus in adversis constans in vinculis animi ferox ab omni abjectione animi nec non desperatione longè abhorrens—quid plura? nobis perit Wright! coram Deo cui nihil latet sat multa! urgent lacrimæ! silendum est dum lux fiat.

6.

Anicó posuit æternum memor amicus.

GULIELMUS SIDNEY SMITHE, &c.

Were we inclined to criticize the above, we should object particularly to *jacet* "*Le Temple*," and to *faucibus resectis*. The author has, perhaps, had in view the following passages of classic authors:—viz.

1. *Intra juventam prematuro exito interceptus.* (Germanicus.) TACIT. i.
2. *Veneris ploratus Adonis.* Ov. *art. aman.* i. 75.
3. *Dicentem aversa tuetur.* (DIDO.)
4. *Exitum crudeli funere Daphnim flebant.* Fcl. ix.
Cunctis flebilis—milli flebilior mihi—Germanicum flebant etiam ignoti.
(TAC. ut supra.)
5. *Macenis ætavis edite regibus.* HOR. I. i.
Quis octavo ingenio prudentior. CIC. *pro Auentio.* 107, also Ov. *Metam.* xiii. 360.

inscriptions is this:—the stop between every word should be always placed exactly $\frac{1}{3}$ up the perpendicular height of the letters, as thus, H.S.E. and not in this manner H.S.E. at the bottom; and there should not be any stop at the end of a line, or of a sentence, or at the end of the whole, excepting only where an abbreviation occurs. Upon this you may rely.

Journals



MR. EDITOR,

I WISH that you would have the goodness to point out to the Commissioners of the Customs, for the benefit of those who are compelled to have any thing to do with the customs, the very great inconvenience and unnecessary expense they are subjected to, by being obliged to have their baggage transported to London, instead of being inspected, as it ought, on board the ship. An officer in the navy lately was compelled to send, from Woolwich, his trunks by water, to the Custom-house, London, though there were on board several officers of the customs and excise. He called at the Custom-house, and was absolutely detained by one of its officers (or a person acting for one of them) five days, at a considerable expense, and the trouble of having sent three times for his trunks before he received them; and then paying as under:—

	£	s.	d.
From Woolwich to London	0	6	0
Landing, Wharfage, and Carriage to Warehouse	0	7	6
Warehousing	0	4	0
Cording	0	3	0
Clearing	0	10	0
Carriage to lodging	0	6	0
	<hr/>		
	£1	16	6

Which, in the first instance, by having been examined on board, would have cost him in the whole but 8s.; his other expenses I have not added; *viz.* a post chaise to town, *1l.*

Now, is this not a great abuse? I have seen a paper stuck up that no officer of the customs shall take money or bribes; nor none are to act as brokers, &c. He never employed this person—the officer alluded to knew, not it was necessary these sort of harpies should be looked after—and if such people do not act for the officers of the customs, which I think in this case I can make appear, it is an imposition that demands the interposition of the Commissioners.

Your Admirer,

Viator.

SHIPWRECK.

LOSS OF THE MEDUSE FRENCH FRIGATE.

(From the *Journal des Débats*.)

THIS frigate was carrying out the French governor of Senegal, and, besides its complement of seamen, had a number of officers and soldiers on board. The following are some details respecting this lamentable as well as inexplicable affair, written by one of the actors and sufferers in this scene of unparalleled horror. It will be proper to mention, that the recital commences at the moment when, the *Meduse* having been wrecked, it became necessary to divide the crew among the boats of the frigate, and a raft which was hastily constructed of its masts and yards.

[The writer, we suppose, leaves it to the captain and other marine officers, if alive, to explain how the shipwreck took place.]

“ On the 5th of July, 1816, the embarkation of the crew and of the soldiers in the boats and raft took place without order, and in the greatest confusion; there ought to have been 80 seamen on the raft, and scarcely 10 were put upon it. One hundred and forty-seven persons were confided to this frail machine. The precipitation with which it was built prevented it from being fitted up with railings, because, probably, those who caused it to be constructed had no intention of committing themselves to it. The raft was about 60 feet long: if solidly put together, it would have been able to bear 200 men; but we had soon cruel proofs of its weakness. It was without sails or masts; there were placed upon it a number of quart measures of flour, five barrels of wine, and two casks of water; but not a single biscuit.

“ Scarcely had 50 men set foot on the raft, when it sunk at least two feet. To facilitate the embarkation of other soldiers on the raft, we were compelled to throw into the sea all the quarts of flour; the wine and water were alone preserved, and the embarkation was continued until we found ourselves 147 in number. The raft had sunk at least 3 feet, and so closely were we huddled together, that it was impossible to move a single step. Fore and aft we had the water up to our middle. At the moment we left the frigate, about 20 lb. of biscuit were thrown to us, which fell into the sea, whence it was recovered with difficulty, and reduced almost to a paste: we prized it, however, in this state.

“ It had been settled that all the boats of the frigate were to tow us, and the officers who commanded them had sworn that they would never abandon us. I am far from accusing these gentlemen of a breach of honour; a fatal chain of circumstances doubtless compelled them to renounce the generous plan which they had formed to save us or die with us. These circumstances merit a scrupulous investigation.

“ The boat in which was the Governor threw to us the first towing rope. Shouts of *Vive le Roi* were a thousand times repeated by the people on the

raft, and a small white flag was hoisted on the extremity of a musket-barrel. The commandant appointed to the raft was a midshipman of the first class, of the name of Coudin.

“ If all the efforts of the boats had constantly acted upon us, favoured as we were by the sea breeze, we should have reached land in less than three days, for the frigate was not wrecked more than 12 or 15 leagues from the shore : such were the calculations of the officers, which turned out to be correct, because on the very day of departure, the boats got sight of land before sun-set. The 1st lieutenant of the frigate, seeing that his efforts became useless, after having towed us *alone* for a few moments, cut the cable attached to the raft, and left us to our fate. Several persons declared to me, that after this operation they heard the barbarous cry of *Let us abandon them !* I had this fact from several persons : though I would rather wish to believe that humanity and honour inspired other sentiments in them who had engaged by oath to conduct us to land.

“ Indeed, we were not convinced that we were entirely abandoned, until the boats were almost out of sight. Our consternation was then extreme : all the horrors of famine and thirst were then depicted to our imaginations ; and we had also to struggle with a treacherous element, which already covered one-half of our bodies. All the sailors and soldiers gave themselves up to despair, and it was with great difficulty that we succeeded in calming them.

“ We had embarked without having taken any nourishment : hunger began to make itself imperiously felt : a little biscuit, steeped in a little wine, formed our first repast, and it was the best we made during our abode on the raft. Some order was established for the distribution of our wretched pittance : by the first day, which passed in tolerable tranquility, the biscuit was exhausted. In the night our hearts and our prayers, by a sentiment natural to the unfortunate, turned towards Heaven : we invoked it with fervour, and derived from our prayers the advantage of hoping for deliverance.

“ We still cherished the idea that the division of boats would hasten to return to our assistance ; night however came without fulfilling our hopes—the wind freshened, there was a considerable swell of the sea ; what a frightful night !

“ During this night, a great number of our passengers who had not a seaman’s foot tumbled over one another ; in fine, after ten hours of the most cruel sufferings, day arrived. What a spectacle presented itself to our view ! 10 or 12 unfortunate creatures having their lower extremities entangled in the interstices left between the planks of the raft, had been unable to disengage themselves, and had lost their lives. Several others had been carried off the raft by the violence of the sea ; so that by morning we were already 20 fewer in number.

“ We deplored the loss of our unfortunate companions ; but we did not, at the moment, anticipate the scene that was to take place next night. The hope of seeing the boats again in the course of the day supported our courage ; but when it was disappointed, depression followed, and from that moment a seditious spirit manifested itself by cries of fury.

“Night came on: the sky was covered with thick clouds; the sea was still more terrible than on the preceding night: and the men, being unable to hold fast to the raft, either fore or aft, crowded towards the centre, the most solid part. Almost all those perished who were unable to reach the centre: the crowding of the people was such, that some were stifled by the weight of their comrades, who were falling upon them every moment.

“The soldiers and sailors, giving themselves up for lost, fell a drinking until they lost their reason. In this state they carried their delirium so far as to display the intention of murdering their chiefs, and destroying the raft, by cutting the ropes which united its different parts. One of them advanced, armed with a hatchet, to execute this design, he had already begun to cut the ligaments, which was the signal of revolt. The officers came forward to restrain these madmen; that one who was armed with a hatchet, with which he dared to threaten them, was killed with the stroke of a sabre. Many of the officers and some passengers joined us for the preservation of the raft. The revolted drew their sabres, and those who had none armed themselves with knives. We put ourselves in a posture of defense, and the combat commenced. One of the rebels raised his weapon against an officer; he fell that moment, pierced with wounds. This firmness appeared for a moment to intimidate the mutineers; but they closed in with one another and retired aft to execute their plan. One of them, feigning to repose himself, had begun to cut the ropes with a knife, when, being advertized of it by a domestic, we darted upon him: a soldier, wishing to defend him, threatened an officer with his knife, and aiming a blow at him, struck only his coat. The officer, turning about, floored his adversary, and threw him into the sea, as well as his comrade.

“The battle soon became general: the mast broke, and, falling upon Captain Dupont, who remained senseless, nearly broke his thigh. He was seized by the soldiers, who threw him into the sea. We perceived this, and were in time to save him: we placed him on a barrel, whence he was torn by the mutineers, who wished to dig his eyes out with a knife. Roused by such ferocity, we charged them with fury, dashed through the lines which the soldiers had formed, sabre in hand, and many of them paid with their lives for their madness. The passengers seconded us. After a second charge, the fury of the rebels was subdued, and gave place to the most marked cowardice; the greater part threw themselves on their knees, and asked pardon, which was immediately granted.

“We thought order restored, and returned to our post in the centre of the raft. It was nearly midnight: we kept our arms. After an hour of apparent tranquillity the soldiers arose anew: they were quite mad; but as they still enjoyed their physical strength, and were, besides, armed, it became necessary again to act on the defensive. They attacked us: we charged them in turn, and soon the raft was strewed with their carcasses. Those of our adversaries who had no arms endeavoured to tear us with their teeth: many of us were cruelly bitten; I was so myself in the legs and on the shoulder. There were not more than 12 or 15 of us to resist all those wretches, but our union formed our strength.

“Day at last broke on this scene of horror: a great number of these mad-men had thrown themselves into the sea. In the morning we found that 65 men had perished in the night, a fourth of whom drowned themselves in despair. We had lost only two of our party, and not a single officer.

“A new misfortune was disclosed to us at day-break. The rebels, during the tumult, had thrown into the sea two barrels of wine, and the only two casks of water which were upon the raft. There remained only one cask of wine: we were still *sixty-seven* men in all: it became necessary to put ourselves on half rations. This was a new subject of murmur at the moment of distribution. Matters came to such a pitch, that it was necessary to resort to an extreme measure to support our wretched existence. I shudder with horror while I retrace that which we put in practice; I feel my pen drop from my hand: a mortal coldness freezes all my limbs, and my hair stands on end. Great God! Dare we still raise towards you our hands dyed with the blood of our fellow-men. Your clemency is infinite, and your paternal goodness has already granted to our repentance the pardon of a crime which was never voluntary, but that of the most awful necessity!

“Those whom death had spared in the disastrous night which I have just described threw themselves ravenously on the dead bodies, with which the raft was covered, cut them up in slices, which some even that instant devoured. A great number of us at first refused to touch the horrible food; but, at last, yielding to a want still more pressing than that of humanity, we saw in this frightful repast only deplorable means of prolonging existence; and I proposed, I acknowledge it, to dry these bleeding limbs, in order to render them a little more supportable to the taste. Some, however, had still courage enough to abstain from it, and to them a larger quantity of wine was granted.

“The following day passed away without relief. Night came, and we took some moments of repose interrupted by the most cruel dreams. In fine, the 11th sun since our departure from the ship rose to shine upon our woe, and to show us ten or twelve of our companions stretched lifeless on the raft: we committed their bodies to the deep, reserving only one, destined to feed us.

“In the evening, about four o’clock, a happy event brought us some consolation. A shoal of flying fish got under our raft; and as there was an infinity of open spaces between the planks, the fish got entangled there in numbers. We pounced upon them and made a considerable capture, more than 300. Our first movement was to thank God for this unlooked-for benefit. By means of some dried gunpowder, a flint and steel, some tinder and rags, with the fragments of a cask, we procured some fire, on which we broiled the fish, and ate them with avidity; but we still joined to this some of that sacrilegious flesh which roasting rendered endurable, and which the officers and myself touched for the first time. The night was fine, and would have been esteemed by us fortunate, had it not been interrupted by a new massacre. Some Spaniards, Italians, and Negroes, who had remained neutral in the first revolt, or had come over to our side, formed a plot to throw us all into the sea. It was necessary to re-assert our arms; the difficulty was to ascertain the guilty; they were

pointed out to us by some faithful seamen. The first signal of combat was given by a Spaniard, who, placed behind the mast, embraced it closely, made the sign of a cross, and invoked the name of God, brandishing at the same time a long cutlass. The seamen seized and threw him into the sea: the mutineers ran to avenge their comrade; they were repulsed, and order was restored.

“Day broke upon us for the sixth time: at the hour of repast I counted our people; we were only 30; we had lost five of our faithful seamen. The survivors were in the most deplorable state; the salt-water had taken off the epidermis of our lower extremities: we were covered either with contusions or wounds, which, irritated by the salt water, forced from us horrible cries: so that only about twenty of us were able to keep on our legs and walk about. Nearly all our wine and store of fish were exhausted: we had wine left for only four days, and only about twelve fish remaining. In four days, we said, we shall have consumed the whole, and death will be inevitable. Seven days have now passed since we were abandoned. We calculated that, if the boats were not swamped on the coast, they would require at least three or four days to reach St. Louis: it would then require some time to dispatch vessels, which again would require some time to find us. We resolved to hold out as long as possible. In the course of the day two soldiers crept behind the only cask of wine left: they pierced it, and were drinking with a pipe. We had all sworn that the man who should resort to such means should be punished with death. This law was executed on the moment, and the two culprits were thrown into the sea.

“Thus there remained only 28 of us. Out of this number 15 alone appeared able to exist for some days longer; all the others, covered with large wounds, had wholly lost their reason. However, they had a share in our rations, and might, before their death, consume 40 bottles of wine; those 40 bottles of wine were to us of inestimable value. We held a council: to put the sick on half-rations was to delay their death by a few moments; to leave them without provisions was to put them to a slow death. After a long deliberation, we resolved to throw them into the sea. This mode, however repugnant to our feelings, would procure to the survivors provisions for six days, at the rate of three quarts of wine a day. The resolution taken, who was to execute it? The habit of seeing death ready to pounce upon us—despair—the certainty of our infallible destruction without this fatal expedient—every thing, in a word, had hardened our hearts, become insensible to every other feeling but that of self-preservation.

“Three seamen and a soldier took upon themselves this cruel execution. We averted our eyes, and shed tears of blood over the fate of these unhappy creatures. This sacrifice saved the 15 who remained; for when the brig *Argus* fell in with us, we had only one repast of wine left, and this was on the fifth day after the cruel event which I have just described. The victims had not more than 48 hours to live; and by keeping them on the raft, our subsistence would have been gone two days before our deliverance.

“After this catastrophe we threw all the arms into the sea; they inspired us with a horror that we could not conquer. We had scarcely wherewith to spend five days on the raft; they were the most painful of all. Our minds were soured; even in the arms of sleep, our imaginations depicted the mangled limbs of our unfortunate comrades, and we invoked death with loud cries. A burning thirst, redoubled by the rays of a fiery sun, consumed us; it was such that our parched lips sucked with avidity the urine, which we endeavoured to cool in small tin vessels. We sought also to allay it by drinking sea-water; but this diminished thirst only for a moment, to render it more acute the next instant,

“ Three days passed in anguish inexpressible: we despised life to such a degree that several of us were not afraid to bathe even in sight of the sharks which surrounded our raft. We were convinced that there remained in our cask only about 12 or 15 bottles of wine: we began to experience an invincible disgust at the flesh which had fed us hitherto.

“ On the 17th, in the morning, Captain Dupont, casting his eyes towards the horizon, perceived a ship, and announced it to us by a cry of joy: we perceived it to be a brig, but it was at a very great distance; we could only distinguish the top of its masts. The sight of this vessel spread amongst us a joy which it would be difficult to describe. Fears, however, soon mixed with our hopes; we began to perceive that our raft, having very little elevation above the water, it was impossible to distinguish it at such a distance. We did all we could to make ourselves observed; we piled up our casks, at the top of which we fixed handkerchiefs of different colours. Unfortunately, in spite of all these signals, the brig disappeared. From the delirium of joy we passed to that of dejection and grief. For my part, I envied the fate of those whom I had seen perish at my side. I then proposed to trace an abstract of our adventures, to write all our names at the foot of it, and to fix it on the upper part of the mast, in the hope that it might reach government and our families. Two hours after, the master-gunner of the frigate uttered a loud cry: joy was depicted in his visage; his arms were stretched towards the sea; he scarcely breathed, and all he could say was, ‘ *We are saved! yonder is the brig coming towards us!*’ It was, in fact, not more than the third of a league off, having all sails spread, and manœuvring to pass quite close to us. Tears of joy flowed from our eyes. Every one laid hold of handkerchiefs or different pieces of linen in order to make signals to the brig, which was rapidly approaching. Our joy was at its height when we perceived at its mizen a large white flag; we exclaimed—‘ It is to Frenchmen, then, that we are to owe our deliverance!’

“ The *Argus* had now come within two musket shots of us. The crew upon deck, waving their hands and hats, announced to us the pleasure they felt in bringing relief to their unfortunate countrymen. In a short time we all found ourselves on board the *Argus*. Figure to yourselves fifteen miserable creatures, almost naked, with bodies and faces scarified with the sun’s beams, ten of whom could scarcely move, the epidermis being rubbed from all their limbs; our eyes hollow and fierce; our long beards gave us still a more hideous aspect.

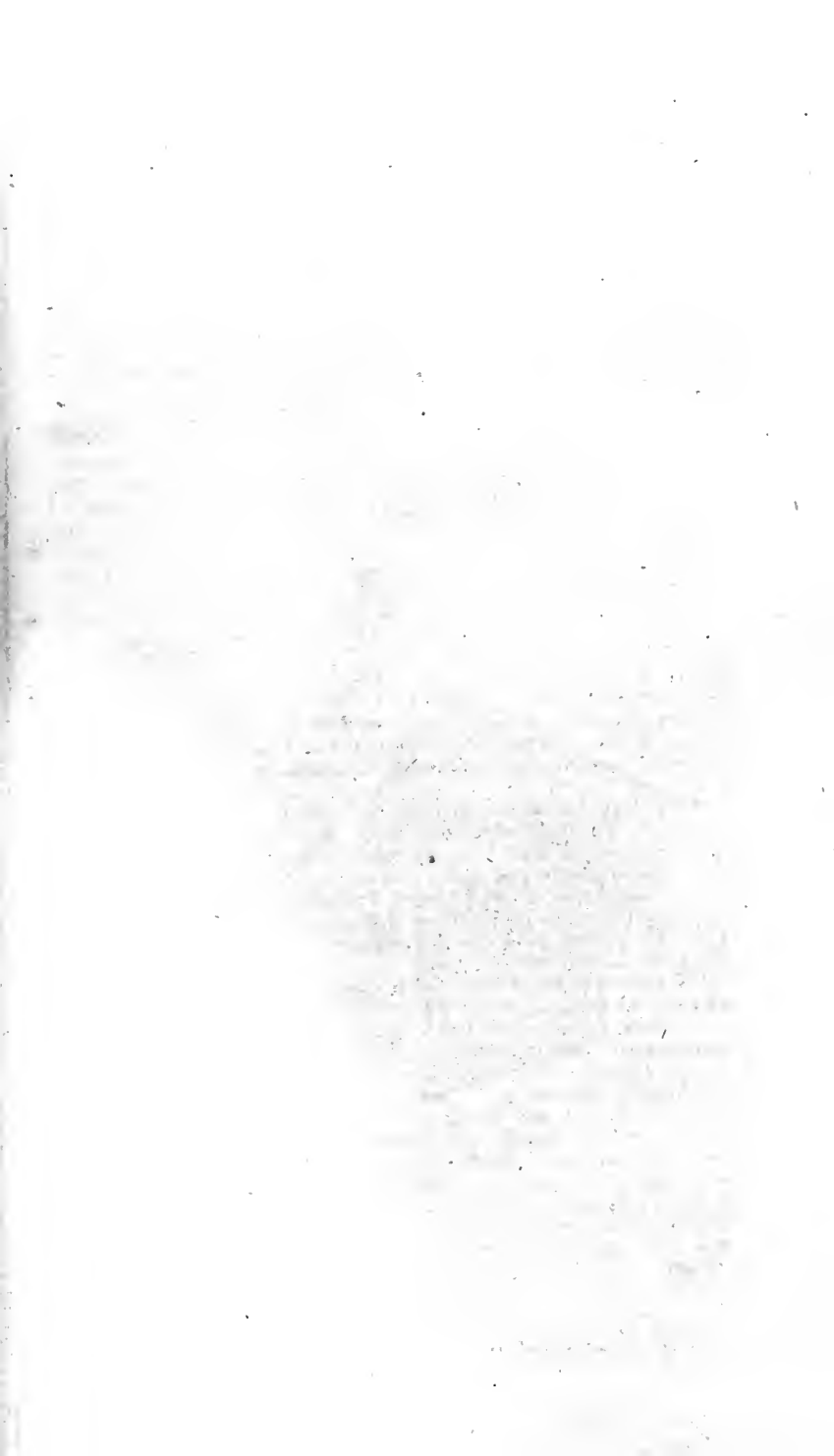
“ We found on board the brig some excellent soup, which was in preparation for us the moment we were perceived: it was mixed with good wine, and thus our exhausted strength was recruited. The most generous cares and attentions were lavished on us; our sores were dressed, and even next day several of the sick got up, and were able to walk a few paces.

“ In closing this recital of the unheard-of sufferings which we endured for twelve days, I may be allowed to mention the names of those who shared them with myself. They were, Messrs. Dupont, L’Heureux, Lozac, Clairret, officers of the troops; Correal, engineer for Cape de Verd; Griffon du Bellay, secretary of the Governor; Coudin, midshipman of the first class; Savigny, second surgeon of the frigate; one serjeant major; Tourdat, master-gunner; Lavilette, passenger for Cape Verd; Coste, seaman; Thomas, pilot; Francois, inspector of infirmary; and Jean Charles, soldier.

(Signed)

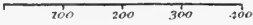
Savigny, Surgeon.”

“ On board the corvette *Echo*,
Aug. 22, 1816.”



Plan of ALGIER, 1784.

Scale of Yards.



S E A

References.

1. Ancient fort and pharos
2. 2. 2. Batteries
3. Battery of the Marine
4. Dyke or pier of the mole
5. The chain of the mole
6. The Jetty
7. Fort Calli
8. Al-cassar, or the citadel

Fort of the English



Fort Babalouet
or of the road



Palace of the Dey
and of the Divan

THE CITY

The port

Fort of the Tamarins



Fort of Charles V.



Fort Babousson
or Baba Ramazan



Beach where the army of CHARLES V.
was wrecked

M E D I T E R R A N E A N

PLATE CCCCLXIX.

Plan of Algier, 1784.

THE annexed plate represents the city, its forts, and the mole, reduced from a plan published at Paris in 1785, by Mr. BRION-DE-LA-TOUR, geographic engineer; to which was annexed a geographical and historical notice, of which the following is a translation:—

“Algier, antiently the Mauritania of Cæsar, and Numidia, at present forms part of Barbary in Afric. It comprehends few cities; there are in fact vast heaths, which are without towns or even villages, and where the inhabitants encamp like armies. After the empire of Marocco, it is the most powerful of the barbaric states; but Marocco obeys an absolute despot, whereas Algier is a sort of military aristocracy, under the protection of the Othman Sultan, at the head of which is a sovereign styled *Dcy*; who is elected by the Turkish militia, the only nobility of this country. It rarely happens that such election is made without effusion of blood, affairs being for the most part discussed there by the edge of the sword. The Sultan sends thither from time to time certain officers denominated *capidji-bashi* (*i. e.* chief-porters), whom the Algerines are obliged to entertain during the term of their residence, and to heap presents on them; therefore they get rid of them as soon as possible; and the commands of the monarch are oftener eluded than respected. The Emperor of Germany, however, has, by dexterous negotiation, so managed as to render the Othman Porte responsible for all injury done to the imperial flag by any of the barbaric regencies; whereas the other Christian powers, aiming only to escape the piracy of these barbarians, and to preserve their subjects from slavery, contract the obligation to make them annual presents, even of materials for their armaments! The commerce of Algier, which is almost entirely in the hands of Jews, is none of the most flourishing: but the deficiency is made good by piracy, on which the law of MOHAMMED is silent, and which even renders such riches to the state, that it has been estimated that treasure to the amount of 150 millions (*tournois*) has been accumulated in the citadel called *Al-cassar*. Besides the city and district of Algier, its territory is parted in 3 provinces, to wit, the east, the west, and the south, the governors of which bear the title of *Bey*: the first resides at Constantin, the second at Tlemsen, the third appears to have no fixed station (but is itinerant according to circumstances). These *Bey*s pay into the coffers of the state a sum annually, not exceeding 250,000 *livres tournois*, besides a specific contribution of 117,000 for the troops, whose standing force is about 20,000 Moorish cavalry. The city of Algier is situated near the ruins of the ancient *Rusucurru*: it is a sufficiently handsome place, and presents an amphitheatrical aspect to the sea, which is the more agreeable, from the houses having flat-roofs, which serve as terraces: the narrowness of the streets procures a constant shade, highly salutary and refreshing in this arid climate. This capital is the richest, as

well as the strongest, place in all Barbary; although its defenses are somewhat irregular and ancient: it is not large, but extremely populous; insomuch that it contains about 160,000 inhabitants, of whom 12,000 are soldiers, principally renegados, and 40,000 slaves. The Spaniards, under the reign of FERDINAND and ISABELLA, towards the end of the 15th century, extended their conquests along the coasts of Africa, and subdued the Algerines, who called to their assistance the famous pirate nick-named BARBA-ROSSA: but he, after delivering them, made himself master of Algier in 1516, and governed in so despotic a manner, that the people eventually revolted, and sought to shake off the yoke by the very aid of the Spaniards. After his death, his brother, SHERED DIN, was elected king by the soldiery; but shortly discovering symptoms of disaffection, in 1519 he adopted the expedient of abdication, and placing his government under the paramount dominion of the Turkish empire. CHARLES V. besieged Algier unsuccessfully in 1541. In the commencement of the following century, the militia, disgusted with the vexations committed by the Turkish *Pashas*, superseded their authority by the election of a *Dey* (or senior officer), and established that form of government which has ever since subsisted until the present day. The English, irritated by the piracies of the Algerines, destroyed their shipping in 1655, and 1670: the French, from similar provocation, bombarded the place in 1682, and 83. It was on this latter occasion that the *Dey* of Algier uttered that celebrated repartee:—“*the French emperor had only to give me a quarter of the expense he has been at in subduing my city, and I would have undertaken not to leave one stone upon another.*” In 1510, the *Dey* BABA-AALI attained the object of getting rid of the *pasha* sent from Constantinople, and obtained from the Sultan the permanent union of that title with the dignity of *Dey*. In 1775, the Spaniards, commanded by General O'REILLY, were so rudely repulsed by the Algerines, that they determined to take their revenge in 1784, in conjunction with the Portuguese, Neapolitans, and Maltese, under the command of DON ANTONIO BARCELO; but this attack was not much more fortunate than the preceding, except that perhaps they inflicted a loss upon the Barbarians equal to what they themselves sustained: the particulars are the details of this brief expedition.”

It is well known favored with the loan of a curious and scarce old French book, entitled:—“*Histoire de Barbarie et de ses corsaires; où il est rapporté le gouvernement de leurs rois de leurs cruautés de leurs mœurs de leurs sortiliges et de plusieurs autres particularitez relatives à leur vie: avec celle des grandes miseres et des cruels tourmens qu'endurent les esclaves captifs parmy ces infideles: par le R. P. Fr. PIERRE DAN, Religieux de l'Ordre de S. Benoist, Religieux du couvent de la Sainte-Trinité et redemption des esclaves au chateau de Fontaine-bleau, Bachelier en theologie de la Sorbonne.*” (Paris. 1637.) From this work, of 514 pages in small type, we have translated the following passages, as especially analagous to the present subject.

“The first step towards the suppression of piracy in Cilicia and elsewhere in

the Mediterranean, by POMPEY the Great, and his lieutenants, the reverend author continues :—

“ This defeat, of which the description is by no means irrelevant, seems to me the most memorable which has occurred in ancient times; and if I have detailed it at some length, it is because it teaches us the means of restraining the cruises and depredations of the barbaric pirates of our day. This, in my opinion, would not be difficult, if those Christian princes to whom belong the ports and isles of the Mediterranean, and who hold the fortresses of the strait of Gibraltar, and elsewhere in the Levant Seas, would confederate for the common good of Christendom, and would always keep several vessels well armed and manned, in readiness for the special service of giving chase to these barbarians, and to oppose their violence. I am sure, that if during only 5 or 6 years, we tried perseveringly to keep their cruizers in check, and leave the sea no longer free to them, this system would effectually ruin them, and we should get quite rid of the nuisance.”

“ Every year the regency of Algier forms 3 flying camps of so many companies of *yeni-cheris*, each composed of 2 or 3 hundred picked men, more or less according to the nature of the service. Of these, one is detached to Tlemsin (or Tremezen) of which it assumes the denomination; the second marches on the side of Bona [*Hippo*na] and Constantine; the third moves southward towards Negro land, even into the very desert: this is considered as seriously taking the field, and the campaign lasts 7 or 8 months. Each corps is commanded by an *Agha*, who is authorised to levy an annual contribution called *lisme* upon the *douars* and *barracks* of the Moors and Arabs, who seldom pay but by constraint and force. For as it is a kingdom founded upon tyranny and licentiousness, the government is ill-recognised by its tributary subjects, who know pretty well when these armed collectors go their rounds, and therefore, without waiting for their arrival, decamp with their entire baggage and live stock, and retire into fastnesses, where they hope to evade or resist the payment of this odious tax, which is exacted pursuant to an arbitrary assessment on each *douar*, according to its reputed population and riches. When money is not to be had, it is taken in kind by distraint upon every species of possession,* which is urged to such severe extremity, that sometimes the very children are carried off as slaves or hostages. Now, it seems a marvellous thing, that one of these bands, of not more than 300 men, should so easily coërcé the natives, who sometimes assemble in bodies of from 7 to 8 thousand: the truth is, that these latter are only armed with *hazegays* and *cimetars*, without address or self-confidence; whereas the former are experienced warriors, provided with good fire-arms, in the use of which they are habitually expert. The scribe of the Divan (whose office corresponds nearly to that of a secretary of state), is ordinarily charged with the formation and regulation of these camps, which he does

* In short, it seems a genuine “ *property-tax*.”

by selection from a roll or roster, of all the militia receiving pay, wherein every man is registered according to seniority, and an entry is made of the times he may have been employed on this service, which must be performed by rotation, upon pain of stoppage of pay. Although they are mostly foot-soldiers, yet they are allowed to keep a horse if they think fit; but the discipline is so exact, that no camp-followers or useless mouths are permitted, unless it be that some of the chiefs may have slaves to take care of their horses. On the eve of their departure, they assemble without the city-gates, and encamp. To every 10 men there is a *Bolook-bashi*, or an *Oda-bashi*, and a cook from the establishment of the Divan, who is more particularly charged with preparing the table of the chief officers. The soldiers' ration consists of ammunition-bread, a little oil and vinegar, some rice or *cooscoos*. If they chuse to have meat or other provisions, they must purchase it for themselves: but in general they find means to procure it without expense, when once they have taken the field. The *lisme* being collected, it is brought to Algier, and duly accounted for to the Divan by the proper officers. It is to be remarked, that one of the principal advantages the soldiery derive from these land cruizes, is that they (those more especially who march southward) bring back quantities of ostrich-feathers, which constitute a merchandise light and easy of conveyance, and readily disposed of to advantage.

"In the year 1627, 3 Algerine ships, conducted by a German renegade named COME-MORAD, were adventurous enough to go so far as Denmark; where, landing in the island of Iceland, they carried off into slavery several families living in detached situations, amounting to no less than 400 persons. But not to go so far back: in the year 1631, MORAD Reis, a Flemish renegade, went so far as England, and from England to Ireland, where making the land towards the evening, he detached about 200 men in his boats, who landed at a petty hamlet named Batinor [*sic**], and surprised several fishers who lived in that island. They carried off 237 persons, men, women, children, even to infants in the cradle; which done, they took them away to Algier, where it was a piteous thing to see the poor creatures exposed to sale. For they then separated women from their husbands, and children from their parents. Then, as I said, there was to be seen the husband on one side, and on the other the wife, from whose arms they were tearing away the daughter. I learnt this at Algier, from several slaves of this very number, who assured me that there was not a Christian who could refrain from tears at the spectacle of so many virtuous maidens and women of respectable condition, abandoned to the brutality of these barbarians."

[To be continued.]

* Qu? Baltimore.—(Tr.)

STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENEED AT VIENNA ON THE 29TH DECEMBER, 1814.

[Continued from page 54.]

No. XIII.

A Letter from a Correspondent of the Anti-barbaric Institution, to Admiral Sir SIDNEY SMITH, President of the Knights' Liberators of White Slaves in Afric, dated Algier, November, 1815.

SOME time has now elapsed since the Consul-general of * * * * * at this regency communicated to me a circular, dated Vienna, 20 January, 1815, and signed by your Excellency in your quality of President of the illustrious association formed in that capital for the benevolent purpose of relieving, consoling, and liberating the unhappy slaves in Barbary. In that document, inquiry is made into the number, the state, and the necessities of these unfortunate people, as well as into the means which could be most usefully employed for restoring them to liberty.

As to the three former points, it will be very easy for me to satisfy you by telling you all that I myself know upon the subject; but as to the fourth, that is to say, absolute liberty, (which it is right to take into serious consideration) it might be unsuitable for me to discuss that topic, without the express authorization of my superiors.

Sixteen hundred men, belonging to almost all the nations of Europe, and above all to the kingdom of the Two-Sicilies, are here groaning under the tyranny of the Algerine regency, doomed to daily and toilsome labor, from sun-rise until night: they have no other respite than the Friday of every week, and the two annual mohammedan festivals, and the single christian holy-day of Christmas. Their daily food consists of 2 pounds of ammonition bread, with a few dried beans, or olives; the whole of very bad quality. They receive once a year a suit of clothes, which will hardly last a month; and they have no other resource than the opportunity of asking alms on their way to and from the place of work to the bagnio-prison, wherein they remain shut up during the whole day of the above-mentioned festivals, and on those days of cessation from labor they receive no other allowance than a single pound of bread; for which they are indebted to a charitable foundation by an *Agha*, who having in his youth endured the

misery of bondage, left at his death a rent charge upon his real property, consecrated to that pious purpose.*

It is also essential, as is justly said in your circular, as well for the cause of religion and humanity, as for the honor of Christendom, to put an end to this slavery, which disgraces the history of modern Europe; for this shameful tyranny exists at the very doors of civilized nations, only because they choose to tolerate it. It seems to me superfluous, to establish hospitals, or to contribute temporary relief, which could never suffice for the incurable evil and daily need. The number of persons in want of succour is very great. I doubt whether a thousand ducats would suffice to furnish the means of subsistence, even during the few starving holy-days in each year.

May heaven further your generous thought in favor of these poor slaves! no less desirable for the security of commerce, and for the honor of European nations. Such are my vows! † I could almost say my hopes. But if by a fatality which I will not allow myself to believe, it shall prove impossible for you to realize your designs, there is no man of sensibility who will refuse you the merit of at least having the first used your endeavors to plead and render triumphant the cause of outraged and suffering humanity. Among the glorious feats which honor your individual character, this alone is sufficient to inspire me with eagerness to offer you my respectful homage.

(Signed)

* * * * *. ‡

No. XIV.

EXTRACTS FROM THE CORRESPONDENCE OF THE AMBASSADOR AND THE CHARGE D'AFFAIRES OF TWO OF THE POWERS WHO HAVE NOT YET CONCLUDED TREATIES WITH THE OTHMAN-PORTE.

Extract of a letter from the Ambassador of the King of Sardinia to the President of the Knights-liberators, dated 20 April, 1816.

By the next courier I shall feel it both my duty and a pleasure to transmit your letter to the Count de Vallaise, begging him to communicate the

* It is worthy of remark (and be it recorded here in due praise of musulman charity and the integrity of its administration), that under the law of Mohammed, which is far from being so anti-christian as is vulgarly supposed, the first who has contributed to the relief of the poor white slaves is an Algerine Agha! and that the tyrannical power which holds them in bondage, nevertheless watches over the faithful application of this testamentary bequest. This is the *Koran*—What says the *bible*?—“Go and do thou likewise.”

† *He erit in votis!* (Fr.)

‡ The correspondent's name is suppressed, in order not to commit this humane and energetic person; whose devotion to this righteous cause is such, that he has not been stated repeatedly to expose himself to danger in pleading the cause of humanity in the very face of the barbarous authority under which this inhumanity is exercised.

same to the minister of war, and of the marine, the Marquis of Saint-Marsan, who will find therein additional proof of the interest you take in our welfare, for which the King our master will feel beholden to you, as he will be charmed to testify personally, if you execute your scheme of going to Turin and Genoa during the approaching summer. This very interest which you take will cause you to learn with the more lively satisfaction the news which I have just received, that on the 3d instant, Lord Exmouth, the British admiral, had concluded in his Majesty's name a treaty of peace with his Highness the *Dey* of Algier; by which there is assured unto the subjects of his Sardinian Majesty, liberty of commerce and freedom of flag, without the payment of tribute, either by way of premium for the treaty, or annual. This consolatory intelligence has been brought to H. M. by the brig *Calypso*, and it has been practically promulgated at Genoa by 51 of the King's subjects, redeemed after the rate of 500 *piastres* a head. It has been equally agreed, that H. M. should establish a consul-general at Algier. The fleet under the same admiral was preparing to sail for Tunis and Tripoli, to the end that a similar peace may be concluded with the other barbaric regencies.

Persuaded that you will partake of the very great pleasure which I have derived from this annunciation, I have the honor to offer you the assurances of my lively acknowledgment, and of my high consideration, &c.

The Marquis Affieri De Postegne.

Extract of a Letter from the Chargé-d'Affaires of the Court of Portugal at that of France to the same, dated 21 April, 1816.

I felicitate you on the peace concluded between Sardinia and Algier, by the powerful intervention of England: may it be followed by other pacifications tending to assure the tranquil navigation of the Mediterranean; and may the liberal principles of the worthy President of the Rights-liberators of the white slaves, thereby become less obnoxious to the Porte, as to operating a change in the political constitution of the barbaric powers, without dread of European ambition!

The Chevalier Brito.

Declaration of his Highness MAHMOOD Basha, Bey of Tunis, addressed unto his Excellency, Baron EXMOUTH, Knight-Grand-Cross of the most Honorable and Military Order of the Bath, Admiral of the Blue Squadron of his Britannic Majesty's Fleet, &c. dated Tunis, 17 April, 1816.*

IN consideration of the great interest taken by H. R. H. the Prince-

* Also a member of the institution of the Knights-liberators of white slaves in Afric.

Regent of England, to fix limits to the slavery of Christians, his Highness the *Bey* of Tunis being willing to testify his sincere desire to maintain the amicable relations which now exist between him and Great-Britain, in proof of this his pacific disposition, and of his esteem for the European Powers, with whom his Highness desires to consolidate a durable peace,* declares, by these presents, that in case of war with any of the said powers, no captive shall be reduced unto slavery; but shall be treated with all possible humanity, as prisoner of war, according to the forms adopted and practised in Europe; and that at the end of the war, all such prisoners shall be exchanged and sent back to their country.

Given *per* duplicate in our palace of Bardo, near Tunes, the 19th day of the moon *Jemad-al'oual*, in the year of the *Hégiréh* 1231.

No. XV.

Translation of a Motion made in the French Chamber of Peers, on the 9th April, 1816, by the Viscount DE CHATEAUBRIAND.

GENTLEMEN,

I AM going to have the honor of submitting to you the draft of an address to the King. Its object is to claim the rights of humanity, and to efface, I will venture to say, the shame of Europe. The Parliament of England, in abolishing the black slave-trade,† seems to have indicated to our emulation the object of a more noble triumph: let us cause white slavery to cease. This slavery exists too long on the coasts of Barbary; for, by a peculiar dispensation of Providence, which has placed the example of chastisement on the spot where the fault has been committed, Europe pays for the evils she has introduced to Afric, by rendering back unto it slaves for slaves!

Gentlemen! I have seen the ruins of Carthage: among those ruins I have met the successors of the unhappy christians, for whose deliverance St. Louis devoted his life a sacrifice. The number of these victims augments daily. Before our revolution, the corsairs of Tripoli, of Tunes, of Algier, and of Morocco, were kept in check by the order of Malta; our ships ruled the Mediterranean; and the standard of PHILIP-AUGUSTUS still made the infidels tremble; profiting by our discord, they have dared to insult our shores. They have carried off the entire population of an island; men, women, children, young and old, all has been plunged into the most frightful servitude. Doth it not remain to the French, born for glory and for generous enterprise, at length to accomplish the work begun by their forefathers. In France, the first crusade was preached: it is in France that the banner of the last must be unfurled; without, however, departing from the character of our times, and without employing means no longer

* See No. 1. of this documentary series, B. C. xxxiv, 521.

† See the vote of Parliament, which immediately follows this article.

in unison with our manners. I know that for ourselves we have little to fear from the powers on the African coast; but the more we are self-protected, the more nobly we shall act in standing forth the opponents of their injustice. Little trading concerns cannot any longer outweigh the grand interests of humanity: it is time that civilized nations emancipate themselves from the shameful tribute which they pay to a handful of barbarians.

Gentlemen! If you entertain my proposition, and that, practically speaking, it may fail elsewhere by extraneous circumstances, at least your voice will have made itself be heard: there will remain to you the honor of having pleaded so fair a cause. Such is the advantage of a representative government, by which every truth can be told, every useful thing proposed; by which the virtues may be modified without being weakened, may be conducted to the same end, but by a varied impulse. Thus no longer knights, we may be illustrious citizens: thus may philosophy boast of the glory of having obtained in an enlightened century, what religion attempted in vain during an age of darkness. This is attached to the success of my proposition.

Gentlemen! Be pleased now to hear my motion:—That an address be presented to his Majesty by the Chamber of Peers, humbly praying his Majesty to order his minister for foreign affairs to write to all the courts in Europe, in order to open general negotiations with the Barbary-powers, for inducing those powers to respect the flags of European nations, and to put an end unto the slavery of Christians.

House of Lords, 5 May, 1814.

Resolved, *nemine dissentiente*, that the following address be presented to H. R. H. the Prince-Regent:—

“WE humbly represent to your Royal Highness, that we have seen, with unspeakable satisfaction, the beneficial and happy consequences of the law, by which the African slave trade has been, throughout all his Majesty’s dominions, for ever prohibited and abolished; and that we rely, with the fullest confidence, on the gracious assurances, which both his Majesty and your Royal Highness have condescended to give to us, of your endeavours to obtain, from other powers, that co-operation which is still necessary for the completion of this great work. It well became Great Britain, having partaken so largely in the guilt of this inhuman and unchristian traffic, to stand forward among the nations of Europe, and openly to proclaim its renunciation. This duty we have discharged; but our obligations do not cease here. The crimes countenanced by our example, and the calamities created or extended by our misconduct, continue to afflict an unoffending people. Other European nations still carry on this commerce, if commerce it can be called, in the lives and liberties of our fellow-creatures. By their intervention, its clandestine continuance is encouraged and facilitated in our own dependencies. By the same cause, the desolation and barbarism of a whole continent are prolonged; and, unless some

timely prevention be applied, the returning tranquility of Europe, the source of joy and exultation to ourselves, will be the acra only of renewed and aggravated miseries to the wretched victims of an unprincipled and relentless avarice. With all humility, therefore, but with the utmost earnestness, we supplicate your Royal Highness, that the whole weight and influence of the British crown may be excited in the approaching negotiations to avert this dreadful evil. In the name of our country, and on the behalf of the interests of humanity, we entreat that the immediate and total abolition of the slave trade may be solicited from all the sovereigns of Europe. No moment we think, was ever yet so favourable, for stipulating a joint and irrevocable renunciation of those barbarous practices, and for promulgating, by the assembled authority of the whole civilized world, a solemn declaration, that, to carry away into slavery the inhabitants of unoffending countries is, to violate the universal law of nations, founded, as that law must ever be, on the immutable principles of justice and religion. It is on those sacred principles, the safeguards of all lawful government, the bulwarks of all national independence, that we wish our proposal to be rested; on them we rely for its success: recommended, as it will be, not by the exhortations only, but by the example of Great Britain, and addressed to the rulers of those states, which have themselves so signally been rescued by Providence from danger and destruction; from internal desolation, and from subjection to a foreign yoke. On all it must, we think, impress itself with equal force; whether they be ranked among the deliverers or the delivered; among those whom a merciless oppression had already overwhelmed, or among those whose moderation and justice in success have added lustre even to the firmness of their resistance, and to the glory of their victories. No worthier thanks, we confidently believe, can be offered to Providence for past protection; on no better grounds can future blessings be solicited, than by the recognition and discharge of the great duties which we all owe alike, to the rights, the liberty and the happiness of our fellow-creatures."

EXPEDITION AGAINST ALGIER.

NOTWITHSTANDING the recent dazzling success of our arms before Algier, which simply estimated as a naval exploit is perfect, we still deem it seasonable to reprint an article from one of the early volumes of the *Babal Chronicle*,* that comprises the deliberate opinion of an eminent seaman and statesman, demonstrating the danger and uncertainty through which the propitious star of England, and the dauntless valor of her sons have successfully carried her through, on the occasion of this second edition of Copenhagen. But it must not be forgotten that the grand political object of the institution for the abolition of white slavery

* See *B. C.* viii, 161, for the year 1802.

cannot yet be said to be permanently assured by a mere capitulation at the cannon's mouth.

Thoughts relative to an Expedition against Algier.

“Whosoever knows Algier, cannot be ignorant of the strength of it; the inhabitants consist principally of desperate rogues and renegados, that live by rapine, theft, and spoil, having renounced God and all virtue, and become reprobates to all the Christian world. This town is, and has been of so great annoyance to the Christians lying over against it, that they have been oftentimes forced to attempt it by surprise; but still have failed of their designs, either by intelligence the town has had, or by their carefulness to defend it; for no man but must think that a town which depends on its own strength, being in continual dangers of stratagems, and sudden surprises from the bordering enemies, both Moors and Turks, who have the convenience of galleys to transport and land an army at pleasure, will be extraordinary watchful and circumspect to fortify itself, and withstand all dangers that can befall it.

And if those Christian countries that lie open to the places aforesaid, could never prevail in their sundry attempts, being nigh them, and having conveniency to embark and transport an army without suspicion or rumour, and to be succoured by the islands of Minorca and Majorca, if necessity required, but especially having intelligence with some of the town for the delivery of it, as about fourteen years since it happened, by the practice of a renegado, called Spinola, which failed, what hope have we then to prevail, who cannot so secretly furnish an army or fleet, but that all the world must ring of it in their gazettes and other intelligencies? Or if it be once known in Marseille, it cannot be concealed many hours from Algier, there being a settled trade and correspondence between those two cities.

But allowing our designs to be kept secret till the very time we arrive upon that coast, yet the warning will be sufficient for a garrison town of less force, and fewer men than Algier, to prevent a surprise.

In such a case as this the time and wind is principally to be regarded; for a large wind that is good to carry a fleet into a landing place in an open bay, will be dangerous if it over-blow upon a lee shore, and it will make so great a sea, that it will be impossible for men with their furniture and arms to land without apparent danger; and what resistance a few men are able to make, I leave to consideration.

On the other side, if we ply into the bay with a scant wind, and it gives us a good entrance to land, by reason of the smoothness of the sea, yet the defendants shall have these advantages; they will descry us from the shore a long time before we can draw near, and consequently can have time sufficient to withstand our landing. With their galleys they may cut off our boats with our men, if ships ride not within command of the shore; besides many other casualties the sea and weather afford. Besides, our boats can land but the third part of our men at once; by which means we shall attempt to land but with the third part of our army; and if we do it near the town they will still have warning enough; or if it be far off the march will be inconvenient, and they warned by fires.

But if we fail of surprising Algier, and they attempt it by siege, we have neither necessaries to land our ordnance, nor to draw it to a place fit to raise a battery, wanting engines, cattle, and other conveniences for that purpose. It must be considered how to relieve our siege, and defend our besiegers against the sallies of the town, which have ten men to one of

our's. We must likewise forecast, if we fail of the attempt, to bring off our men with safety, as a point of great providence in a commander.

Whosoever shall enterprize Algier, his greatest strength by sea must be in gallies, which can run near the shore, and command the landing place with their ordnance; or if an enemy draw down his forces there to withstand him, he may soon bring about his gallies, quit that place, and land where he shall see no danger: ships cannot do so when they are at anchor, but must have wind and tide for their purpose.

But all I can say is nothing to what follows; for you must understand the Algerines are a sort of outlaws, or miscreants, that live in enmity with all the world, acknowledging the great Turk in some measure for their sovereign, but no farther than they please themselves. Now that part of Barbary where Algier is seated, is a spacious and fruitful country, and abounds in numbers of people; and though the king of it be a Mohomedan, as well as the Algerines, yet they live in perpetual hatred and war; but so, that if either of them is attacked by Christians, they will presently join as partners in mischief; and we shall no sooner land, but be welcomed by three or four score thousand of these ungodly people. Having shewn the impossibility of taking Algier, either by surprise or siege; now shall follow the little use we can make of it; either to annoy the King of Spain or any other potentate; as also the small profit we shall make of it; no, not so much as to defray the tenth part of the garrison, or any hope to go farther with a conquest.

If it be conceived to lie conveniently to annoy the King of Spain, or any other enemy, it will prove otherwise, considering the distance from England to be relieved, and the many casualties we shall undergo at sea, having neither the Christian nor Turkish shore to friend, and yet we must sail in the Mediterranean, where we cannot pass unseen or unmet, because of its narrowness.

The harbour of Algier which must entertain us, is of so small a compass, that it will not receive above twenty ships, which number, and no more, we must allow both to annoy and defend ourselves from all enemies, either Christian or Turkish.

The place affords neither victuals, powder, masts, sails, ropes, or other necessaries that belong to ships; and if there be but a want of the least of them, England alone must supply them. Then consider the charge and danger that is likely to follow to this little purpose; for the expense is certain, and less than five thousand men cannot be allowed for garrison, and the twenty sail of ships aforesaid. The profit and advantage that can be made of it, must be by theft and rapine by sea, which the Turks cannot afford us, they having little or no trade in shipping. The princes of Italy are in the same condition; and therefore our only hope must depend on the spoils of Spain, which we cannot expect in the Strait, they having no trade of importance upon those coasts; and what we shall take without the Strait we shall sooner do from England than Algier; and prizes so taken will be sooner and safer brought for England than carried to Algier, where they must pass so many dangers, as I have said before.

When this following action against the Turkish pirates was in agitation, it was solicited by the late Lord High-Admiral of England, the Earl of Nottingham, who not long after resigned his office to the Duke of Buckingham, who being young, and infected with the disease of youth, to hearken to base flattery, gave ear to those that thought to make use of his favor with the king, and advised him to promote this voyage, promising it would rebound to his everlasting honor at the first entrance into his power: but the event of it shall appear to be caused by the ill management of it; for no doubt but the intention was to be commended, and the management was to be blamed."

HYDROGRAPHY, PILOTAGE, &c.

ASIA:

Memoir on the Geography of the coast of China, and the sea eastward; illustrative of a chart comprehending the coasts and seas from the river of Canton to the Southern Islands of Japan. By JAMES BURNEY, Esq. R.N.

[Continued from page 160.]

THE Banks of Formosa were noticed both by De La PEROUSE and BROUGHTON. How much and how blameably the East Indian geography of VAN KEULEN has been neglected by later geographers, appears by these banks being laid down (as far as I have seen) only in VAN KEULEN. Great attention was paid in furnishing both the French and English navigator with all requisites, Mr. De La PEROUSE especially, with geographical information; yet neither of them had any knowledge of the existence of these banks, until with their ships they came into danger. Mr. De La PEROUSE being near the S.S.W. end of the Pong-hou Isles, found abrupt variations of depth from 40 to 11 fathoms; but did not come into less than 11 fathoms. The south-eastern extremity of this bank, was estimated to be in latitude $22^{\circ} 52' N.$ De La PEROUSE says, "this sudden shoaling was not the soundings of the coast of China from which we were 30 leagues distant, but of a bank which is not laid down upon the charts." Captain BROUGHTON likewise, near the South-western Islands, came into 3 fathoms water: it was in the night, and the land was not seen to enable him to note the bearings or distance; but it is probable he was very close to one of the islands. Captain BROUGHTON describes the Pong-hou Isles to be "a cluster of rocks, some even with the water." It is therefore to be supposed that the unevenness of bottom may extend to some distance round them in all directions.

The Lequios, or Lieou Kieou Islands, were first made known to Europeans by information from the Chinese. In 1584, Francisco Gali, a Spanish pilot, sailing from China towards New Spain, came near, but not in sight of the Lequios, and was informed by a Chinese mariner, that they were many islands with good ports. HESSEL GERRITZ has laid down the Lequios not much amiss in situation, but in a shape that shews he had no acquaintance with their coasts. In the year 1719, the Emperor of China sent a Doctor of the Empire, named SUPAO KOUANG, as ambassador to the King of the Lieou-Kieou Islands. The Doctor returned in 1720, and in 1721 printed, in two volumes, a narrative of his voyage. From this publication, a description of the Lieou Kieou Islands is given in the *Lettres Edifiantes*, accompanied with a chart, drawn to accord with the Chinese Memoires, by P. GAUBIL, a Missionary who was at Peking.* The chart,

* *Lettres Edifiantes*, Vol. xxiii. edit. 1731.

though far from correct, corresponds extremely well, in the general character of the size and position of the islands, with what has since been learnt concerning them. These islands were visited in 1796-7, by Captain Broughton; and in 1803, by the Frederick, of Calcutta. Captain Torry touched at several parts of the principal island, and at other islands of the groupe; and made a chart of them, which, in the parts near his track, is very circumstantial. From the charts of Captain Broughton and of Captain Torry, which agree in all the main particulars, the Lieou Kieou Islands are here laid down. Captain Torry was not more successful in his endeavours to trade at these islands than at Nangasaki. The trade of the Chinese with the Lieou-Kieous is carried on principally from Foucheou-fou, in the province of Fokien.

The islands between the Lieou-Kieou and Formosa have many of them been seen by De La Perouse and Broughton, whose descriptions fully confirm the Chinese accounts, as communicated by the Rev. P. Gaubil, and do credit to Chinese geography. Several of the islands in P. Gaubil's chart have been identified by personal intercourse of Captain Broughton with the inhabitants. The Pat-chong-chan, Tay-ping-chan, Ou-komi, Kou-mi-chan, Mat-chi-chan, and Lun-hoang-chan, or Sulphur Mountain of P. Gaubil's chart, are clearly recognised, as well from position as from similitude of name, in the Pat-chu-san, Typin-san, Koru-mak, Komi-sang, and Temat-chi, seen by Captain Broughton, and in the Sulphur Island, seen by Captain Torry. The greatest error in P. Gaubil's chart seems to be in the shortness of the distance between Tay-ping-chan and Pat-chong-chan. It is necessary to mention that the islands laid down on the authority of Captain Broughton, I have copied from his manuscript chart.

Mr. De La Perouse saw a small island in latitude $24^{\circ} 35' N.$ and longitude $1^{\circ} 21' E.$ from the S.E. point of Botel Tobago. He passed by its west side, and has marked it in his chart with the name of Koumi. Captain Broughton saw a single small island nearly in the same latitude, and about $20'$ more eastward; but neither of these can be Koumi, which is specified to be the largest of the nine islands which lie most to the south-west of the great Lieou-Kieou. The situation assigned to Koumi by P. Gaubil's Chart and Memoir, is to the west of Pat-chong-chan; and other particulars of the description of Koumi seem to correspond with the island Rochosokoko of Captain Broughton's chart.

But in VAN KEULEN's chart of Formosa is inserted a notice near the east coast, in latitude about $23^{\circ} 40' N.$ that at the distance of 19 or 20 miles (Dutch mile,) due east from that part of Formosa, lies Harp's Island. VAN KEULEN's chart did not extend so far eastward, and therefore the notice was inserted. The direction and distance being specified in so direct a manner, have the character of proceeding from substantial authority. Harp's Island may possibly be Koumi. HESSEL GERRITZ and a chart in VALENTYN, both mark islands on the east side of Formosa, within a few leagues of the north-east coast.

Two of the northern islands of GAUBIL's chart were seen by both Mr.

Do La PÉROUSE and Captain BROUGHTON, and are marked by Mr. De La PÉROUSE with the names Hoa-pin-su and Tia-oy-su.

The islands N.N.E. of the great Lieou-Kieou, between that and Japan, are laid down from the charts of Captains COLNET and BROUGHTON, and of Captain TORRY.

The islands laid down as above mentioned between Formosa and Japan, comprehend nearly all that are in P. GAUBIL's chart. I have entered the small island Ykina from P. GAUBIL, giving it a little more distance from the island Typinsan, as it was not seen by Captain BROUGHTON, who sailed by the south side of Typinsan.

With the northern Bashee Islands the chart terminates southward.

In ANSON's voyage, Botel Tobago and the northern Bashees were seen at the same time, not from the deck, but from the topmast head, consequently their bearings could not be taken with great exactness; but they were remarked to bear "about N.N.W. and S.S.E. from each other." Mr. De La PÉROUSE estimated the channel between Botel Tobago Xima, and the northernmost Bashee islands, to be 16 leagues wide, and the latitude of the northernmost Bashee $21^{\circ} 9\frac{1}{4}'$ N. The missionary ship, the Duff, passed through the channel in 1797. It is an odd, and certainly an unlucky similarity of circumstance, that in De La PÉROUSE's voyage, a plan should have been made of the relative position of all these islands, the result of more than 200 bearings, taken by Mr. BERNIZET, who sailed with Mr. De La PÉROUSE; and that also in the Missionary ship the Duff, a plan of the northern Bashees should have been made by Mr. WILSON, the chief mate; that a history of each of these voyages should have been given to the public; and that in each of the publications, so useful a plan should have been omitted! On examining the MS. plan by Mr. WILSON, with chart No. 43 of De La PÉROUSE's voyage, which is of the sea eastward from China, and with De La PÉROUSE's narrative, the following differences are found: the northernmost Bashee island is in Mr. WILSON's plan placed in latitude $21^{\circ} 4'$ N. which is a difference of full $5'$ in the altitude. Another difference is, that in the chart to Mr. De La PÉROUSE's voyage, near the northern isle on its western side, is a smaller isle or rock; whereas in Mr. WILSON's plan the northern isle has two such companions, one near its north-eastern, the other near its south-western part. This want of agreement is the more remarkable, as both Mr. De La PÉROUSE's ship and the missionary ship passed to the north of all the islands, and they must have been seen in the same directions from both.

I have been favored with a chart of the eastern side of the Bashee islands, by Captain A. MURRAY, of the East India Company's ship the Earl-Howe, who sailed close along that side of the Bashees in December 1805. Captain MURRAY places the northernmost island in $21^{\circ} 8'$ N.; but this latitude is deduced back from the run *per* log to the southernmost island, close to which the latitude was observed, giving for the most southern part $20^{\circ} 17'$ N. I take Mr. De La PÉROUSE's latitude for the northern Bashee; *i. e.* $21^{\circ} 9\frac{1}{4}'$ N. as an error the other way would be the most liable to lead into danger; and this higher latitude is corroborated

by Captain HORSBURGH's chart of the Bashees lately published, wherein the most northern Bashee reaches to $21^{\circ} 10' N.$

The most important part of Captain HORSBURGH's chart, and to shew which was its principal design, is a dangerous reef, situated nearly in mid-channel between the north Bashee and Botel Tobago Xima, not before marked in any chart, and of which this is the first public notice given. Captain HORSBURGH mentions in his chart, that in January, 1800, the Swedish ship Oster-Gotland, commanded by Captain GADD, made a reef in lat. $21^{\circ} 45' N.$ by observation, and when in one with the east-end of Botel Tobago Xima, it bore N. $\frac{1}{4}$ W.* In July 1809, the ship Cumbrian,

* In order to afford the reader a fair specimen of the graphic execution of the chart referred to in the text, the HYDROGRAPHER has selected that portion with which it terminates to the South-east-ward, comprising the celebrated island of Formosa, and HORSBURGH's very useful determination of the Cumbrian shoal :—



commanded by Captain TATE, saw a reef with several of the rocks above water on its western part, lying in the same direction from Botel Tobago Xima, but in latitude deduced from good observations on the preceding and next succeeding noon, $21^{\circ} 35' N$. Concerning the situation of the reef or reefs I am the more particular, because Mr. De La PEROUSE was a whole day becalmed in mid-channel between Botel Tobago Xima and the north Bashee, without seeing any reef, although his track in chart No. 43 of his published voyage, is drawn making a perfect zig-zag over and about the very spots pointed out by Captain GADD and Captain TATE. This led me to suspect that the south-end of Formosa had been mistaken for Botel Tobago Xima, and that the Vele Rete Rocks had consequently been supposed a new discovered reef. I communicated my conjectures to Captain HORSBURGH, who was so obliging as to send me very satisfactory extracts from the journals of the above-mentioned ships, whereby it appears that Captain GADD, steering a westerly course, soon after leaving the reef, made the south end of Formosa, bearing N.W. b.W. : and that Captain TATE saw the Northern Bashees at the same time the reef was in sight: Captain HORSBURGH is of opinion, that the reef seen by the Cumbrian is the same which was seen by the Oster Gothland. Admitting this to be the case, which is extremely probable, a difference of ten miles in the latitude by observation cannot satisfactorily be accounted for otherwise than by supposing error on each side, and the truth between. I have thought it best to mark both in the chart; but the Directors of the East India Company will see the necessity of causing a channel now so much frequented by their ships, to be carefully examined and surveyed.

The figure given to the Prata is nearly the same as in VAN KEULEN. In the return from Captain Cook's last voyage, November 1779, we were near the Prata; so near indeed, and to windward, that it being in the night, and blowing strong, we were in considerable danger, and doubtful whether there was room to veer the ship, or whether we should make sail, and endeavour to tack. At day-light, in running along the south side, we observed two remarkable patches near the edge of the reef, that looked like wrecks.

The island with the name Amsterdam, near the eastern edge of the chart, is laid down from the Dutch charts.

The Abrojos is from an old Spanish chart, and according to the Spanish table of latitudes and longitudes in the *Navegacion Especulativa*.

Having had occasion, in writing a third volume of the *History of the Early Voyages and Discoveries*, to notice the settlements of Europeans on Formosa, and to give a short history of European intercourse with Japan, the present chart was undertaken to accompany, and to explain the narrative; but believing it to be fit for sea use, I have been induced to publish it separate, and without waiting the completion of the work for which it is intended. This will account for its want of extent southward; also for the projection being circular, and for the chart not being on a larger scale. With respect to the projection, however, the mariner should not complain of want of accommodation, when, as in the present case, every degree is

ruled, and he is thereby furnished with compass and scale close at hand in every part of the chart, by intersections which mark the four cardinal points, and give him a measure of twenty maritime leagues. The projection is on the principle of that called the globular, the aim of which is to preserve one proportion in the distances, and a uniformity of scale throughout the chart, and is constructed according to a theorem for determining the curvatures of the parallel arcs, as explained in the appendix to the first volume of the *Early Discoveries*.

January, 1811.

✎ The reader desirous of more ample information touching the coasts, &c. alluded to in the foregoing memoir, is referred to the *B. C.* xxiv, 220; xxx, 214; to the *Asiatic Annual Register* for 1809, vol. xi, and to HORSBURGH'S *India-Directory*, part ii, and in the *Additional Appendix* to the same. The latter work especially presents the following descriptions:—

Formosa:—(or Pakan, called also Tay-wan, or Ty-oan) is about 70 leagues in length, extending nearly N.N.E. and S.S.W. the land is generally high, up the country, but low in some places sea-ward; with soundings near the shore, particularly on the west side. On the southern part is a high double-peaked mountain, discernible 20 leagues in clear weather, from which the land slopes down to a low projecting point called the South cape, or S.E. point of Formosa. This point is situated in latitude $21^{\circ} 54' N.$ longitude $121^{\circ} 5' E.$ by mean of many chronometers and observations of \odot $\&$; and bears about W. $\frac{1}{2}$ S. from the west end of Botel-Tobago-Nima, distant 18 leagues. N.E. ward of the point there is a village, with a harbour for small vessels; and there is said to be soundings near it on the west side. N.W. ward of this cape about 13 leagues, is Lamay isle, situated about 3 or $3\frac{1}{2}$ leagues distant from the coast, with soundings between. About 13 or 14 leagues farther northward lies the harbour of Ty-oan (formerly the Dutch settlement of Fort Zeeland), with a table-hill island E.S.E. ward. This harbour, and the other inlets along the same coast, are mostly fronted by shoals; and from the entrance of the river Pon-kan, in latitude $23^{\circ} 25' W.$ sand banks project 3 or 4 leagues to the easting. Ty-oan will not admit vessels drawing above 8 feet, and the other inlets also are shoal. The northern extremity is in $25^{\circ} 18' N.$ $121^{\circ} 34' E.$ the N.W. point in $25^{\circ} 11' N.$ $121^{\circ} 6' E.$ the N.E. point in $25^{\circ} 11' N.$ $121^{\circ} 56' E.$ by chronometers. There is a group of three islots off the N.E. point, with a safe channel within about $5\frac{1}{2}$ or 4 leagues wide. Formosa once belonged to the Dutch East-India Company; but in 1662, the Dutch were expelled, after sustaining a siege of 9 months from a Chinese rebel named COXINA, before they surrendered the citadel. Soon after this, the island was united to the empire of China; and Europeans have no intercourse with this island at present.

The Cambrian-reef described in the *India Directory*, Part ii, page 305, seems to have been seen very distinctly by H.M.S. Cornwallis, as will appear by the following extract from the Journal of Lieutenant Smyth, who was an officer of that ship at the time the reef was seen:—“January 6th,

1808, being under double reefed topsails, going about 8 knots, at 11h. 50 minutes A.M. saw the island Botel-Tobago-Xima bearing N.N.W. distant 8 or 9 leagues.—At 11 h. 50 min. we suddenly observed the water to break a-head, and soon after perceived the rocks: on which we bore up, and passed to leeward of them, keeping them pretty close aboard.—At noon the breakers on the rocks bore N. 47° E. distant $1\frac{1}{2}$ mile, our latitude then 21° 41' N. and we make this reef in latitude 21° 42 $\frac{1}{2}$ ' N. and due south from Little Botel-Tobago-Xima." It is remarkable, that the latitude assigned to this reef by the Cornwallis, differs $7\frac{1}{2}$ miles from the observations of Captain TATE, of the Cumbrian, and agrees nearly with the latitude assigned to it by Captain GADD.—The latitude of this dangerous reef seems, therefore, not perfectly determined; but as Captain TATE had favourable observations, his position of the reef is probably nearest the truth (particularly, as cloudy weather prevented the Cornwallis from obtaining a satisfactory observation at noon.) To avoid it, ships should borrow either towards the North Bashee islands, or keep near the Botel-Tobago-Xima isles, as the reef is not much to the northward of the mid-channel track.

AFRIC.

MR. HYDROGRAPHER,

18th August, 1816..

THE *Quarterly Review*, No. xxix, just published, contains the following passage, page 155, which appears very singular, and certainly does not reflect any credit on those who administer the naval affairs of this nation. I hope it is not true; but finding it so positively stated, I am rather inclined to give it credence. It is as follows:—"Our knowledge of this interesting coast [Barbary] from Cape Bon to Alexandria, is very imperfect, still more so that of the interior. Not even the latitudes and longitudes of a single cape or headland have been determined with any degree of accuracy."—Good heavens! can this be possible? Are we then totally ignorant, and possess a Board that we are told are unremitting in their endeavors to serve the country. They have an officer who fills the situation of Hydrographer; but I cannot suppose the fault rests with him, that "*not even the latitudes and longitudes of a single cape or headland have been determined with any degree of accuracy on the Barbary shores.*" He, I suppose, has not the means of employing officers in surveying. The power rests not with him. There seems to be somewhere a narrow system of policy, which, I fear, will one day prove ruinous to Britain's pride. By this glaring defect, which must be well known where the means to remedy it exists, we are in ignorance of a coast that we had a fleet cruising on and off for years! 'Tis possible no opportunity occurred for its being then examined; but let me ask, has any means been taken down to this time to ascertain and remove that which is a disgrace to us as the greatest maritime power in the world? It would be an insult to the naval profession to say that officers cannot be found competent to the task. There are many whose abilities are well known in this science; and it is greatly to be lamented, that now peace is arrived they are not so employed.

Now I am upon this subject, let me ask, whether any means have yet

been taken to supply the descendants of the *Bounty's* mutineers on Pitcairn Island (of whom I read an interesting account in your *B. C.* for 1815, pp. 217, 377) with implements of agriculture, &c. as was stated in the daily papers some months since, and was then to be *immediately* done. If not, it is a stigma on the nation, and calls loudly for the interference of Parliament at it's meeting.

Navigator.

AMERICA.

MR. HYDROGRAPHER,

July 26th, 1816.

As the pages of the *NAVAL CHRONICLE* bear ample testimony of the lively interest which you take in the affairs that concern the good of mankind in general, but more especially so in those connected with our maritime interests, I have to solicit your attention to the following subject, which, I trust, will meet your concurrence and support.

The boldest seamen accustomed to pass through the celebrated strait of Florida, freely acknowledge that the navigation therein is extremely perilous, not only from its circumscribed limits, and the frequency of heavy adverse gales there to be met with; but also, and more particularly, from reefs, eddy-currents, and in-draughts on the shores bounding it on either side; and it is notorious that great numbers of vessels, both king's ships and merchantmen, have suffered shipwreck from one or other of these causes, but we may say oftener from the latter enumerated dangers; on these occasions, property to an immense value was entirely lost, and what is of greater moment, more valuable lives.

The Carysfort reef, situated off Sound Point, appears to be the most formidable danger within the Strait;* and it is really surprising, that notwithstanding the revenue of this country, and many merchants, planters, underwriters, &c. have experienced great injury, and considerable losses, in consequence of vessels being wrecked on this reef, they should have neglected to erect a light-house, which would have in a great degree, if not totally, prevented a repetition of such calamitous circumstances.

One would imagine, that on the score of humanity, leaving out of the question the benefit to be derived, that government would of itself have performed this needful service, after the necessity of it had been pointed out so fully by one of our judicious and experienced officers.

Unquestionably it is a point of no small importance to be gained, and not

* "About the latitude of 25° lies Sound point, and the great inlet: the beginning of the shoal denominated Carysfort reef is found here, and extends some distance, owing to this reef, to the great inlet, at its southern extremity, to the turning of the coast, the current being thrown over towards this point, by the opposition it meets with from point Jaco, and the bank of salt and double-headed kays; all these circumstances make the indraught the greater, and from the extent of Carysfort Reef, the danger is greater to those who approach it, than at any other point affected by the Gulf stream."

only so to our own commercial countrymen, but also to the traders of other nations connected with that part of the world ; and in making this communication, I am influenced with the hope, that by bringing the subject again before the public, it may draw the attention of some one of the parties whom it concerns.

That all of them by the project being carried into execution would be gainers honestly none can deny. It therefore now only remains for me, without further comment, to lay down the words of an intelligent officer who wrote on the subject, and which, for the sake of humanity, for the prosperity of that branch of our maritime commerce, and the welfare of every honest trader, I most sincerely hope may have due effect.

“ In the European seas, where dangers threaten seamen, the beacon by day, and the light by night, warn them of the lurking enemy: why should the same nations neglect their adventurous sons when contending with the dangers of distant regions? England and Spain, at their joint expense, could have easily erected upon Sound Point, or Carysfort reef, a tower of one hundred and fifty, or two hundred feet in height, which also might have answered the purpose of a light-house. Then mariners, instead of entering that passage full of doubts and apprehensions, would have boldly attempted its navigation, certain of beholding a director which would have been hailed as the pole star of the Gulph of Florida, the *Pharos* of that region. The merchants in Great-Britain, trafficking to the Island of Jamaica, the Gulph of Honduras, and Bay of Campeachy, and the planters and settlers in these territories, could have undertaken and executed so useful a work, while the Floridas belonged to this country; and now, in conjunction with Spain, what should prevent its execution? It is true Spain has never been willing to render any aid to navigation which might direct strangers in the seas contiguous to her foreign possessions; but every selfish objection on her part to assist in erecting so useful a monument for the safety of commerce, must now be done away, as she knows other nations are as well acquainted with the Gulph of Florida as herself. All vessels, of whatever nation, passing to the northward or southward, might be made liable to a toll, to defray the expenses of repairs and attendances. A difficulty presents itself in the collection, which might be avoided, by causing it to be done in the ports of Cuba, Jamaica, the Spanish-Main north of Terra-Firma, and in all those situated in the Gulph of Mexico. Every vessel entering these ports to pay, even if they chose the windward passage, unless an exception were extended to those near the east-end of Cuba. Such a plan could be arranged without any difficulty between the British and Spanish governments; and, as many Americans pass that way, those that did not enter British or Spanish ports, should pay in the Mississippi to whatever port bound.”

An Observer.

NAVAL LITERATURE.

India Directory, or directions for sailing to and from the East-Indies, China, New-Holland, Cape of Good Hope, Brazil, and the interjacent ports; compiled chiefly from original journals at the East-India-house, and from observations and remarks made during twenty-one years experience navigating in those seas. By JAMES HORSBURGH, F.R.S. Hydrographer to the H. E. I. C. Volume first: second edition, 4to, pp. 446. (London 1816.)*

IN submitting a second edition of this work to the public, and to those navigators who frequent the oriental seas, the author expresses himself thankful for their candid reception of the first edition, and speaks with a just confidence of the increased utility of the present publication. Mr. HORSBURGH we understand has devoted a great portion of the last seven years to correcting, re-writing, and enlarging this edition of the first volume, with much general information, besides particular discoveries made since the original publication of the *India Directory*. The result of his researches and industry will be perceived more particularly by reference to the under-mentioned places, the descriptions of which have either been re-cast, or comprehend fresh original matter: *viz.*

Geographical sites of headlands and harbors on the coasts of France, Spain, and Portugal—Canary Isles—Western Africa—Brazil and La Plata—Bouvet's island—Diego Alvarez (or Gough's) Island—Tristan Da Cunha†—Eastern Africa—Doddington rock—Australasia‡—Van-Diemen's land—Arabia—Gulph of Persia nearly all re-written, with important additions and corrections—Aldabra isles—Maldiva isles—Gulph of Manar—Ceylon—Bengal—Malacca strait: with many other useful observations and directions too numerous to be specified in this limited literary notice. We cannot however dismiss this part of the subject without particularly directing the hydrographic reader to the elucidation of discordant accounts of certain dangers, and to much lost knowledge restored from original journals. The author acknowledges to have derived valuable information from the elaborate surveys of the late distinguished navigator FLINDERS,§ and speaks in terms of due commendation of the most recent accession to our stock of nautical literature—the “*Maritime Geography*” of that able and scientific officer at present engaged in the arduous task of investigating the topography of Africa, Captain J. H. TUCKER, R. N.

With these augmentations, and a perceptible increase of diligence in correcting errors of the pen and of the press, we do not hesitate to express our confident hope that the utility of this new edition of the *India sailing directory* to seamen will prove as great as the author's benevolent solicitude for their safety, and his patriotic zeal to promote the naval prosperity of *Britannia*.

S.

* *Bahar Chronicle*, vol. xxvi, p. 151; xxviii, 441; xxix, 315; xxxii, 68; xxxv, 159, 114, 421, 496.

† We are not sorry to avail ourselves of this occasion to correct our misnomer of “*Tristan d'Acunha*” in vol. xxvi, p. 225. Our erroneous conjecture as to the proper orthography of this Portuguese proper name has since been rectified by the better reading—*Da-Cunha*.

‡ A significant and sonorous name which we hope will ultimately supersede the vulgar and periphrastic “*New-Holland*.”

§ Portrait and memoir, *B. C.* Vol. xxxii, p. 177.

Poetry.

AN ODE TO PEACE.

NO more of steel, of arms no more,
 Be hush'd the cannon's dreadful roar,
 Be mute the trumpet's breath ;
 The war-horse proud to labour yield,
 That bore the bravest thro' the field,
 And spurn'd at wounds and death.

Enough of guns, since ev'ry foe,
 Upon the globe is made to know,
 Our wisdom, means, and pow'r ;
 Trafalgar shall their navies teach,
 And Waterloo their fears shall reach,
 Intrench'd behind a tow'r.

They never shall forget, from now,
 St. Vincent, Saum'rez, mighty Howe,
 Or Stuart of high renown ;
 The valiant Abercrombie's worth
 As Duncan from the hardy North,
 In battle awful shone.

Nor Wellington from furthest Spain,
 Who back upon their native plain,
 Drove legions in despite ;
 Their ramparts, then, were too confin'd,
 The forests few, and hard to find,
 The hills unsafe for fight.

For Buonaparte, a gen'ral great,
 In every art of war complete,
 Was hurl'd from off his throne ;
 (And though we love the tyrant's fall),
 To him, was Alexander small,
 In conquest and renown.

Then what is he, on land supreme,
 Who turn'd ambition's rapid stream,
 Who backward roll'd the tide ?
 As night is to the solar ray,
 From him, in battle's dreadful day,
 Was Alexander wide.

For while the war in fury rag'd,
 Fields wanted room for those engag'd,
 Plains wanted greater space ;
 The world was small for Gaulic flight,
 When Nelson arm'd him for the fight,
 Or wanton'd in the chase.

With rapid course, when once begun,
 As in the chariot of the sun,
 He cross'd th' Atlantic wave ;
 And as the sun pursues the night,
 Chas'd by a demi-world of light,
 The French in battle brave.

The western climes beheld their track,
 Beheld them also driven back,
 Upon the mother-shore ;
 Beheld, from thence, upon the rear,
 The hero with increasing care,
 Their wat'ry-path explore.

His very name could make them fly,
 For recollection in the eye,
 A dismal picture drew ;
 A Frenchman blown up in the air,
 And sent, no mortal yet knows where,
 To take from heav'n their due.

As comet-force along the skies,
 As lightning on the human eyes,
 As bolts of awful Jove ;
 As bursts the blackest thunder-cloud,
 His wrath upon th' opponent loud,
 In line directly dove.

For when he bore upon the van,
 With gun to gun, with man to man,
 And ship to ship assign'd ;
 Or glorious through the centre broke,
 As crushing worlds the direful shock,
 With which the navies join'd.

Nor shall Algiers forget the way ;
 In which, on bended knees, the Dey,
 Implor'd the victor's grace ;
 How Exmouth thunder'd on the town,
 How Milne tore the crescent down,
 And humbled all the race.

Of late, what nations, towns, subdu'd,
 What tracks of land in blood inbru'd,
 What rivers swell'd with gore !
 Only one spot on earth was free,
 That held dominion o'er the sea,
 And conquer'd on the shore.

But now, since ocean holds no foe,
 Since ev'ry one on land is low,
 Since British hopes are crown'd ;
 Since social bliss recalls the brave,
 And since the Monarch frees the slave,
 Let peace and joy abound.

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

THE Algerine expedition has fulfilled its purpose of vengeance in a way highly honourable to the British character. Lord Exmouth must have divested the Algerines of all doubt as to the ability of Great Britain to punish their aggressions, if any such doubt had been entertained by them. A tenfold vengeance, compared with the especial instance of aggression by which the late treaty was violated, has visited them, although not without a lamentable loss on our part. With respect to the treaty, as there is nothing to guarantee it but the honour of these barbarians, it is of little value, we fear, beyond its present effects, and the credit reflected on us by the liberality of its stipulation for the abolition of slavery, including the subjects of all Christian nations. But the *generality* of this article of the treaty may, indeed, tend to insure the observance of it, as an infringement in regard to any other country would justly subject them to the resentment of this. How far we should be repaid by the *gratitude* of other nations is very questionable; we should, very probably, be afterwards told, as we have been already told, that we fight only for ourselves, although, to our cost we know that we have not only fought for ourselves, but have parted with our money to enable other nations to do the same, against one of the most enormous and unprincipled systems of hostility the world ever witnessed.

Economy, that fruitful source of endless controversy between the extravagance of the minister and the poverty of the subject, remains in *statu quo*, an unceasing reproach upon the duplicity of ministers, upon their suspicious temerity in framing the Royal Speech at the commencement of the Session, and upon their mock patriotism in discharging a legion of inferior clerks, with mere salaries of subsistence, while they retain all those in offices of great emolument, who have borough interest. Notwithstanding the complete exposure of the inefficiency of what are called the *Lay Lords* at the Admiralty Board, we find a vacant seat of that description, which, if ministers had been sincere in their professions of economy, ought to have been abolished at the decease of its late occupant, has been filled up by the appointment of the Duke of Beaufort's Son.—This is a practical comment, on the instant, upon the professions of economy, as that word is understood in the ministerial vocabulary. They are ancient offices, forsooth! and therefore not to be touched. We wish Lord Liverpool would look a little at the ancient rights of the People, as well as be always looking at the ancient rights of the Sovereign, and the ancient rights of Lords. But it is no uncommon observation, that those who have been most recently raised, as his own motto expresses it, *e Pulvere*, are the most averse from any recognition of their old acquaintance the *Canaille*.

Letters on Service,
Copied verbatim from the LONDON GAZETTE.

LONDON GAZETTE EXTRAORDINARY.

ADMIRALTY-OFFICE, SEPT. 15.

Captain Brisbane, of his Majesty's Ship Queen Charlotte, arrived at this Office last Night with the following Despatches from Admiral Lord Exmouth, G.C.B. addressed to John Wilson Croker, Esq.

SIR,

Queen Charlotte, Algiers Bay, August 28, 1816.

IN all the vicissitudes of a long life of public service, no circumstance has ever produced on my mind such impressions of gratitude and joy as the event of yesterday. To have been one of the humble instruments, in the hands of Divine Providence, for bringing to reason a ferocious government, and destroying for ever the insufferable and horrid system of Christian slavery, can never cease to be a source of delight and heartfelt comfort to every individual happy enough to be employed in it. I may, I hope, be permitted, under such impressions, to offer my sincere congratulations to their lordships on the complete success which attended the gallant efforts of his Majesty's fleet in their attack upon Algiers of yesterday; and the happy result produced from it on this day by the signature of peace.

Thus has a provoked war of two days existence been attended by a complete victory, and closed by a renewed peace for England and her ally, the King of the Netherlands, on conditions dictated by the firmness and wisdom of his Majesty's government, and commanded by the vigour of their measures.

My thanks are justly due for the honour and confidence his Majesty's ministers have been pleased to repose on my zeal on this highly important occasion. The means were by them made adequate to my own wishes, and the rapidity of their measures speak for themselves. Not more than one hundred days since, I left Algiers with the British fleet, unsuspecting and ignorant of the atrocities which had been committed at Bona; that fleet on its arrival in England was necessarily disbanded, and another with proportionate resources created and equipped; and although impeded in its progress by calms and adverse winds, has poured the vengeance of an insulted nation, in chastising the cruelties of a ferocious government, with a promptitude beyond example, and highly honourable to the national character, eager to resent oppression or cruelty, whenever practised upon those under their protection.

Would to God that in the attainment of this object I had not deeply to lament the severe loss of so many gallant officers and men: they have profusely bled in a contest which has been peculiarly marked by proofs of such devoted heroism as would rouse every noble feeling, did I dare indulge in relating them.

Their lordships will already have been informed, by his Majesty's sloop Jasper, of my proceedings up to the 14th instant, on which day I broke ground from Gibraltar, after a vexatious detention, by a foul wind, of four days.

The fleet, complete in all its points, with the addition of five gun-boats fitted at Gibraltar, departed in the highest spirits, and with the most favourable prospect of reaching the part of their destination in three days; but an adverse wind destroyed the expectation of an early arrival, which was the more anxiously looked for by myself, in consequence of hearing, the day I sailed from Gibraltar, that a large army had been assembled, and that very considerable additional works were throwing up, not only on both flanks of the city, but also immediately about the entrance of the mole; from this I was apprehensive that my intention of making that point my principal object of attack had been discovered to the Dey by the same means he had heard of the expedition. This intelligence was, on the following night, greatly confirmed by the Prometeus, which I had despatched to Algiers some time before, to endeavour to

get away the consul. Captain Dashwood had with difficulty succeeded in bringing away, disguised in midshipman's uniform, his wife and daughter, leaving a boat to bring off their infant child, coming down in a basket with the surgeon, who thought he had composed it, but it unhappily cried in the gateway, and, in consequence, the surgeon, three midshipmen, in all eighteen persons, were seized and confined as slaves in the usual dungeons. The child was sent off next morning by the dey, and as a solitary instance of his humanity, it ought to be recorded by me.

Captain Dashwood further confirmed, that about forty thousand men had been brought down from the interior, and all the janisaries called in from distant garrisons, and that they were indefatigably employed in their batteries, gun-boats, &c. and every where strengthening the sea-defenses.

The dey informed Captain Dashwood, he knew perfectly well the armament was destined for Algiers, and asked him if it was true; he replied, if he had such information, he knew as much as he did, and probably from the same source—the public prints.

The ships were all in port, and between forty and fifty gun and mortar boats ready, with several more in forward repair. The Dey had closely confined the consul, and refused, either to give him up, or promise his personal safety: nor would he hear a word respecting the officers and men seized in the boats of the Promethens.

From the continuance of adverse winds and calms, the land to the westward of Algiers was not made before the 26th, and the next morning at day-break the fleet was advanced in sight of the city, though not so near as I had intended. As the ships were becalmed, I embraced this opportunity of despatching a boat under cover of the Severn, with a flag of truce, and the demands I had to make, in the name of his Royal Highness the Prince Regent, on the dey of Algiers (of which the accompanying are copies), directing the officer to wait two or three hours for the dey's answer, at which time, if no reply was sent, he was to return to the flag-ship: he was met near the mole by the captain of the port, who, on being told the answer was expected in one hour, replied, that it was impossible: the officer then said he would wait two or three hours; he then observed two hours was quite sufficient.

The fleet at this time, by the springing up of the sea-breeze, had reached the bay, and were preparing the boats and flotilla for service until near two o'clock; when, observing my officer was returning with the signal flying, that no answer had been received, after a delay of upwards of three hours, I instantly made the signal to know if the ships were all ready, which being answered in the affirmative, the Queen Charlotte bore up, followed up by the fleet, for their appointed stations; the flag, leading in the prescribed order, was anchored in the entrance of the mole, at about fifty yards distance. At this moment not a gun had been fired, and I began to suspect a full compliance with the terms which had been so many hours in their hands; at this period of profound silence, a shot was fired at us from the mole, and two at the ships to the northward then following; this was promptly returned by the Queen Charlotte, who was then lashing to the main-mast of a brig, fast to the shore in the mouth of the mole, and which we had steered for as the guide to our position.

Thus commenced a fire as animated and well supported as, I believe, was ever witnessed, from a quarter before three until nine, without intermission, and which did not cease altogether until half past eleven.

The ships immediately following me were admirably and coolly taking their stations, with a precision even beyond my most sanguine hope; and never did the British flag receive, on any occasion, more zealous and honourable support. To look further on the line than immediately round me was perfectly impossible, but so well grounded was my confidence in the gallant officers I had the honour to command, that my mind was left perfectly free to attend to other objects, and I knew them in their stations only by the destructive effect of their fire upon the walls and batteries to which they were opposed.

I had about this time the satisfaction of seeing Vice-admiral Van Cappellan's flag in the station I had assigned to him, and soon after, at intervals, the remainder of his frigates keeping up a well supported fire on the flanking batteries he had offered to cover us from, as it had not been in my power, for want of room, to bring him in the front of the mole.

About sun-set I received a message from Rear-admiral Milne, conveying to me the severe loss the Impregnable was sustaining, having then one hundred and fifty killed and wounded, and requesting I would, if possible, send him a frigate to divert some of the fire he was under.

The Glasgow, near me, immediately weighed, but the wind had been driven away by the cannonade, and she was obliged to anchor again, having obtained rather a better position than before.

I had, at this time, sent orders to the explosion vessel, under the charge of Lieutenant Fleming, and Mr. Parker, by Captain Reade, of the engineers, to bring her into the mole; but the rear-admiral having thought she would do him essential service if exploded under the battery in his front, I sent orders to this vessel to that effect, which were executed. I desired also the rear-admiral might be informed, that many of the ships being now in flames, and certain of the destruction of the whole, I considered I had executed the most important part of my instructions, and should make every preparation for withdrawing the ships, and desired he would do so as soon as possible with his division.

There were awful moments during the conflict which I cannot now attempt to describe, occasioned by firing the ships so near us, and I had long resisted the eager entreaties of several around me, to make the attempt upon the outer frigate, distant about one hundred yards, which at length I gave into, and Major Gossett, by my side, who had been eager to land his corps of miners, pressed me most anxiously for permission to accompany Lieut. Richards in this ship's barge. The frigate was instantly boarded, and in ten minutes in a perfect blaze: a gallant young midshipman, in rocket boat No. 8, although forbidden, was led by his ardent spirit, to follow in support of the barge, in which he was desperately wounded, his brother officer killed, and nine of his crew. The barge, by rowing more rapidly, had suffered less, and lost but two.

The enemy's batteries around my division were about ten o'clock silenced, and in a state of perfect ruin and dilapidation, and the fire of the ships was reserved as much as possible, to save powder, and reply to a few guns now and then bearing upon us, although a fort on the upper angle of the city, on which our guns could not be brought to bear, continued to annoy the ships by shot and shells during the whole time.

Providence at this interval gave to my anxious wishes the usual land wind, common in this bay, and my expectations were completed. We were all hands employed warping and towing off, and by the help of the light air, the whole were under sail, and came to anchor out of reach of shells, about two in the morning, after twelve hours incessant labour.

The flotilla of mortar, gun, and rocket boats, under the direction of their respective artillery officers, shared, to the full extent of their power, in the honours of this day, and performed good service; it was by their fire all the ships in the port (with the exception of the outer frigate) were in flames, which extended rapidly over the whole arsenal, store-houses, and gun-boats, exhibiting a spectacle of awful grandeur and interest, no pen can describe.

The sloops of war which had been appropriated to aid and assist the ships of the line and prepare for their retreat, performed not only that duty well, but embraced every opportunity of firing through the intervals, and were constantly in motion.

The shells from the bombs were admirably well thrown by the royal marine artillery; and although thrown directly across and over us, not an accident, that I know of, occurred to any ship.

The whole was conducted in perfect silence, and such a thing as a cheer I never heard in any part of the line; and that the guns were well worked and directed, will be seen for many years to come, and remembered by these Barbarians for ever.

The conducting this ship to her station by the Master of the fleet and ship, excited the praise of all. The former has been my companion in arms for more than 20 years.

Having thus detailed, although but imperfectly, the progress of this short service, I venture to hope, that the humble and devoted services of myself and the Officers and men of every description I have the honour to com-

mand, will be received by his Royal Highness the Prince Regent with his accustomed grace. The approbation of our services by our Sovereign, and the good opinion of our country, will, I venture to affirm, be received by us all with the highest satisfaction.

If I attempted to name to their Lordships the numerous Officers who, in such a conflict, have been at different periods more conspicuous than their companions, I should do injustice to many; and I trust there is no Officer in the fleet I have the honour to command, who will doubt the grateful feelings I shall ever cherish for their unbounded and unlimited support. Not an Officer nor man confined his exertions within the precise limits of their own duty; all were eager to attempt services which I found more difficult to restrain than excite; and no where was the feeling more conspicuous than in my own Captain, and those Officers immediately about my person. My gratitude and thanks are due to all under my command, as well as to Vice-Admiral Capellen, and the Officers of the squadron of his Majesty the King of the Netherlands; and I trust they will believe that the recollection of their services will never cease but with my life. In no instance have I ever seen more energy and zeal; from the youngest Midshipman to the highest rank, all seemed animated by one soul, and of which I shall with delight bear testimony to their Lordships, whenever that testimony can be useful.

I have confided this Dispatch to Rear-Admiral Milne, my second in command, from whom I have received, during the whole service intrusted to me, the most cordial and honourable support. He is perfectly informed of every transaction of the fleet, from the earliest period of my command, and is fully competent to give their Lordships satisfaction on any points which I may have overlooked, or have not time to state. I trust I have obtained from him his esteem and regard, and I regret I had not sooner been known to him.

The necessary papers, together with the defects of the ships and the return of killed and wounded, accompany this dispatch, and I am happy to say Captains Ekins and Coode are doing well, as also the whole of the wounded. By accounts from the shore, I understand, the enemy's loss in killed and wounded is between six and seven thousand men.

In recommending my Officers and fleet to their Lordships' protection and favour,

I have the honour to be, &c.

Exmouth.

A general Abstract of the Killed and Wounded in the Squadron under Admiral Lord Exmouth's Command, in the Attack of Algiers, the 27th August, 1816.

Queen Charlotte.—Admiral Lord Exmouth, G. C. B. Captain James Brisbane, C. B.—7 seamen 1 marine killed; 14 officers, 82 seamen, 24 marines, 2 marine artillery, 5 sappers and miners, 4 boys, wounded.

Impregnable.—Rear Admiral Milne, Captain Ed. Brace, C. B.—1 officer, 37 seamen, 10 marines, 2 boys, killed; 2 officers, 111 seamen, 21 marines, 9 sappers and miners, 17 boys, wounded.

Superb.—Charles Ekins—2 officers, 3 seamen, 2 marines, 1 rocket troop killed; 6 officers, 62 seamen, 14 marines, 2 marine artillery, wounded.

Minden.—William Paterson—5 seamen, 2 marines, killed; 2 officers, 26 seamen, 9 marines, wounded.

Albion.—John Coode—2 officers, 1 seaman, killed; 2 officers, 10 seamen, 3 marines, wounded.

Leander.—Ed. Cutham, C. B.—5 officers, 11 seamen, 1 marine, killed; 8 officers, 69 seamen, 25 marines, 4 boys, 12 supernumeraries, wounded.

Severn.—Honourable T. W. Aylmer—2 seamen, 1 marine, killed; 5 officers, 25 seamen, 3 marines, 1 boy, wounded.

Glasgow.—Honourable A. Maitland—9 seamen, 1 marine, killed; 8 officers, 25 seamen, 3 marines, 1 boy, wounded.

Granicus.—W. F. Wise—3 officers, 9 seamen, 1 marine, 1 marine artillery, 2 boys, killed; 5 officers, 31 seamen, 3 marines, 2 rocket troop, 1 boy, wounded.

Hebrus.—Ed. Palmer, C. B.—1 officer, 3 seamen, killed; 1 officer, 10 seamen, 1 marine, 2 rocket troop, 1 boy, wounded.

Heron.—George Bentham—None killed or wounded.

Mutine.—James Mould—None killed or wounded.

Prometheus.—W. B. Dashwood—None killed or wounded.

Cordelia.—W. Sargent—None killed or wounded.

Britomarts.—R. Riddell—None killed or wounded.

Belzebud.—William Kempthorne—None killed or wounded.

Infernal.—Honourable G. J. Perceval—1 officer, 1 seaman, killed; 6 officers, 8 seamen, 1 marine artillery, 2 boys, wounded.

Hecla.—W. Popham—None killed or wounded.

Fury.—C. R. Moorsom—None killed or wounded.

Total.—15 officers, 88 seamen, 19 marines, 1 marine artillery, 1 rocket troop, 4 boys, killed; 59 officers, 459 seamen, 106 marines, 5 marine artillery, 14 sappers and miners, 4 rocket troop, 31 boys, 12 supernumeraries, wounded.

Total killed and wounded—128 killed, 690 wounded.

DUTCH SQUADRON.

Melampus.—Vice-Admiral Baron Van Cappellen, Captain De Mair—3 killed, 15 wounded.

Frederica.—Captain Vander Straten—5 wounded.

Dageraad.—Captain Polders—4 wounded.

Diana.—Captain Zervogel—6 killed, 22 wounded.

Am-tee.—Captain Vander Hart—4 killed, 6 wounded.

Heudracht.—Captain Wardenburgh—None killed or wounded.

Total—13 killed, 52 wounded.

Grand Total—883.

FLOTILLA.

Consisting of 5 gun-boats, 10 mortar-boats, launches, 8 rocket-boats, flats, 32 gun-boats, barges and yawls.—Total—55.

The whole commanded by Captain F. T. Mitchell, assisted by Lieutenant John Davies, of the Queen Charlotte, and Lieutenant Thomas Revas, Flag Lieutenant to Rear-Admiral Mitre.

Exmouth.

A Return of the Officers Killed and Wounded in the squadron under Admiral Lord Exmouth's Command in the Attack of Algiers, 27th August, 1816.

QUEEN CHARLOTTE. *Wounded*.—Frederick J. Johnston, Lieutenant, dangerously; George M. King, Lieutenant, slightly; J. S. Jago, Lieutenant, slightly; Mr. Josh. Grimes, Secretary to Commander in Chief, slightly; Mr. Maxwell Boatwain, slightly; Mr. George Markham, Midshipman, severely; Mr. Henry Campbell, Midshipman, severely; Mr. Edward Hibbert, Midshipman, severely; Mr. Edward Stanley, Midshipman, slightly; Mr. R. H. Baker, Midshipman, slightly; Mr. Samuel Colston, Secretary's Clerk, slightly; Captain F. Burton, Royal Marine Artillery, severely; Lieutenant P. Cameron, Royal Marines, slightly.

IRRESPONSABLE. *Killed*.—Mr. John Hawkins, Midshipman. *Wounded*.—Mr. C. N. Wesley, Mate, contusion; Mr. Henry Quinn, contusion.

SELENE. *Killed*.—Mr. Thomas Howard, Mate; Mr. Robert C. Bowen, Midshipman. *Wounded*.—Charles Ekins, Esq. Captain, slightly; Philip T. Barr, First Lieutenant, severely; John McDougall, Lieutenant, slightly; George W. Gunning Acting Lieutenant, severely; Mr. William Sweeting, Midshipman, severely; Mr. John H. Wolsely, Midshipman, slightly.

ARABIAN. *Wounded*.—Mr. C. C. Dent, mate, slightly; Mr. Charles G. Creech, midshipman, slightly.

ALBION. *Killed*.—Mr. Mends, assistant-surveyor; Mr. Jardine, midshipman. *Wounded*.—John Coode, Esq. captain, severely; Mr. Harvey, midshipman, severely.

ALFONSO. *Wounded*.—Mr. James Foster, midshipman, arm amputated; Mr. Charles Caley, midshipman, contused foot; Mr. W. Ferrer, midshipman, wounded hand and contusion; Mr. Daniel Beattie, midshipman, contusion; Mr. V. A. Carter, midshipman, wounded knee.

LEANDER. *Killed.*—Capt. Wilson, royal marines; Lieutenant Baxter, royal marines; Mr. Lowdon, midshipman; Mr. Calthorp, midshipman; Mr. Hauwell, midshipman. *Wounded.*—H. Walker, lieutenant, slightly; J. S. Dixon, lieutenant, slightly; Mr. Ashington, midshipman, severely; Mr. Cole, midshipman, severely; Mr. Mayne, midshipman, severely; Mr. Sturt, midshipman, severely; Mr. Pickett, clerk, slightly; Mr. Dixon, midshipman, slightly.

GLASGOW. *Wounded.*—P. Gilbert, lieutenant, contusion of chest; Mr. R. Fulton, master, contusion of face and knee; A. Stephens, lieutenant royal marines, leg; Mr. Duffill, midshipman, severely; Mr. Harvey, midshipman, severely; Mr. Baird, midshipman, severely; Mr. Heathcote, midshipman, left foot; Mr. Keay, midshipman, severely.

GRANICUS. *Killed.*—William M. Morgan, lieutenant royal marines; W. Renfrey, lieutenant royal marines; Mr. R. Pratt, midshipman. *Wounded.*—H. A. Perkins, lieutenant, slightly; Mr. L. Mitchell, midshipman, severely; Mr. L. T. Jones, midshipman, slightly; Mr. G. R. Glennie, midshipman, dangerously; Mr. Dacres F. Wise, midshipman, slightly.

HENAUS. *Killed.*—Mr. G. H. A. Pooke, midshipman; *Wounded.*—Mr. A. S. Symes, midshipman, lower jaw.

INFERNAL. *Killed.*—G. J. P. Bisset, lieutenant royal marine artillery. *Wounded.*—John Foreman, lieutenant, slightly; Mr. G. Valentine, boatswain, slightly; Mr. M. Hopkins, clerk, severely; Mr. James Barber, midshipman, severely; Mr. James M. Cross, midshipman, slightly; Mr. J. H. Andrews, midshipman, slightly.

Exmouth.

Memorandum of the Destruction in the Mole of Algiers, in the Attack of the 27th August, 1816.

4 large frigates, of 44 guns.

5 large corvettes, from 24 to 30 guns.

All the gun and mortar boats, except seven; 30 destroyed.

Several merchant brigs and schooners.

A great number of small vessels of various descriptions.

All the pontoons, lighters, &c.

Store-houses and arsenal, with all the timber and various marine articles, destroyed in part.

A great many gun-carriages, mortar-beds, casks, and ships stores of all descriptions.

Exmouth.

SIR, *H. B. M. Ship Queen Charlotte, Algiers Bay, Aug. 28, 1816.*

For your atrocities at Bona on defenceless Christians, and your unbecoming disregard to the demands I made yesterday, in the name of the Prince Regent of England, the fleet under my orders has given you a signal chastisement, by the total destruction of your navy, storerooms, and arsenal, with half your batteries.

As England does not war for the destruction of cities, I am unwilling to visit your personal cruelties upon the inoffensive inhabitants of the country, and I therefore offer you the same terms of peace which I conveyed to you yesterday in my sovereign's name; without the acceptance of these terms you can have no peace with England.

If you receive this offer as you ought, you will fire three guns, and I shall consider your not making this signal as a refusal, and shall renew my operations at my own convenience.

I offer you the above terms, provided neither the British consul, nor the officers and men so wickedly seized by you from the boats of a British ship of war, have met with any cruel treatment, or any of the Christian slaves in your power, and I repeat my demand, that the consul, and officers and men, may be sent off to me, conformable to ancient treaties.

I have, &c.

To his Highness the Dey of Algiers,

Exmouth.

Queen Charlotte, Algiers Bay, Aug. 30, 1816.

GENERAL MEMORANDUM.

The commander-in-chief is happy to inform the fleet of the final termination of their strenuous exertions, by the signature of peace, confirmed under a salute of twenty-one guns, on the following conditions, dictated by his Royal Highness the Prince Regent of England :—

- I. The abolition, for ever, of Christian slavery.
- II. The delivery, to my flag, of all slaves in the dominions of the Dey, to whatever nation they may belong, at noon to-morrow.
- III. To deliver, also, to my flag, all money received by him for the redemption of slaves since the commencement of this year, at noon, also, to-morrow.
- IV. Reparation has been made to the British consul for all losses he may have sustained in consequence of his confinement.
- V. The Dey has made a public apology, in presence of his ministers and officers, and begged pardon of the consul, in terms dictated by the captain of the Queen Charlotte.

The commander-in-chief takes this opportunity of again returning his public thanks to the admirals, captains, officers, seamen, marines, royal marine artillery, royal sappers and miners, and the royal rocket corps, for the noble support he has received from them throughout the whole of this arduous service, and he is pleased to direct, that on Sunday next a public thanksgiving be offered up to Almighty God for the signal interposition of his Divine Providence, during the conflict which took place on the 27th, between his Majesty's fleet and the ferocious enemies of mankind.

It is requested that this memorandum may be read to the ships' companies.

To the Admirals, Captains, Officers,
Seamen, Marines, Royal Sappers
and Miners, Royal Marine Artillery,
and the Royal Rocket Corps.

SIR,

Queen Charlotte, Algiers Bay, Sept. 1, 1816.

I have the honour to acquaint you for their lordships' information, that I have sent Captain Brisbane, with my duplicate despatches, as I am afraid that Admiral Milne, in the *Leander*, who has charge of the originals, may experience a long voyage, the wind having set into the westward a few hours after he sailed.

Captain Brisbane, to whom I feel greatly indebted for his exertions and the able assistance I have received from him throughout the whole of this service, will be able to inform their lordships upon all points that I may have omitted.

Admiral Sir Charles Penrose arrived too late to take his share in the attack upon Algiers, which I lament, as much on his account as my own; his services would have been desirable in every respect.

I have the satisfaction to state, that all the slaves in the city of Algiers, and immediately in its vicinity, are embarked; as also three hundred and fifty-seven thousand dollars for Naples, and twenty-five thousand five hundred for Sicily. The treaties will be signed to-morrow, and I hope to be able to sail in a day or two.

The *Minuten* has sailed for Gibraltar to be refitted, and will proceed from thence to her ultimate destination.

The *Albatross* will be refitted at Gibraltar for the reception of Sir Charles Penrose's flag. The *Glasgow* I shall be obliged to bring home with me.

I have the honour, &c.

Exmouth.

To John Wilson Croker, Esq.
Secretary to the Admiralty.

RESULTS of a METEOROLOGICAL REGISTER, kept at the Observatory of the Naval Academy, Gosport, from the 26th of AUGUST, to the 26th of SEPTEMBER, 1816.

[Time of Observing, from 7 o'Clock A.M., till 9 P.M.]

	Inches.	
BAROMETER	{ Maximum 30·36, Sept. 26th, wind at W. by S.	
	{ Minimum 29·20, Aug. 31st ditto at S.E.	
Mean Barometrical pressure	30·032	
THERMOMETER	{ Maximum 75° Sept. 18th, wind at S.E.	
	{ Minimum 44° Sept. 2d. ditto at N.N.W.	
Mean Temperature	58·77	
Rain during the period	2·05 Inches in depth.	
Evaporation ditto	3·04 Inches in depth.	

The greatest degree of heat to which the mercury in the thermometer has risen, during this period, is 75°, which was on the 18th instant; in the morning of the 2d, it was at 44°, when there was a frost. The greatest variation in the state of the barometer was on the 30th and 31st ult. when the mercury fell $\frac{2}{10}$ ths of an inch from noon till noon, and more than half an inch in depth of rain fell in the interim, accompanied with a very high wind. At noon on the latter day, the wind shifted from S.E. to N.N.W. and by 9 o'clock in the evening the mercury had again risen nearly $\frac{2}{10}$ ths of an inch.—From the fine state of the weather this month, we remark that the wheat-harvest in this county is getting on rapidly (in some places it is finished), and promises to exceed our most sanguine expectations: the grain in general is its usual size, and in most places there is a good average crop.

	Remarks on the Weather.	Days.
Clear sky	5
Fine, with a diversity of light clouds	14
Cloudy, hazy, foggy, and overcast	5
Rain, more or less, sometimes accompanied with squalls and high winds	7
	—————	Total 31

METEOROLOGICAL JOURNAL of the average temperature of the weather at Plymouth, ascertained by Six's self-registering Thermometer.

	1814.	1815.	1816.
January	31·83°	34 39°	38·11°
February	38·34	46·05	38·84
March	40 37	47·14	40·17
April	51·55	49·37	45·70
May	51·30	56·30	51·93
June	57·55	60·15	55·08

First to the eighteenth of July.

62·11	62·11	54·69
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Quantity of rain which fell from the 1st of January to the eighteenth of July, both inclusive.

23·14	19·46	20·25 In.
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N.B. It will be recollected, that the early part of the year 1814 was remarkable for its severity—the intensity of the frost, and the quantity of snow and rain having been greater than previously on record in the west of England: the year 1815 may be considered as our usual temperature.

But, notwithstanding the mildness of the early part of the year 1816, when compared with the like period of 1814, yet the temperature has hitherto averaged less in the present year, as will be seen by the following statement:

<i>Average temperature, from January first to July eighteenth.</i>		
1814—47·56°	1815—50·78°	1816—46·36°

METEOROLOGICAL REGISTER.

From August 26th, to September 25th, 1816.

Kept by C. BLUNT, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
Aug.	26	NW	30.30	30.25	30.27	61	40	50.5	Showers
	27	NW	30.21	30.20	30.20	60	44	52	Fair
	28	NW	30.24	30.23	30.23	63	44	53.5	—
D	29	NW	30.26	30	30.13	60	43	51.5	—
	30	NW	29.50	29.30	29.40	60	40	50	Rain
	31	NW	29.40	29.27	29.30	56	39	47.5	—
Sept.	1	N	29.45	29.42	29.43	50	38	44	—
	2	N	29.42	29.36	29.39	52	32	42	—
	3	N	30	29.62	29.81	54	39	46.5	—
O	4	NW	30	29.70	29.85	55	38	46.5	Rain & Hail
	5	W	29.69	29.67	29.68	59	42	50.5	Rain
	6	W	29.66	29.65	29.65	61	44	52.5	Fair
O	7	W	29.64	29.62	29.63	60	43	51.5	—
	8	SW	29.67	29.64	29.65	61	44	52.5	Rain
	9	SW	29.71	29.69	29.70	62	43	52.5	Fair
O	10	S	29.89	29.82	29.85	63	42	52.5	—
	11	SW	30	30	30	65	45	54	—
	12	W	30.26	30.20	30.23	67	44	55.5	—
O	13	W	30.34	30	30.17	69	45	57	—
	14	S	30	30	30	70	46	58	—
	15	S	30.2	30.10	30.15	80	53	66.5	—
D	16	S	30.1	30	30.05	82	53	67.5	—
	17	S	29.86	29.85	29.85	76	49	63	—
	18	SW	29.81	29.75	29.79	70	46	58	—
D	19	SW	29.93	29.70	29.86	66	47	56.5	—
	20	W	29.77	29.75	29.76	66	48	57	—
	21	W	29.73	29.70	29.71	63	46	54.5	Rain
D	22	W	29.66	29.64	29.65	64	45	54.5	Fair
	23	NW	29.64	29.63	29.63	65	44	54.5	Rain
	24	SW	29.64	29.63	29.63	66	43	54.5	Fair
D	25	S	29.92	29.75	29.83	66	43	54.5	—

RESULTS OF THE MONTH.

Mean barometrical pressure	29.82	Mean temperature	54.5
Maximum 30.26	wind at NW	Maximum 82	wind at S
Minimum 29.60	— NW	Minimum 32	— N

Scale exhibiting the prevailing Winds during the Month.

N NE E SE S SW W NW
 3 6 6 8 8

Promotions and Appointments.

WHITEHALL, SEPTEMBER 21, 1816.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to grant the dignity of a Viscount of the United Kingdom unto Edward Baron Exmouth, by the name, stile, and title, of Viscount Exmouth, of Canonteign in the county of Devon.

WHITEHALL, SEPT. 21.

His Royal Highness the Prince Regent has been pleased to appoint David Milne, Esq. Rear-Admiral of the Blue, to be a Knight Commander of the Most Hon. Military Order of the Bath.—Also to appoint the under-mentioned Officers of the Royal Navy to be Companions of the said Most Hon. Military Order of the Bath; viz. Captains Charles Ekins, Hon. F. W. Aylmer, W. F. Wise, Hon. A. Maitland, Wm. Paterson, and John Goode.

Captains, &c. appointed.

Captain A. P. Holles, to the Rivoli; J. B. H. Curran, to the Amphitrite; A. Faushawe, to act in the Meander; G. Bentham, to the Heron; Edward Curzon, to the Pelican.

Lieutenants, &c. appointed.

Lewis Campbell, to the Elk, Lieut. M'Low, to command the Camelion; James Anderson, to the Lapwing, Revenue Cruizer; D. Miller, to the Vigilant, Excise Cutter; Joseph J. Johnstone, to the Infernal; Wm. F. Parker, to the Hecla; Robert Deans, to the Ramilies; S. R. Whitcomb, to the Jasper; John Parson, to the Granicus; Francis Brace, to the Montreal; Valentine Munbee, to the Rivoli; Wm. T. O'Dwyer, to the Rochfort; Wm. Hubbard, to the Perseus; John Branford, to the Rivoli; Francis Ormand, to the Impregnable; John Kingdom, to the Pique; James Couch, to the Berwick.

Masters appointed.

H. Thong, to the Northumberland; J. P. Lurchen, to the Cherokee; J. P. Bentley, to the Algerine.

Surgeons, &c. appointed.

James Henderson, to be Dispenser of Bermuda Hospital; Walter Oudney to the Hecate; Wm. Bruce, to the Camelion; Richard Daly, to the Northumberland; Alexander Annandale, to the Melville; Robert Brien, to the Cherub.

John Lunenville, to the Alert; David Findlay, to the Madagascar; Patrick Boyle, to the Sea-Lark, William Begg, to the Cherub.

Midshipmen passed for Lieutenants.

Sheerness.—Wm. Tucker, W. D. Headley.*Portsmouth.*—G. H. Godden, H. Smith, T. Creser, J. J. Onslow, W. Moore, J. Geddes, C. A. Malden, E. S. Clarkson.*Plymouth.* W. Gretton.

Mr. Slight, to be Clerk of the Checque of the Victualling Yard at Plymouth. Mr. James, Deputy Storekeeper at Deptford, to be Storekeeper at Plymouth, vice Slight.

Chaplain appointed.

Rev. G. Rennell, to the Bulwark.

DEATHS.

On 26th June, Lieutenant Christopher Senior, R.N. commission dated 25th June, 1810.

On 12th August, at Torpoint, near Plymouth, Mr. Forten, Master, R.N.

On 12th August, near Hubberstone, Milford Haven, Captain John Crymes, R.N. commission as lieutenant dated 2d April, 1799, and was placed on the superannuated list of commanders on the 31st January, 1814.

On 26th August, at Arundel, Captain Henry Tillieux Frazer, R.N. commission as commander dated 8th June, 1809, he was a son of the late General Frazer.

On 26th August, at Milbrook, near Plymouth, Mrs. Sullivan, mother of Capt. T. B. Sullivan, R.N.

On 1st. September, 1815, of a fever, in the China Seas, on board H.M.S. Hecate, Mr. William Parson, aged 21 years, son of Mr. Parson, Surgeon of Godalming.

On the 8th September, near Lortwithel, in Cornwall, Capt. W. Samwell, aged 75, on the superannuated list of commanders—commission as lieutenant dated 11th September, 1777, and as commander, 18th September, 1811.

On the 12th September, in Upper Seymour-street, Portman-square, Mrs. Otway, relict of the late Vice-admiral Wm. Albany Otway.

On 14th September, at Whitechurch, Mr. Jeffreys, Surgeon, R.N. aged 37 years.

On 17th September, Mr. John Conquer, Assistant Master Attendant of Plymouth Dock Yard.

On 18th September, aged 84 years, Mr. Douty, late foreman of the house carpenters in Plymouth dock yard.

On the 18th September, in the 62d year of his age, Philip D'Auvergne, Prince of Bouillon, Vice-admiral of the red squadron. As in our XIIth volume we had before our readers a biographical memoir of this departed officer, with his portrait prefixed (at which period he was a Commodore in his Majesty's service) we shall content ourselves by stating, that he was promoted to the rank of Rear-admiral on the 9th of November, 1805, and to that of Vice-admiral on the 31st July, 1810. On the afternoon of the 23d September, the remains of this highly respectable officer were removed from Holme's Hotel in Parliament-street, for interment in St. Margaret's Church, Westminster. The Vice-admiral was many years commander-in-chief on the Guernsey and Jersey station, he is succeeded in his title by Captain Corbet James D'Auvergne, R.N.

On the 10th Instant, at his house, Mill Hill, Isle of Wight, Samuel Osborne, Esq. Admiral of the Blue. This officer was made Post 6th July, 1782, a Rear-admiral, 23d April, 1804, Vice-admiral, 28th April, 1808, and Admiral, 4th June, 1814.

Lately, in Hants, Mrs. Fowler, wife of Capt. Fowler, R.N.

Lately, at Kinghill, Lieut. John Newell, R.N. date of commission 3d November, 1790. This officer in the admiralty list having an asterisk prefixed to his name was unable to serve at sea.

Lately, at his seat at Worthy, Admiral Sir Chaloner Ogle, Bart. senior admiral of the British Navy, aged 78. This veteran officer (to whom our xivth volume was dedicated) received his commission as post so long since as the 30th June, 1756; was promoted to the rank of rear-admiral, 26th September, 1782, to that of vice-admiral, 24th September, 1787, and admiral, 1st June 1795. Sir Chaloner was raised to the dignity of a Baronet on the 23d January, and is succeeded in his titles and estates by his eldest son, Capt. Charles Ogle, of the *Rivoli*.

ADDENDA

TO THE
BIOGRAPHICAL MEMOIR

OF

JOHN WESLEY WRIGHT, Esq.

CAPTAIN IN THE ROYAL NAVY.

“*Ōwr yn erbyn y byd.*”

[Concluded from page 205.]

WE come now to a document less argumentative than the preceding one, but by so much more to the purpose, as a statement of relative facts and circumstances is more illustrative than a course of abstract reasoning deductive of positive conclusions only from assumed premises.

To Admiral Sir SIDNEY SMITH, from the ABBE ALARY.

“ Although in relating to you the sad and deplorable death of our common friend, my heart is wounded afresh, I shall proceed to acquit myself of this painful duty. I shall not remark or dwell upon that which is already known to you, I mean the personal hatred Napoleon bore him, after you had withdrawn together from revolutionary tyranny, by escaping from the Temple, and especially after you had *dimmed his star*, and effectually repulsed him at St. John d’Acre. He accused him of having landed people in France, with an intention to attempt his life. Thus prejudiced, he poured upon him the whole weight of that resentment which his rage suggested against the English government and people. Involved in the criminal process called “The grand Conspiracy;” interrogated by wicked and corrupt judges urged to effect his destruction; it would have been promptly and openly effected, if the satellites of the more infamous butcher* had not feared that your government would have avenged the law of nations so cruelly outraged. His death was from that time determined on; but they still vacillated on the means to be adopted. The firmness of his answers; his energy; a soul tempered in the school of adversity; the little hope of bending so firm a character; suspended their criminal audacity. But there were other motives for despatching a man whom they feared. Before the infamous execution of Georges Cadoudal and his

* In the original, “*bourreau.*”

co-accused, these unhappy victims to the fury of a villain and his base instruments, had permission to communicate with each other, and to take the air for a few hours in the day; but our friend was never allowed to participate in this act of humanity; he remained to the last moment of his life immured in his secret cell—the parallel made by the people of the firmness of your countryman, was singularly contrasted with the weakness of certain of our own implicated in that affair, who had not, and have not preserved for themselves more than a name without character, and a show of firmness, which never extended beyond their resistance to the will and orders of the king. A number of *détenus*, victims of the tyranny of the modern Attila, were witness to a controversy which Captain Wright had with Savary, then aide-de-camp to Buonaparte, who came to offer him, in the name of his master, his restoration to liberty, if he would confess that he had orders from the English government to land in France those whom they termed Georges' Band, and whom the Royalists (with some few exceptions) regarded as brave and honorable gentlemen. Our friend, indignant at a proposition which clashed with that high sense of honor by which his actions were invariably directed, answered him loud enough to be heard by those without—"Tell your Master, Savary, that I had you on board ship in Egypt—that I did you the honor to admit you to the same table, and was far from imagining then that you could ever allow yourself to make a base proposal to a man who has the honor of being a captain in the navy of his Britannic Majesty. Had you any native military spirit in you, you would know that the sentiments professed by a soldier restrain him from making or accepting a dishonorable proposal, that must stamp an indelible stigma both on those who make it, and on those who listen to it without indignation." This animated conversation was heard by the *détenus*—personalities were not spared—Savary, ashamed, withdrew—and our friend from that day was treated with increased rigour.

"Until then I respected him, to admiration, but without knowing him intimately, not having communicated but by some marked salutations. About this time there left the Temple a certain Scotchman named Smith, inventor of some filtering machines, a sensible man, whose education had been neglected in his youth. This Smith was honest, and extremely devout; our friend was more particularly attached to him, after having experienced the ingratitude of those to whom he had rendered essential services.

* * * * *

"It was by the mediation of this Smith, that our intimacy commenced. He had introduced me to the captain as a man the most firm and constant, as well as most capable of favoring and aiding his escape (in the critical circumstances in which we were), of which he always entertained a hope.

"We lived in this intimate connexion as long as he existed, solacing our troubles in the bosom of friendship, reserving nothing secret from each other; I devoted to him every minute in which we could with any degree of safety converse *visâ voce*, but much oftener by writing. Every evening while our companions in misfortune were engaged at cards, or in their other amusements, I communicated to him the public news, and especially the

substance of the private information which we had learned from friends who, with permission of the minister of police, came to visit us at the lodge.

“ You, no doubt, recollect certain boastings of Buonaparte, of flat-bottomed boats which he had built with so much ostentation, and in such numbers, for his pretended descent and invasion of England.—You know that there had appeared in the newspapers of the day, an article, “ inviting him to this glorious expedition without delay, as in a short time he would be otherwise occupied,”—alluding to the coalition, of which England was the soul.—You recollect the activity of Buonaparte, and the unforeseen imbecility of the Austrians, frustrating the effects of the alliance, by suffering themselves to be beaten at Memingen and Ulm, before the allies could succour them. It is to be observed, that at the period of the rupture, several persons attached to the suite of the ambassador, Mr. De Cobenzl, were arrested at Paris. Among others, a Mr. Müller, a captain of cavalry in the Austrian army, and a French emigrant of the environs of Strasbourg. My friend having previously served in the corps of the *Chevaliers-de-la-Couronne*, army of Condé, of which I was chaplain at head quarters, and having met in this place of misery, our friendship was renewed in a stricter union. He was soon informed of my intimacy with the captain, charged me with compliments which I reciprocally rendered, and they soon found means of conversing by a telegraph of communication, which was the more easily effected, as Mr. Müller was lodged over the wicket, and our friend in the chamber of the Little Temple* opposite; the chamber which you had yourself occupied; and I was the interpreter of any part of their mute conversation which was not quite intelligible.

“ After some time we perceived, and especially after the interview with the infamous Savary, that there was no hope of our friend being restored to his liberty. It was then that he resolved to acquire once more by stratagem, what he could not obtain from the justice of his tyrants. To procure the means, I engaged Mr. Müller to lend him 25 *louis*, which I sent him by Messrs. Poupard and Mingo; he was ignorant from whence the money came; but thinking it sent on my part, and aware of my straitened circumstances, from a sense of delicacy he refused it; nor could I overcome his repugnance, but by assuring him that Mr. M. who had lent him the money, was beyond the want of it; in a few days after, upon certain suspicions of the commissaries of police, they came to his chamber, plundered him of his little property, and left him scarcely provided with the necessary articles of use. He was sensibly affected by this new outrage; fearing the necessity of addressing or supplicating the satellites of this horrible government, to obtain the means of subsistence. To tranquillize him, and that my eloquence and friendship might produce in his soul the effect I intended, I replaced, myself, the 25 *louis* lent by Mr. M. which had been taken from him. Mr. Poupard, who lodged

* For an exterior view of the Tower of the Temple, see the succeeding Plate.

directly under him, put them in a purse attached to the end of a string, which served to convey our daily correspondence.

In the evening of the next day he insisted on my taking two bills of exchange to insure our reimbursement, and gave me at the same time a voluminous letter in an envelope for a beloved sister that he had, of whom he often talked, as also of you, Admiral.

“ I sent the bills and the letter to Madame la Marquise de L’Affalcique (by birth Baroness de Mallecamp), who knowing at that time Mr. Müller to be under rigorous arrest in his chamber, and knowing that they had rummaged many *détenus* in the interior of the Temple, as suspected of friendship and connivance, and dreading a domiciliary visit, burned the letter and bills, that she might not endanger herself by their being found in her possession.

“ In the meanwhile, the various events passing on the theatre of the world, interested and agitated us—we wished to be actors in the scene, and were plunged into dungeons; when, suddenly, Buonaparte raised his camp at Boulogne, and marched with a brilliant army into Germany. We followed its movements, and took a lively interest in them. Of the Austrian army opposed to it we were apprehensive, but we hoped that, corrected by their former disasters and even faults, they would not expose themselves without being supported by the Russians, their powerful auxiliaries. I confess that the taking of Ulm, Memingen, Augsbourg, and the defeat of that army before its junction with the Russian army, disconcerted us a moment; but if the French government took care to inform us of that defeat—on the other side we lost no time in procuring information of the defeat off Trafalgar, which took place on the same day as the capture of Ulm. The total annihilation of that combined naval armament, and the consequence of capturing nearly all the French and Spanish ships which had not been sunk, made our hopes preponderate against our fears.

“ He, indeed, could not so restrain the enthusiasm inspired by the news, but that it was heard without doors, and our gaolers perceived it. He had even the imprudence to hum some couplets which he had just composed in honour of Lord Nelson, and of gratifying with them some *détenus* who, more fortunate than himself, walked in the court, while he had been constantly and was still, a close and secret prisoner.

“ That same evening we continued our correspondence by writing. The medley billets which he addressed to me, in answer to details which I had given him, was pleasing, without any tincture of melancholy; alluding to an event which had happened that evening, an event which might have caused us to be shot, if I had not boldly prevented its coming to the knowledge of our executioners—it was this: I had addressed to him an account much less favorable than that which they had sent us upon the success of Buonaparte in Germany. This account diminished astonishingly the glory of the little man, miscalled great; it turned him into ridicule, which neither he nor his adherents could ever pardon. It was Poupard who customarily transmitted the correspondence, while I mounted guard, to prevent suspicion or surprise. I had but seldom acted as the messenger, and being less accustomed to it, I was consequently less dexterous. I gave notice, as

usual, by striking two blows with the broom handle. He opened his case-ment-window, dropt the string, at the end of which was the bag, and in it I put the despatch, pulled the string, which I immediately abandoned, it was also abandoned by our friend, and fell into the court at the moment when they were coming to shut our doors. I attempted a scheme, which succeeded; I said I was unwell, and without water, and requested they would open the door, and allow me to go and draw some. It was granted: at the instant that I cast the bucket into the well, I hastened under the window, and feeling about, happily found the bag and its contents, with which I immediately remounted, and conveyed to him.

“ I was far (and I have no doubt he was the same) from foreseeing the sad event of the night; as no preliminary conversation—no presentiment had occurred to give any reason to presume it.

“ His custom was, to rise with the day; his windows opened, we gave and received the customary mute salute. I descended to give it: what was my astonishment!—his windows quite shut! I ran and applied to Mr. de Vaudricourt—to the good Vaudricourt, also his friend—sub-inspector of military reviews—one of those in whom he had the most confidence, and confidence well-merited. He was as much surprised and alarmed as I, and added, what encreased my apprehensions, that they had not been open all the morning; we suspected illness or indisposition. I went to enquire of those who occupied the apartment under him, who were also ignorant of his fate; but said they had heard some noise in his chamber during the night, as well as Messrs Mingo and Poupard; but my fears were increased by the apostrophe addressed to them by the old *Abbé*, Mr. Bassinet, who lodged with them, saying, that they slept the whole night like *marmots*, but that he, an old man of eighty, had not been able to shut his eyes since an hour after midnight, so great had been the noise that had awoke him in the captain's apartment.

“ I related this discourse to Mr. de Vaudricourt; we went out, and walked to and fro much agitated, seeing the turnkeys sad and cast down. Mr. de V. called to one of them named Savard, and asked him ‘ if Captain Wright was indisposed? he wished to go up to see him.’ The man, as he walked on, petrified with fright, said, ‘ *Well, they will not accuse me of having assassinated him.*’—Judge of our painful astonishment—we were soon after but too fully convinced that he was no longer in this world. Passing and repassing, we saw parties of the police successively arrive to ascertain this strange event—they unfold paper, &c. Whether from indignation, or curiosity to know what had happened to my worthy friend, I went up, came down again, passed and repassed before the door without daring to enter: but the door being a little open, I was perceived by a secretary of the police-office, I believe his name was Pacq; he invited me to enter; I bowed, and casting a look at the bed, saw my friend lifeless—but yet apparently not bloody. I enquired of those who were in the room, of a prisoner of state named Joseph, a gentleman of Boulogne-sur-mer, and was told that he had cut his throat—that they had prepared a *procès-verbal*, and that I should go and sign. I again approached the bed—I saw the body as asleep; I raised the bed clothes; uncovered him: saw his throat cut

and bathed in his blood, still holding in his hand a razor *shut*. Filled with horror at the sight of this shocking spectacle, the blood froze in my veins. I made a motion to retire, when I was opposed by the police, who told me, I must sign the *procès-verbal*. This I refused, and without hesitation, indignantly replied 'that the man who cuts his own throat does not shut the razor for the use of another.' Stricken with my observation, and knowing well the stubbornness of a character that never bent, they allowed me to withdraw without any further opposition. Here, Sir, is what I know and have seen.

" All the state prisoners, at that time confined in the Temple, believed with me that he was assassinated—it was the general report. These particulars are better known to me by reason of our intimate connexion, but the times and the tyranny of our Attila have not allowed me the opportunity of giving these details sooner. Having been exiled in Vivarais after my release from the Temple, I could not quit it without an express permission of the police. This rigid exile lasted until the return of the king. Forced a second time to expatriate myself for serving the cause of my king; and yielding to those sentiments which only loyalty induced, I followed him to Belgium, and had the honour of paying my respects to you at Brussels—you desired of me the relation which I now present you, a relation which, not being able to send you on your journey to Alost, as we agreed, I hesitated to send it you here, where Fouché was minister of the police, as I strongly suspected that man to have contributed to the assassination of our friend.

" You gave me at Brussels the address of Mr. Müller; I have written to him from Belgium and Paris, for the 600 francs which I lent to the deceased captain, and which you assured me had been paid to him.* Neither of my letters have been answered, which I am surprised at. There was certainly no more due to Mr. Müller than 600 francs which he had also lent, and he neither could nor ought to have drawn beyond that sum without accounting to me. Messrs. Mingo and Poupard, through whose hands both the sums passed, know that from me alone they have received and transmitted them, and have acknowledged that they acted equally on the part of Mr. M. and of your humble servant. I am apprehensive that Mr. Müller is dead, or he certainly would have answered me, and perhaps have visited me: I should be obliged to you to ascertain the fact."

We have now laid before our readers the whole of the evidence in our possession, and for ourselves we confess that it appears so strong on the dark side of the question, that we are unable to divest our minds of the notion that Captain Wright was basely murdered. A desultory review of the evidence will shew on

* Paid by Lord Stewart at Vienna, with the 25*l.* lent by himself, the demand having been first sanctioned by the Admiral.

what ground we found our belief ; and we shall commence it with the final and formal declaration of the martyr himself :—

“ I have now to declare, that perfectly resigned as I am to my fate, I am able to support the *worst* a barbarous enemy can farther intend against me ; that the character of my country, and the reputation of the navy, are the dearest considerations to me, and that in *no possible circumstances will I ever lose sight of them, but make my death, should I die in the hands of the enemy, as disgraceful to him as it will be creditable to my country.*”

Here is strong evidence of a presentiment of foul play in the mind of Captain Wright ; and as presuming that such assertions as we find made by Fauconnier, and the Abbé Mesieres, with the arguments brought forward to support them, would go forth to the world, he here enters a previous protest against what, by anticipation, he so justly fears. Yet this is the man to be driven to self-murder, because the enemy, in his course of warfare, has gained a battle!!! A man, too, who had given so many proofs that *fortitude in adversity* was the prominent feature of his character.

We shall now proceed to the circumstances of his death, as spoken to by the several witnesses whose depositions we have given from the original documents.

Pierre Dusser, the commissary of police at Paris, Temple division, tells us in the *procès-verbal*, that in consequence of information received from the Sieur Louis-François Fauconnier, *concierge* of the Temple house of arrest, and living at the same, that John Wesley Wright was found covered with blood, and lying *in** his bed in a state of immobility, which should make it presumable that he died by effect of suicide, his attendance was required, in order to proceed conformably to law. There he found the corpse, with the throat cut, and a razor *shut* in the right hand.

The deposition of Fauconnier at this time is in substance, that he saw the deceased at noon, to whom he carried the *Moniteur*†—found him well and calm—two hours afterwards Savart carried in dinner, and found him in the same state—and that morning he was apprised of the event.

* *Vide Fauconnier's impartial remarks, p. 187.*

† *Query*—Was this a customary act of civility ? or was it the first instance, and with future views ?

Savart says, that at the time he carried in dinner, the said J. W. Wright spoke to him in a customary way, and did not appear at all *wrong-headed*.

Soupé, the surgeon, finds, on examining the body, that there is a transversal wound on the anterior and superior part of the throat, above the bone, termed *jaxoid*, 18 centi-metres (or about 5 inches) in length—in other words, his head was cut nearly off.

The result of this inquisition was, that as the razor was found in his right-hand, and the *Moniteur* of the 3d in his possession—the reading of it had unduly exalted his imagination, and led him to that act of despair—and therefore there was no cause for further inquiry!—the body was *quietly* put under ground—and this same Pierre Dusser has now no recollection at all of the circumstance!!

It is worthy of notice, that the time when the firmness of our brave countryman was to be thus shaken, and his fortitude reduced to despair, was the time when a negotiation was in process between the English and French governments, through the medium of the Spanish ambassador, for his liberation,*—it had in fact terminated, by the consent of the French government to send him to any port we should choose to receive him at, although he was too vile a character to be *exchanged!!!* †

The account of Mr. Poupart is perfectly consistent with that of the *procès-verbal*, in all that relates to the position of the corpse, but goes decidedly to prove the improbability that the *news* so *kindly* communicated to him should have had the effect there presumed; as we are told that the victory off Trafalgar did more than counterbalance the defeat of the Austrian army. It does more than this; for if the account may be credited (and we would ask, why should it not? for the account is circumstantial, and in its most important particulars corroborated by the evidence of the Abbé Allary)—if then this account may be credited, the fact of assassination can be no longer questionable—He was awake by a person lodged in the same room, about 4 o'clock in the morning, and asked if he did not hear a noise—"I hear it *still*," said that person, "like the walking of several people."—"It appeared

* Vide *D. C.* vol. xxi, p. 478.

† Vide Talleyrand's letter, vol. xxi, p. 489.

very extraordinary to us," says Mr. Poupert, "and what we had never heard before since we had been in the Temple."—He afterwards saw the captain (and he believes himself to have been the first who saw him after the turnkey in the morning) in his bed, "in as much order as though he slept—his face upwards—and the sheets and counterpane under his chin"—he uncovered him, and saw in his right hand a razor, *shut*.—And he also saw tracks of blood in different parts of the floor, and in the tracks the print of feet. Here we have a consistent statement.

That of Savard is delivered in such a manner that little reliance can be placed on it. It is evidently that of a man either biassed by his fears, or of very imperfect recollection. He denies there having been any tracks of blood on the floor—says there was no mark of blood on the upper sheet—very little on the under one—Where then was the blood?

The deposition of Christopher Barot, states the body to have been found extended in bed—the eyes open—covered up to the chin, as in a state of repose, with the sheets and counterpane—an opening in the neck from side to side, but the edges stuck together, so as to have the appearance of a scratch from which death could not ensue—the right hand holding a razor extended along the right thigh—the bed was narrow, and the head between two pillows, and not bloody.

The statement of Christopher is likewise that of a man whose tongue is bridled by his fears. He gave his information at different times, and varies in his testimony not only from that of others, but is not consistent in himself. In a second conversation on the subject, he repeats what he had before said, and declares it to be the result of all the reflection he is capable of, divested of that perturbation which is the immediate effect of fear; but while he is delivering this result of a cool consideration of the subject, he repeatedly testifies his uncasiness, saying, "If there was to be a fresh change of government, I should be shot." And he at one time says, the captain was playing the flute at midnight, but he knew the circumstance only by Savard and others, as he himself did not sleep at the Temple. He in his formal deposition before Sir Sidney Smith says, he himself heard the captain playing the flute until an hour after midnight. He says the razor was *open*.

Victor Huré, at that time a keeper at the Temple, and who appears to have viewed the body at the same time with Christopher and Savard, says, they found him dead in his bed—his throat cut—and holding in his hand a white-handled razor, *shut*—enveloped in his bed-gown, and without a shirt—at which they expressed their astonishment.

We now come to the *impartial* remarks on the suicide of Captain REIT at the Temple, signed FAUCONNIER, &c.

Of these remarks, the signature only is in the hand-writing of Fauconnier—at least the remarks are written in a different hand-writing—and show very clearly that the writer pondered well his words before he uttered them, so far as to the *purpose* of rendering them abductive of any idea of assassination in the mind of the reader. He first assumes the fact of suicide as a decided case, and then begins to talk about it—reconciles the reader to the act, as a thing familiar with the English—in short, a mere *philosophical remedy* for the *spleen*!—and adduces as a companionable and confirmatory instance with the assumed suicide of Captain Wright, the too clearly real one of Mr. Whitbread—though from opposite causes—the former because Buonaparte gained a battle, the latter because he lost one!! Says that “the *Moniteur* had been furnished him by the communication of some prisoners who were lodged above and below him” *—“and that there is no doubt the reading of the *Moniteur*, announcing the victory of Ulm,” determined him to commit suicide—three other motives equally strong are added, concluding with an emphatical declaration, that “Here is the whole truth.” But as a more circumstantial and consistent statement had been made, conveying a very different idea on the subject, Mr. Fauconnier thinks it necessary to set that aside; he begins very prudently as a worldly-wiseman, to bring first *contempt* on the testator, presuming then that his testimony will become of as little consequence, in the usual course of things.—“Now comes a *prisoner*, at the end of 10 or 12 years,” &c. &c.—if the course of time is to invalidate the testimony, that of Fauconnier must be at least as weak as his—for it was subsequently delivered—
* The *prisoner*, to support his story, talks of a noise that he

* The proverb says, “Liars should have good memories.” In the formal deposition of Fauconnier on the *process verbal*, he says that he carried this same *Moniteur* to Captain Wright himself.

heard over his head, and of workmen who did not work the next day, because the overseer, the man who, according to him, had given the fatal blow, not having returned, the workmen could not work for want of a master.”—Henceforward the account of Mr. Fauconnier is all shuffle and confusion—a constant endeavour at evasion—to fasten upon any thing but what is to the purpose.

To this *version* he says we must answer—and that it is very easy to do. “The thing is impossible, unless in regard to this assassination, we can believe that it was Savard who committed it.”—Now, how does this read?—like the words of a man who wishes to shuffle off the truth from his shoulders—like the confusion of a liar.—“The thing is impossible.”—What thing?—that the overseer of the masons murdered Captain Wright—“unless we can believe that it was Savard who committed it”—but if we can believe that Savard committed it—why then the thing is possible, and the overseer of the masons committed it!!! “But we are well convinced that *that* is false, and therefore we must conclude that the captain alone committed it.”—If the *version* can be so answered, or, as we are to understand the term, so convicted of falsehood, it is certainly very easy to do it.—“But we are well convinced that *that* is false;” *viz.* that Savard committed the murder; we no more believe that Savard committed the murder, than Mr. Fauconnier believes it—but mark with what sagacity he proves the ground of his conviction that *that* is false—“Savard only had the keys of the captain’s chamber, and he alone attended him”—and therefore it was impossible that Savard could commit the murder!

But it seems we are not yet arrived at the proofs of the impossibility of the prisoner’s story, notwithstanding the above assertion. If Mr. Fauconnier revised what had been thus far written, he might well say, “Let us come to the proofs of the impossibility of the prisoner’s story.”—It would really seem as though he was aware of the nonsense that had been written, and had forgotten to cancel it.

He now begins by telling us that the *prisoner* was then very poor, and had moreover a wife, who had been recently brought to bed”—(a circumstance very material in the present case, to what was to happen 10 or 12 years after)—and that “he now comes, after a lapse of time, to give us a *new edition* of this

in his *own way*, probably to extract some benefit ;”—but possibly recollecting that time and chance happeneth to all, he candidly says, “ I know not whether he is now rich or at ease ”—and then comes the “ *but* ”—“ but at that time he lived on the bounty of his comrades in misfortune, and by the labour of his hands as a tailor *—his wife and the infant she suckled came every day to share his dinner ”—and these are the grounds on which we are to disbelieve his testimony !

The reader will see, † that as an after-thought, in a supplementary letter, Mr. Poupart says, “ I omitted a circumstance which I hasten to make good ;”—and then mentions his observation, that on the eve of the assassination, some masons were at work on the tower of the Little Temple—and as the master-masons or superintendants did not come to work the next day, and he remarked an air in the men that he conceived significant, it gave him strong suspicions, “ that the police and the authors of the crime availed themselves of that circumstance for its commission.”—Now the whole of this is a mere ground of surmise, and stated as such. But for want of better materials to build his *proofs*, Mr. Fauconnier lays hold of this mere conjecture, reduces the plurality of superintendant-masons, as stated by Mr. Poupart, to *one single man*, and goes boldly to work. He leads us up stairs and down stairs—into this anti-chamber—that side-room—shows us how the doors were fastened door upon door—that neither Buonaparte nor the Devil himself could have entered or egressed after they were once locked—and then, as though there were no such things as *pick-locks* or *master-keys*, coolly and confidently asks us—“ Now, *how* could this assassin open and shut all these doors, and avoid the sight of every body ? *How* could the assassin open the captain’s chamber, without making a noise ? *How* could he, without light, and without using very great force, seize and throw down the captain, who was a vigorous and resolute man ? *How*, and by what charm, could he quietly lay him on his bed, and upon his pillow, and without making an alarming noise, kill him like a sheep—and with what ?—with his own razor !”

These are questions not quite so difficult of solution as the

* Mr. Poupart signs himself late officer of the army of the centre, colonel of cavalry.

† *Ide* page 106.

Sphinx's riddle. How the government of Buonaparte effected its *secret* purposes is best known to *those* who were in authority under him. As to how the murder could have been effected without light and without noise, we do not find it stated in accusation that it was done without either—on the contrary, the noise was so great (and consequently the captain not killed quietly like a sheep), that it was heard by two persons in the room under the captain's—and we see no cause for the *marked* wonder that the murderers should kill him with his own razor, if it was in the way to lay their hands upon, and they wished to have it supposed that he killed himself.

Mr. Fauconnier acknowledges that the *prisoner* says in his account he heard a noise, and that the noise must have been extremely loud to be so heard; but then Father Picot De Clos-Riviere did not hear it, who lay on the same floor—and *nobody* heard it but him. Surely Mr. Fauconnier will allow another exception in the old Abbé, by whom the *prisoner* was awoke to hear it. As to Father Picot, the reader has only to refer to his evidence in the affair to be convinced, that let the noise have been never so loud, Father Picot would have shut his ears to it. The man who could assert that the notorious Buonaparte “was incapable of *it*, and so ridiculously expose his *hypocrisy* in the act of spurning at the idea, must be too much the friend of Buonaparte to believe any ill of him. “Besides,” says this jesuit, “the steward [Mr. Fauconnier] was an honest man, and incapable of *lending himself* to an action like that: there is *nothing* doubtful in his having destroyed himself.”

Now in this same *lending* of himself lies, we fear, “the *rub* which makes this *mystery* of so long life.” The *lending* seems inevitable—the voluntary confession is therefore impossible. We will, however, follow this man to the end of his curious deposition, in order to show, *if* he be really contending in the cause of Truth, how weakly she has armed her champion.

“If there was any noise, says Mr. Fauconnier, the captain defended himself, and he was very able to defend himself, and would not suffer himself to be stretched like a sheep *upon* his bed, and timidly or cowardly present his neck to the assassin. There would have been scuffling in the room [enough to prevent the old Abbé from sleeping] blows given—

blows returned ; at length, if the assassin were the strongest, he must have thrown him down, cut his throat, and then placed him *upon* his bed, and upon his pillow, as he was found. But the boards, and all *around* his bed, would have been sprinkled, and even *flooded* with the blood of the victim." We deny this ; for when a man's head is cut nearly off, he will not run *around* any thing, nor would it be necessary to carry him, but to that side of his bed where he was to be placed. " Well ! [another triumph for Mr. Fauconnier] there was no blood but *upon* his bed and his pillow, where he was seen as he had *fallen*, after he had cut his throat." Mr. Fauconnier should here have told us how he got *into* bed. We have hitherto had some doubt as to whether by the word *upon* we were to understand under the sheets or not—for so we are told by all the other witnesses he was found ; but the word *fallen* clears up the doubt, for it is impossible that any man could cut his own head nearly off, and fall in that composed position in which he was first seen by Savard—if he was by him first seen after his death !

But Mr. Fauconnier has not yet arrived at the end of his impossibilities : with his usual sagacity—if there was no noise—there could be no noise heard. There is no one will be bold enough to contradict that. " Then," says Mr. Fauconnier, " the assassin had to seek the captain's razor—then he must have cut straight from right to left—because—he could not have cut from left to right." In this place, the deposition is profoundly confused. Next follows a string of formidable suppositions and inferences, which, as the song says, " Nobody *can* deny," about the passing of doors and dark stair-cases, dogs and turnkeys—concluding, that if the mason did the murder, his ultimate escape must have been through the key-hole, or as a bird, by flight over the walls—all which must incontestably prove, that " Captain Reit voluntarily killed himself."

So much for Mr. Fauconnier, and his man of straw, which he seems to have set up only for the purpose of knocking him down, and claiming a victory.

Now follows a more formidable antagonist in opinion on this lamentable catastrophe—only because he is *plausible*—for none of his arguments will stand the test of circumstantial application. There is a great deal said " About it Goddess and about it ;"

but it touches nothing essential in the case—if the reader wishes to amuse himself with an essay on suicide, here is one for him. It is very formidably drawn up, and contains some additional information as to the life of Captain Wright, but little or nothing explanatory of his death.

The Chevalier's introductory letter to Sir Sidney Smith, is a declaration of his opinion on the case; and all that follows is little more, excepting the historical matter, than an endeavour to justify his opinion without any, or next to no consideration of the circumstances in which Captain Wright was found dead: there is, besides, the usual inconsistency which is found in all relations where truth is not the basis. We do not mean to charge the Chevalier with any intentional deviation from truth, but we certainly think that he has not impartially viewed *both* sides of the question. There is a great deal too much of abstract remark.

The Chevalier makes a show of impartiality, with a more evident leaning to the side of Buonaparte.

He, as though there were no facts to judge from, begins by declaring that he is *driven* to probabilities and conjectures—and if he was really sincere in that assertion, he might as well have spared himself the trouble of composing his document, for the case had been long enough the subject of conjecture, and the desideratum was, that which should put an end to it.

The Chevalier then proceeds to a remark or exhortation, which, if it mean any thing, implies, that as the public and ordinary conduct of Buonaparte was that of a vindictive tyrant, we should hesitate in deciding on reports of his secret atrocities. He then asks pardon for differing from the very just opinion of Sir Sidney Smith, that suicide is cowardice; and asserts, that a decay of the physical constitution—irritability of the nerves, and sudden insanity, will impel to suicide—the last assigned motive is out of the question; as to the first, we have seen many very old men die naturally, and very nervous people live long and *await* the inevitable stroke; and we have witnessed the most piercing afflictions courageously endured; and therefore, in all cases but that of insanity, we hold it a species of cowardice to fly from the ills of life, by which human courage in its noblest character is proved.

We have here the old story of the battle of Ulm; and then the Chevalier proceeds to an historical detail of circumstances previous

to the captain's death, and which is so far desirable as an elucidating supplement to the captain's own narrative. It also contains direct evidence, that the Chevalier's opinion of Buonaparte does not square with that of Captain Wright.—“Buonaparte will destroy me,” says the captain. “He has not forgotten our proclamations in Egypt, nor what we have written to him; nor the reproaches which we have addressed to him on the subject of his crimes at Iaffa,” &c.

The Chevalier at length arrives at the epoch of Captain Wright's death. He tells us that the last campaigns had been fortunate for their common tyrant; that they lost even hope, and were filled with grief; that French and English journals found their way to them; and from them they had learned the great victory of Nelson off Trafalgar: of this latter news, and its effects on the mind of Captain Wright, the impartial Chevalier is totally silent. Nothing but despondency and despair would suit his impartial view of the question. At this time secret agents were sent among the prisoners—Why? because French and English journals found their way to them. About this time, projects for escape were formed, and immediately betrayed; and it is somewhat remarkable, that the only *ostensible* instance of treachery towards Captain Wright, attaches to the Chevalier's friend, Mingaud: it is also remarkable, that on being informed of Captain Wright's death, by his friend the Chevalier, he was so much afflicted that he kept his bed, as the Chevalier informs us, eight days in consequence of it; surely this is grief overmuch. The best friends the captain had there, neither Poupart nor the Abbe Allary, nor Captain Müller, evinced any sorrow like unto this sorrow. It is likewise worthy of notice, that neither the Chevalier nor the Sieur Mingand, although so oppressed by the tyranny and cruelty of Buonaparte, and possessing such an exalted opinion of the captain's character, should have any other idea at the time than that he had cut his own throat. But on the part of the Chevalier it is perhaps accounted for—Suicide could not depreciate it. We find that on the Commissary Dusser receiving the information, he immediately taxed the messenger, coming from the prison, sharply, in these words, “Is it thou who hast killed this man?”*—and Savard, imme-

* Vide page 109.

diately after the discovery of his death, was seen by the Abbe Allary talking to himself.

The Chevalier now comes to the question, and enters upon it in a very formal manner ; talks of the necessity of divesting ourselves of all passionate feelings, and assuming the mantle of impartiality, and rendering homage to truth ; all which is very flowery and very fine ; and had there been no evidence of facts from which to argue, his abstract reasoning might have had some weight, although scarcely any thing more than a *petitio principii* to establish a preconceived opinion. He passes a high eulogium on the character of Captain Wright ; but all that is good and great in him only tends to sink him into suicide ; to that he must come under the Chevalier's hands, and therefore we hear of nothing from him but irritable feelings—spleen—bodily frame debilitated and enfeebled, life burthensome and insupportable. Now what says Captain Wright himself, “ I have now to declare, that perfectly resigned as I am to my fate, I am *able* to support the *worst* a barbarous enemy can farther intend against me.” But Captain Wright was perhaps no judge of his own feelings, and the Chevalier knew better. “ Captain Wright,” says he, “ was strongly impressed with *liberal ideas*.” [The cant term for a dereliction of all restraining principles.]* “ Suicide on the part

* As a specimen of the *liberal ideas* of the French Revolutionists, we quote the subjoined anecdote from the *Encyclopedia Britannica*. It will tend to prove the importance of human life in the estimation of men possessing *liberal ideas*:—

“ The following information respecting the morals of Jourdan's army, is from a German Count, who saw with his own eyes a considerable extent of the march and counter-march of the French through Franconia :— ‘ Almost every officer in Jourdan's army had a mistress ; and such of them as by plunder could support the expense, gave balls, acted plays, and exhibited every species of gaiety, when the army was not in actual motion. In all this there was nothing wonderful. The ladies, however, were not unfrequently pregnant ; and as nursing would keep them from these assemblies, where their company could not be dispensed with by the soldiers of liberty, they drowned their new-born infants—*they drowned them publicly!* Our correspondent (the Count) saw two of the little victims, and he heard, from unquestionable authority, of several more. At a place within six miles of Nuremberg, a Prussian parish minister, who was also a sort of justice, endeavoured to save one innocent, and was thrown into the river and fired at by the French, when his parishioners endeavoured to save him. He had the happiness, however, to save the child, and was allowed to keep it, the mother never inquiring after it!”

of a man who is enthusiastically fond of liberty, and peculiarly oppressed, who is shut up, debilitated, overcome with grief, with chagrin, and fond remembrances, which he considers as lost for ever; on the part of a modern philosopher (and such was Captain Wright) [we do not believe it] * who sees all his hopes, all his projects of fortune, of glory, of happiness, public or private, entirely overcast, on the part of such a man;" and then comes a moral line from Voltaire's Creed, telling us, that in a state of adversity, "Life is a disgrace to us, and death a duty!"

Now what does Captain Wright, the modern philosopher, or philosophist, himself say to his situation thus represented, when he parted from his friend Laumont, the surgeon, "I hope we may meet again, under more favourable circumstances; but at all events, whatever may happen to me in my present position, I will behave, believe me, whatever reports may be sent abroad, like a *Christian* and a British officer." And in his letter to Lieutenant Wallis, he says, "I must tell you, for the comfort of my other little amiable creatures, who may weep for my misfortunes, that I can bear them, however great or multiplied; but that I am less ill off than people at a distance, whose apprehensions magnify evil, are aware of." And in the Abbé Allary's letter, we find that his mind was so firm and composed, that he could write sportive lines of poetry on the very day preceding his death; and therefore we do not believe him to have been so desperately affected as the Chevalier would persuade us he was.

Among other remarkable things in this document, it is not one of the least, that the Chevalier, in his solitary advertence to the *circumstances* of the captain's death, merely remarks a discordance between the evidence of Savard and Christopher respecting the blood, which he slightly passes over, as though neither was of any consequence, and refers us to the *procès verbal*, the contents of which we should imagine he was himself a stranger to, for it certainly contains a "damning proof."

He then proceeds to the question; was Captain Wright's throat cut by superior order? and, like Fauconnier, has a great many reasons to prove its impossibility in one page, and its possibility in the next. "If it was occasioned by superior order, the

* Vide his letter, B. C. vol. xxxiv, p. 448.

chief gaoler, the keeper of the wicket, the menial servant at the door of the Temple tower, and Savard, who attended the captain, must have opened all the doors, and necessarily have been accomplices with the person who went to execute the savage order. You see, therefore, these five assassins (four of whom had not any interest in the matter) acting in concert to commit this horrible crime; a circumstance that cannot easily be credited."

We have already said, that as to the way in which the government of Buonaparte executed his secret purposes, is best known to those who were in authority under him. That such a way existed, is acknowledged by the Chevalier himself when it suits his purpose that it should be so; speaking of the death of Pichegru, (who by hook or by crook he would persuade the reader likewise committed the honorable act of suicide as *due* to his misfortunes), he says, "If Buonaparte had wished that Pichegru should be strangled, he would have given *secret orders* for the purpose." So after all the thing is possible, when it suits the Chevalier's drift of argument. "Who is there," says the Chevalier, "who does not know that Pichegru, found strangled, could not survive the sadness and despair," &c. &c. Why there are thousands who do not know it, and who believe the very reverse to be the fact.

Then the Chevalier gives us very cogent reasons why there could have been no motive in the mind of Buonaparte to order the death of Captain Wright. The first is, because Captain Wright did not hold in his hands the *destinies* of Buonaparte; but considering the great love and affection between them, of which they were mutually conscious, it was quite sufficient that Buonaparte held the *destinies* of Captain Wright. The Chevalier then goes on to other reasons equally conclusive, and industriously striving to persuade us that there never was such a crime as assassination committed in the Temple: he says, "Moreover, if Buonaparte had wished to exercise a secret vengeance on the person of Captain Wright, that *would have been* accomplished in the woods or defiles of Brittany, *as was frequently practised towards the royalist chiefs.*" This Chevalier seems to have known the mind of Buonaparte in these matters very accurately, or it is certain he

would not speak so positively. Thus then we find that Buonaparte was capable of such things.*

After all such reasoning, as the Chevalier says, we must necessarily conclude that Captain Wright cut his own head off!!!

The deposition of the Abbé Allary, although material in its evidence, goes but little farther than to confirm that of Mr. Poupert; in fact, it is from the *procès verbal*, and the depositions of these two gentlemen, that we should form our judgment; we will therefore, from the particulars therein contained, now state

* We avail ourselves of this opportunity to insert a characteristic sketch of Buonaparte, as handed to us by our valuable friend the Hydrographer; which we think, if collated with the actions of Buonaparte, will be found a tolerably accurate inference, in all but his *courage*, which is to us, especially in his decline and fall, very questionable:—

The character of Buonaparte has been imperfectly appreciated in this country; when resolved into its simple elements, and collated with his career, they mutually explain and elucidate each other. From the earliest record of his history, he has been one, unchanged unchangeable. In a period of tranquility, he would have perished on a scaffold; in times of revolution, he has figured on a throne: he has lived like Cæsar; but might, and still may, perish like Catiline. He has been stigmatised as a coward—the accusation is unjust: he is a Paulus Æmilius, prodigal of life, but employs it upon the best commercial principles;* and never hazards an extensive risk, without the probability of a commensurate profit; if the moment arrives when his deliberate judgment pronounces it necessary, he presents himself to danger without hesitation or anxiety. He has been reprobated as cruel:—he is not cruel in the active signification of the word: he is utterly indifferent and callous to sentiments of humanity, when they interfere with his pursuit. He is a modern philosopher, in the strict sense of the term. There is no individuality in his conceptions; or feelings for others: if five hundred thousand men perish in a campaign, he regrets the inconvenience of his own loss, but never feels a moment's remorse for the sacrifice. Their fate is mingled with that of former generations; and if their doom is antedated, it has been but for a moment. The spring of population is amply sufficient to supply their place; and a slight fiscal encouragement to marriage, or diminution of discouragement for illegitimate births, will expedite the purposes of nature, and operate as a sinking fund upon the debt incurred. If any individual is obnoxious to him, it is a sort of duty which he owes to his high situation to abate the nuisance.—Whether it be a Prince of the House of Bourbon, seized in the sanctuary of a neutral territory, or a vender of suspicious pamphlets, he signs their death-warrant; or if it be an active English officer, incarcerated in one of his dungeons, he gives a verbal order to Savary for his assassination, with equal apathy, and retires to rest, with the crimes, but without the compunctuous visitings of conscience.

* *Viz.* Creeping into a cask to escape from his enemies—for such we are assured was his intention, by the captain who was to ship him.

the question both ways, and see on which side they read most consistently.

Captain Wright committed suicide. He had amused himself on the preceding day in writing and humming couplets on the respective victories of Buonaparte and Lord Nelson. At night he was heard playing the flute until past midnight; he then got into bed in his *robe-de-chambre*, covered himself up to the chin in the bed-clothes, and cut his head nearly off with his razor, which he afterwards shut, and placing his arm strait down his thigh—died!!

Captain Wright was assassinated. He had amused himself on the preceding day in writing and humming couplets on the respective victories of Buonaparte and Lord Nelson. At night he amused himself with playing on the flute till after midnight; about which time a noise was heard, as of a scuffling between several persons, in his room, by two or more people in the room beneath: in the morning he was found with his throat cut, covered up in his bed, with a razor in his hand, shut.

These are facts that seem to have been formally ascertained, and fairly credible; for as to Fauconnier's solitary assertion, that he was first seen outside, or on the bed, although probably true, if he were present at the murder, could not have been the position in which he was found by him, Savard, and Christophe, nor as he was presented to the commissioners on the *procès verbal*; neither in asserting this does he tell us how he got *into* bed.

None of the witnesses, not even Fauconnier himself, speak of that quantity of blood that might be supposed shed on such an occasion; very little inside the bed, on the sheets, and very little on the outside; it is likely that his head was held over a pail, or other vessel, and the blood carried away; for all that appears in evidence is no more than would be consequently spilled in moving the body afterwards into bed; for that his throat was cut in that dreadful manner *in* bed *cannot* be believed on *any* part of the evidence, as it stands delivered, whether by those who assert the assassination or the suicide; and if so, how did he afterwards get *into* bed?

We now leave the reader to form his own opinion, as we have formed ours, from facts in which a majority of evidence agrees;

from facts very credibly asserted, although by some denied ; and from facts, denied by *none* : if we be right in our own *opinion*, retributive justice has in some degree overtaken the chief actors ; Fauconnier complains that he is thrown by, neglected ; Savary is wandering where he was before a trespasser ;* and the arch-chief is now himself a prisoner in the middle of the ocean ; where, in his vanity, it is said, he still indulges hopes of returning to that power he so long abused ; but his hope is vain ; like another Belshazzar, whose impiety braved Heaven, the hand-writing is against him, Mene-Tekel-Upharsin, his kingdom (or the days of it) is numbered, himself weighed, and his empire divided and departed from him.

Thus fell Captain Wright ; a man certainly of no ordinary character ; and although, in compiling these memoirs of him, it was no part of our original intention, we are unwilling to conclude without expressing a hope, that if they should meet the eye of any person in power, they may produce the effect of substantiating the title of Captain Wright's family to that reward which the Martyr himself would have obtained. That family, as we have already recorded, consists of an aged father, who is a disbanded military veteran ; a sister ; and a nephew, now a commander in the navy, and when a midshipman, shared his uncle's captivity.

* * * Our observation at page 272, we find, on re-consideration, to have been miscalculated.—The negotiation between the two governments of France and England for the liberation of Captain Wright, was in the preceding year : it will, however, serve to bring to the reader's recollection another instance of the *Punica Fides* of the modern Carthage, as governed by Buonaparte.

* It is strange that this man should have escaped from the custody he was consigned to at Malta : it is still more strange that no inquiry has been made how or why the escape has been effected or permitted.

NAUTICAL ANECDOTES AND SELECTIONS.

CAPTAIN BRISBANE AND THE DEY OF ALGIER.

THE *Journal des Debats* gives the following minute of a conversation purporting to have taken place between the Dey of Algier and Captain Brisbane, by order of Lord Exmouth:—

“ I informed the Dey, that Lord Exmouth required satisfaction for the insults offered to the English Consul and to the English nation.

“ The Dey answered, ‘ I am ready to give it.—What is it that you ask ?’

“ I replied, ‘ Express your extreme displeasure at the violence which, in the heat of the moment, you have exercised towards the Consul, and beg his pardon for these violences.’

“ The Dey rejoined, ‘ Well ; I beg his pardon.’

“ To this I added—‘ Address yourself to the Consul, and beg his pardon.’—This he did in the presence of all his ministers.

(Signed)

James Brisbane, Captain.

“ Witness—Major WM. GOSSEL.”

PARAPONTIC CHAIR.

MR. SCHMIDT, piano-maker, in the *Rue des Bons Enfants*, has invented a nautical machine of the greatest simplicity, by means of which, in the most stormy weather, and in the midst of the most violent tempest, any person may contend against the waves, and be preserved from shipwreck. Mr. Schmidt has, we believe, in the presence of the authorities, made trial of this machine, which he calls the “ *Parapontic Chair*.” He likewise proposes to cross in it from Calais to Dover.

ATTACK ON ALGIER.

MINUTES of the battle of Algier, copied from the log-book of H.M.S. *Leander*, Captain Edward Chetham, C.B.—“ At day-light, on the 27th of August, 1816, in company with the fleet, observed the city of Algier bearing W.S.W. About eight A.M. light airs inclining to calm. Admiral and squadron in company. Observed a French frigate working out of the Bay. H.M.S. *Severn* hoisted a flag of truce, and despatched a boat towards the city. At ten exercised at quarters, and loaded the guns: hoisted out all the boats, and prepared them for service. At noon, the French frigate joined ; her captain went on board the commander-in-chief, where he remained a short time, and returned to his ship. Observed the *Severn*'s boat, with the truce, pulling out from the city. At 2.30. Lord Exmouth made the general signal, “ Are you ready ?” which was immediately answered, “ Ready.” He then made the signal for the fleet to bear

up—hore up *Leander*, within her own length of the commander-in-chief, standing in for the mole—beat to quarters—made every preparation for anchoring—observed the enemy's batteries crowded with men, and their gun-boats prepared to board. At 2. 40. the boat employed as a truce returned to the *Queen Charlotte*—clewed up our sails, following the motions of the commander-in-chief, who, at 2. 45. anchored abreast of the Mole, and within half pistol-shot. At 2. 47. *Leander* anchored in her station, close a-head of the *Queen Charlotte*, in five fathoms water, when the enemy opened a most tremendous fire, which was instantly returned by the broadsides of the *Queen Charlotte* and *Leander*—the fleet anchoring in the stations assigned them, and opening a vigorous fire. Observed the effect of our fire had totally destroyed the enemy's gun-boats and row-galleys, and defeated their intention of boarding. The battle now raged with great fury, officers and men falling very fast, and masts, yards, and rigging cutting in all directions. At three, observed the enemy's colours shot away in some of their batteries, which were very soon re-hoisted, and their fire obstinate. At 3. 50. an officer of the *Hebrus* came from the commander-in-chief, with orders to cease firing, to allow the enemy's frigate moored across the Mole to be set on fire, which was done in a gallant style by a boat from the *Queen Charlotte*. At 3. 55. a vigorous firing was recommenced on both sides. Our flat boats throwing rockets with good effect, some magazines were observed to explode. At 4. 10. the enemy's frigate burning with great rapidity, and drifting near us, the commander-in-chief sent an officer to direct us to haul out clear of her. At 4. 15. the commander-in-chief made the signal for barges and pinnaces. Sent our boats to *Queen Charlotte*, under the command of Lieutenant Monk. At 4. 30. Lieutenant Monk returned, with orders from the commander-in-chief to keep the boats in readiness to assist the *Leander*. Perceiving the ship on fire to be drifting past us, kept our station. At 6. 30. observed the city on fire in several places, and the Mole-head and other batteries near us almost demolished; the enemy re-mounting guns, we continuing a smart cannonading. At seven, found the batteries abreast of us to slacken, but we were greatly cut up from batteries on the starboard bow. Ran a hawser to Severn, and hove our broadside to bear on them. At 7. 25. the whole of the enemy's ships in the Mole were observed to be on fire—our masts, yards, sails, and rigging, at this period, so entirely cut to pieces, as to prevent us, if necessary, setting a sail on the ship—officers and men falling fast, and a great proportion already killed and wounded; but our fire continued with unabated fury—enemy's fire considerably slackened—ships on fire drifting near us—hailed on our spring fast to Severn, but found it shot away; made it fast again, and cut the small bower, to haul out of the way of the ships on fire. At 9. 45. the fleet hauling and towing out; but from the state of the masts, sails, and rigging, found our own exertions ineffectual to haul or tow out; our hawser, which was fast to Severn, being gone, and no other ship near us. Lowered the gig, to send Lieutenant Saunders (first lieutenant), to inform Lord Exmouth of our situation; but the boat was sunk, and the jolly boat, which that officer and crew then embarked in, was also sunk a short dis-

tance from the ship; but the crew were picked up by the flat-boat, and proceeded to the commander-in chief, who immediately ordered assistance to be sent to the *Leander*. At 10. 30. cut the stern cables, some boats towing us also, a hawser fast to *Severn*, with a light air off the shore, which enabled us to move out slowly, and clear the ships on fire. The enemy re-commenced a heavy fire of musketry upon us, and some few large guns at intervals fired grape and canister to dislodge their small-arm men. At 11. 25. the *Leander* ceased firing, drawing fast out into the bay. Light breezes and cloudy, with thunder and lightning. At midnight answered the signal for the fleet to anchor. Light breezes and very dark weather, wind S.W."

ACCOUNT OF THE BATTLE AT ALGIER, BY A MERRY MIDSHIPMAN.

Copy of a Letter from a Midshipman on board His Majesty's Ship Queen Charlotte, to his Friends in London.

MY DEAREST ———, *Queen Charlotte, August 20, 1816.*

TURBANS and trowsers are so like caps and petticoats, that you in England think the Turks and Moors are little better than old women. If you had seen them the day before yesterday, you would have had a different opinion of them. Without so much noise and jabbering, they were as active as Frenchmen, and to do them justice, they pointed their guns with a coolness and precision that would not have disgraced any gentlemen in cocked hats and pantaloons, and I think, as far as I could judge, there are few Christians who value their skins less than these Pagans. They say that they have a funny paradise prepared for those who die in battle; some of the joys of this pretended Eden we hope to enjoy on our arrival at home; however, seven thousand of the poor Mahometans have gone before us.

All the ships bore up and took their places in the best order and the most gallant manner. It was, at least, as coolly and exactly performed as the famous review at Portsmouth, and I only wish that the great Alexander, who, we are told, thinks we go snacks with the old Dey, had seen this review, instead of that. Not that he could have seen long or much, for after the firing once began, the little wind that there was swooned away, as if for fear, and we were all covered by thick smoke, like twenty Vauxhalls at the end of fire-works on a cloudy night. Our old *Queen Charlotte* was the *Madame Saqui* of the piece, and danced beautifully on the tight rope by which she was made fast to the mole. I dare say the Dey thinks that we must be all *near-sighted*, for we seemed to think we never could get close enough. Our brave Admiral was very polite; and though they say the first blow is half the battle, he gave this advantage to the pirates, who began firing just about two o'clock, as I have since heard, for I forgot to look at my watch. The position of the *Queen Charlotte* was exactly at the entrance of the Mole, where we had a complete prospect of what they used to call the *marine*. They must now find a new name for it, for they have no marine left. This enabled us to have a clear view of the commence-

ment of the action. I cannot describe to you the immense crowd of men that covered the Mole and all parts of the *marine*; they were as thick as hops; thicker I suppose than the hops are this year, unless the weather mended.—Well, just as the old lady was going to let fly her broadside, the Admiral, I suppose, had some pity on the poor devils; for he stood on the poop, and motioned with his hand for them to get out of the way—but there was such a crowd that this was impossible, even if they had wished; but I don't suppose they understood what the Admiral meant—at last, Fire! fire! fire!—and bang: I think I saw 500 or 1000 of them bang down in an instant. After that I did not see much, until our boats, taking pity on our darkness, set fire to a frigate close to us, just by way of light to see what we were doing. You talk of your fires in London, and of your engines and firemen; I wish we had had some of them, when this cursed frigate was blazing not 50 yards from our dwelling, which, being built of wood, with oakum for mortar, and fine verandas and balconies made of hemp and tow, was rather more in danger than one of your substantial messuages is, when the neighbour's house takes fire. The fact is, we were on fire, I believe two or three times; but we were all so d—d cool that we put it out directly. The short and the long of the story is, that in six hours we knocked all their batteries and castles about their ears and eyes, like the last scene in *Timour the Tartar*. When we come home, it would save the public some cash, and give us a little employment, to hire us to clear the way for the new street: we should have St. James's Market down in a twinkling; and I will venture to say the Dey's batteries looked as like a slaughter-house as any butcher's shop in the whole row.

All our gun-boats were numbered, and it was good fun to see how No. 8 would pull to get into the fire before No. 6; in fact they were all nobly conducted, and the only number which nobody seemed to care of was *number one*. For my part I say this with an easier conscience, because I was obliged to stay on board; the boats were supposed to be such desperate work, that it required *great interest* to get into them. I never before so wished to be an *honourable*; however, I was forced to content myself with the speaking trumpet, with the assistance of which I assure you I sang out pretty well, though I cannot say that it was to any great tune. You will say, perhaps, that I am acting the *trumpeter* still.

Now the grief of the story is, that we had no officer killed, so no promotion; the Dey's balls seemed to have the navy list by heart, and took care to avoid every body who would have made a vacancy. The Admiral had a sore clowse on the chops, which did not I believe draw blood; if it did, he swabbed it up directly, without saying a word about it, though he must have had a good deal of *jaw* of his own, to have been able to stand such a thump.

I have written my paper full, and yet I believe I have told you little or nothing about the real battle; but the truth is, I saw but little of it. I was like the man in the play, who could not see the town for the houses; and Jonah in the whale's belly knew as much about a gale of wind, as a Middy in a three-d—d *action*. But the best of the story is, and I

must take a new sheet to tell it, that the Prometheus brought us two new midshipmen—funny little fellows; who do you think they were? The Consul's wife and daughter. I wonder how they behaved in the action; I did not see them. The Consul himself was in irons ashore. Now that it is'over, I wonder whether he will thank us for teaching his wife to wear the breeches. He had a little child in the cradle, and the doctor promised to give it some dose that should make it be quiet; and he engaged to bring it down in a basket like a roasting pig; but just as the poor doctor and his pig got to the last gate, the poor little devil began to squeak; so the Turks found out the whole affair, and clapped the doctor and three youngsters and the boat's crew into prison, as they do the old women about London, for child stealing. The doctor, I hear, says, that it is the most surprising thing in the world that his drug did not keep the child quiet, and indeed I think so too; for after taking these folks' stuff, people are generally quiet enough. However, all's well that ends well; the Dey sent the child off next morning—we thought he must have a good force with him, when he could afford to send us the *infantry*.

God bless you my dear ——, I have got a correct plan of the whole affair, which Jane may work into a sampler at Christmas; only, mind, the Turks must be done in *worsted*. I hear our captain is going with despatches. I shall try to get this letter sent, to let you know that I am alive and merry: and now that you are sure of that, I will tell you of a little scratch I had, but it is nothing at all, just like my letter. Our doctor you see has no better success with me than the Prometheus' doctor with the little child, for he has not made me *quiet*. Again God bless you.

I end this the 30th: could you believe that so much nonsense could be written in 24 hours, and with such a bad pen?"

THE BATTLE MORE SERIOUSLY CONSIDERED.

*Extract of a Letter from a Midshipman, dated H. M. S. * * * * *,
Bay of Algier, 29 August, 1816:*

——“As for minutely describing the action, it was so awful, that it is quite out of my power, therefore I will not attempt it, but must refer you to the printed despatches. I will, however, mention one circumstance, that came within my own observation. The Heron lay for more than 3 hours close under the Admiral's stern, blazing away and ready to assist in towing him off if requisite. On the little brig taking that position, Lord Exmouth standing on Queen Charlotte's taffrail, hailed her, and taking off his hat, cheered her himself.”——“To give Lord E. his due, he certainly took Q. C. into a place where I expected her to be blown out of the water: she lay within half pistol-shot of 3 immense batteries, and had above two hundred guns bearing on her alone. The Algerines suffered most of the ships to take their stations before they opened their fire, being confident of obtaining an easy victory over ships opposed by stone walls covered with guns. It is said that the first broadside from Q. C. killed above 300 people, and that Leander's destroyed as many more: from that time they gradually forsook their guns. The grandest spectacle I ever

beheld was when their frigates were burning: this, together with shot, shells, rockets, &c. flying over our heads, has made so solemn an impression on my mind, that it never can be effaced. None of us were hurt, although the rigging over-head was coming down about our ears every instant; both these circumstances I account for by the supposition of their firing uncommonly high; Q. C. herself not having a man touched on her lower deck. Some say the battle of Algier was at times hotter than Trafalgar itself. One of our lieutenants, who was in that action, is of this opinion.—August 30. I find the *Leander* does not sail immediately; which gives me time to add, that the articles of the treaty have been read to the respective ship's companies, and received with three cheers. It will always be an extremely gratifying thought to recollect the 27th of August. We began at $\frac{1}{2}$ past 2 with eagerness, and at midnight our spirits were not in the least abated. I have one particular favor to request, which I forgot to mention in my last from Gibraltar, which is, that you will send me the *Naval Chronicle*; for no doubt that publication will contain many interesting details of this business, that have not yet come to my knowledge, although upon the spot, &c."

COMPARATIVE STATEMENT OF LOSS IN THE LATE ACTION AT ALGIER,
WITH THAT OF FORMER ONES DURING THE TWO LATE WARS.

The Algerines, it would seem, have been much undervalued as to their skill in gunnery; the late action against them, our readers will be surprised to hear, was the bloodiest which has been fought of late years, in comparison with the numbers employed,

In the action of the 1st of June, there were 26 sail of the line (including the *Audacious*) in action, with about 17,000 men; of these, 281 were killed, and 797 wounded.—Total, 1078.

In Lord Bridport's action, 23d June, 1795, there were 14 sail, with about 10,000 men; of whom only 31 were killed, and 113 wounded.—Total, 144.

In the action off Cape St. Vincent's there were 15 sail of the line, with about 10,000 men; of whom there were 73 killed, and 227 wounded.—Total, 300.

In Lord Duncan's action, 11th October, 1797, there were 16 sail of the line (including two 50's) engaged, with about 8,000 men; of whom 191 were killed, and 560 wounded.—Total, 751.

In the battle of the Nile, 1st August, 1798, there were 14 sail of the line engaged, with about 8000 men; of whom 218 were killed, and 677 wounded.—Total, 895.

In Lord Nelson's attack on Copenhagen, 2d of April, 1801, there were 11 sail of the line and 5 frigates engaged, with about 7,000 men; of whom 234 were killed, and 641 wounded.—Total, 875.

In the battle of Trafalgar, 21st October, 1805, there were 27 sail of the line engaged, with about 17,000 men; of whom 412 were killed, and 1,112 wounded.—Total, 1,524.

In the attack on Algier there appear to have been 5 sail of the line and 5 frigates engaged, the crews of which may be computed at about 5,000 men; of whom 128 were killed, and 690 wounded.—Total, 818. If the Dutch frigates were added, they may be taken at about 1,500, of whom 13 were killed, and 32 wounded; so that the totals would be, of 6,500 men, 141 killed, and 722 wounded.—Total, 863.

Our readers will see that the proportion, therefore, of the killed and wounded in this action, exceeds the proportion in any of our former victories.

EXMOUTH-HAVEN.

ON the 26th September, five large buoys were placed at points on and near Exmouth-bar, as a direction for the shipping entering the port: the buoys weigh about 7 cwt. each, exclusive of the iron sunk to each, from 8 to 12 cwt. with 30 feet of chain attached. To meet the expense incident to these buoys, one penny *per ton* is levied (by legal authority) on all vessels entering the harbour.

ANTI-PIRATE INSTITUTION.

Hotel du Congres, Rue St. Honore, No. 364.

Paris, September 25, 1816.

THE meeting of the Knights, and other Members of the Institution, appointed from the last sitting, for the 29th inst. will take place on the said day in the hall of the English circle, *Hotel-Montesson, Rue de la Chaussée d'Antin, No. 60.*

1. Will be read the Reports of the Knights and other Members Assistant and Correspondent, who have employed themselves with activity and effect in the ulterior objects of the Institution on the coast and in the interior of Africa.

2. Will be considered the establishment of means for having an eye to the prisoners of war whom the pirates may continue to make from the nations with whom they have the insolence to declare themselves in a state of war, and who may have neither a formidable marine force, nor a flag, nor an official representative at the Regencies, to make them respect acknowledged principles, and the persons who may fall into their hands. There shall also be considered some means of not losing sight of the captives who shall be thrown into their dungeons, without air or exercise, and worse fed than ever under the system now acknowledged and admitted—the state of these unhappy persons not having altered but in name in the hands of such masters.

3. Will be considered what measures shall be taken, and means employed for recovering the slaves transported by violence, or removed out of the territory, subject to the *Dey* of Algier, who could not enjoy the advantage of the stipulation made in their favour, even supposing the good faith and personal sincerity of the *Dey*; and to acknowledge in a suitable manner, and worthy of the Society, the services of some Arabs and Moors, who, by the favour and under the auspices of the Emperor of Marocco,

have delivered White Slaves from the interior, for the purpose of encouraging this laudable practice, and engaging them to continue the exercise of this charitable inquiry.

4. Will be also considered the means to be adopted for discovering the haunts of the pirates, and for preventing the execution of *their known plan*, unhappily already produced to practice, of *making no more captives* (since it will not be permitted them to reduce them to slavery, or to make them work with the beasts), *but of murdering the crews and passengers of the small vessels sailing on the coasts of the Mediterranean, and above all, of the Adriatic.*

5. An examination will be made of the qualities and means of two persons (of whom one is a native of Mogador, speaking the Arabian and several European languages). These two persons offering to make a journey into the interior of Afric, and even as far as Tombuctoo, to facilitate the object of the Institution, and to verify the reports of John Adams, who was shipwrecked on the coast of Marocco, transported as a slave to this capital of the Negro Empire, and delivered by the humanity and justice of the Emperor of Marocco.

6. Will be submitted to the inspection of the Subscribers, the model of a raft on wheels, fit for passing isthmuses and the arms of rivers, for the navigation of lakes, the great and rapid rivers of the interior of Afric, subject to inundations twice a year, and that even against a current. These rafts are constructed in the intention of being infinitely divisible for the purpose of being transported across arid plains and steep mountains, on the backs of beasts of burden, and even in men's hands. They cannot be sunk, and can easily be disengaged, if they strike on shoals and moving banks; they afford, at the same time, a habitation and an isolated and inaccessible asylum, being a protection from a sudden attack in the country where Mungo Park experienced, in an ordinary boat, dangers and obstacles on the part of the hostile tribes.

7. Every Knight of a Royal Order, or of which a legitimate Sovereign is, or has been, Grand Master or Member, has a right to enter into this fourth general re-union of the Institution.

8. Every other person presented by a subscribing Member, shall be well received, as desirous to see and contribute to the *complete extinction* of the afflicting and disgraceful calamities, already so much diminished by the energy and devotion of the combined naval forces acting against Algier.

9. The persevering influence of the Institution, and the co-operation of its members, adherents, and correspondents, active and remote, have not ceased, and shall never cease. It exists at Constantinople, at Tripoli, at Algier, and at Tangier, in all the capitals of Europe and America, in most of the great harbours, and, above all, in those of the Mediterranean. Their high deeds are and shall be registered and archived with the expressions of acknowledgment that are their due, and more particularly those of the Knight, Lord Baron Exmouth, who has accomplished, by negotiation, every thing that could be desired at Tunis and Tripoli, and every thing that a fleet alone could effect at Algier—that every person may individually

have the part that belongs to him, and verified materials may be possessed by future historians: the recognition of the abolition of White Slavery in Afric forming already an epoch in this century, and the accomplishment of the entire abolition of the system which desolates that vast Continent, and retards its so much desired civilization, becoming daily, by the progress of the Institution, more and more practicable.

(Signed) *W. Sidney Smith,*
President.

☞ To combat an erroneous idea, that we as a nation are not interested in the suppression of barbaric piracy, because of late years captures have not been made of British bottoms, and that our flag has been treated with decent respect down to the recent affair at Bona, and some contemporaneous outrages, we take this opportunity to refer unto the following extract of a letter comprised in our "*Naval History, retrospective and miscellaneous*, for the year 1799 (P. C. ii, 253.)

Extract of a letter.

"Captain Bowen was so much in favor with the *Dry* and regency at Algier, that he procured the freedom of 6 poor fellows, British subjects, that had been confined in slavery upwards of 14 years: they are now on board, enjoying the blessings of liberty, and have requested me to get their names inserted in some of the English newspapers, that their friends, if any living, may know that they are now happy and comfortably situated; viz. George Hogg, aged 42, of Pontefract, Yorkshire.—James Robinson, 39, Lancaster.—John Reid, 32, Kirksteth, N.B.—John Foley, 32, Dublin.—James Little, 35, Mullingar, Ireland.—Raphael Starico, 35, Gibraltar."

CORRESPONDENCE.

Pasteboard Fifties defended.

MR. EDITOR,

IT has too long been the fashion amongst a number of your croaking, and, probably, disappointed Correspondents, to decry indiscriminately every naval regulation and every measure adopted by the Admiralty: and upon no subject have they been more eloquent than upon whatever related to the conduct and direction of the late war with the United States of America.

Viewing every thing through the distorting medium of their own distempered imagination, not only have they pronounced the system of warfare adopted at one time, puerile and imbecile; at another, ruinous and disgraceful; and lastly, unnecessarily irritating and vexatious; but the naval means employed have been sweepingly condemned, as totally inadequate to their proposed object. Not only have our frigates, and even our

"*New Pasteboard Fifties*," as they are scoffingly termed, been declared inferior to those of the American marine, but the discipline of our navy, and our skill in gunnery, have been asserted to have declined, and become unfit to compete with those of our new rivals; and even the moral and physical qualities of the crews of our floating bulwarks have been affirmed unequal to those of the progeny of the scions of the same parent stock transplanted to a trans-atlantic region; as if, forsooth, the Admiralty were answerable for that. No wonder, therefore, that Jonathan, already sufficiently arrogant by nature, should, from perusing these whining and lamentable assertions, repeated monthly in the *Naval Chronicle*, and daily in the opposition papers, have been induced to believe that his "*Infant Navy*," as he fondly termed it, was destined, like Hercules in his cradle, to strangle the whole host of "*British brass-bottomed serpents*."

I shall not attempt to follow the "*Croakers*" through their never-ending lamentable reasonings upon these doleful topics, but merely take a cursory view of the frigate actions during the late contest, and then proceed to a practical defence of the "*Pasteboard Fifties*," so prematurely and theoretically condemned.

I will grant to the alarmists, that the *Guerriere* and *Java* were inferior to the *Constitution*, and the *Macedonian* to the *United States*, in bulk, weight of metal, and numerical strength, both of guns and men: surely their succumbing, under so many disadvantages, cannot be fairly considered as having tarnished our naval laurels so irrecoverably, as it has been too much the fashion to assert.

I will now refer to the actions which have been crowned with success on our part, and that to a degree which, to every unprejudiced and reasonable mind, left our enemy no great room for exultation in the triumphs of his arms.

I will again concede, that in the action between the *Phœbe* and *Essex*, otherwise pretty equally matched, the presence and assistance of the *Cherub* destroyed the equilibrium. I will also admit, that, had the *President* met the *Endymion* singly, she would have fought her upon different principles from those which the presence of a British squadron obliged her to adopt; still, however, the *President* was a far superior ship to the *Endymion*, and was actually engaged with no other; yet I will confidently appeal to any one who saw the state of the two ships on their arrival at Bermuda or Portsmouth, whether the *President* were not a beaten ship, and whether the boasted American skill in gunnery had produced half the effect of that of her opponent. Finally, in the only confessedly and really equal match between the *Shannon* and *Chesapeake*, who will dare to cavil at the glorious result, or have the hardihood to dispute the proud claim of British superiority.

I am aware that I am wearying the reader with arguments sufficiently obvious, and already a thousand times urged; he may therefore pass them over as a mere introduction to my *Defence of the Pasteboard Fifties*.

Unfortunately for the planners and builders of these vessels, the *Newcastle* and *Leander* had never an opportunity of measuring their strength with those bugbears, the *Constitution* and *United States*; or, manned as

they certainly were, with crews rather below, than above, the general standard, I have no hesitation in asserting that a similarly glorious issue to that of the contest between the Shannon and Chesapeake, might have been confidently anticipated.

I have had the honour of belonging to the *Leander* ever since she has been re-commissioned; and though, from what I had read, I might have expected her to fall about my ears like a child's house of cards; yet, from what I saw, I was soon perfectly satisfied of the firmness and stability of her construction. They have now been put to a pretty severe test, if not against the wooden walls of America, against the stone ones of Algier. Will *Boxer*, and the rest of your croaking correspondents, believe, that, after a continued firing of *nine hours* from long 24-pounders on her main, and 42-pounder carronades on her upper deck, though several of her gun-carriages, which, I presume, are of the usual strength, have been materially injured, yet, not a *single bolt* has drawn, or even started, from her *pasteboard* side? that though there are a hundred shot-holes, several of which between wind and water, in the starboard side of her hull alone, she has, without any other refitment than what her own artificers, considerably reduced in number from losses in action, were enabled to give her in the short period of *three days*, undertaken the voyage home, and, *wonderful to relate*, accomplished it? that, though she experienced a severe gale on the passage, her leakage never exceeded,—what does *Boxer* think?—*four inches per hour!!!*—and that in six weeks hence she may be again put in a fit state to assert Britain's just rights, wherever called upon.

These are such surprising circumstances, that I doubt whether *Boxer* will believe them without ocular demonstration; this, however, it is in his power to have, by taking a trip to Portsmouth, and I not only trust that his curiosity will prompt him to undertake it, but that when he has done so, and is experimentally convinced of the efficacy of *Pasteboard* as a material for ship-building, he will leave off croaking, and seriously concur with me in recommending the Admiralty to order the construction of more *Fifties* of the same substance. Should any of your sceptical correspondents continue to disbelieve that the present race of *British Tars* possess skill in practical gunnery, let them make a longer excursion to view the *ruined defences* of Algier.

I am, Sir,

An Officer of the Leander,

Very comfortably lodged in a *Pasteboard* Cabin.

MR. EDITOR,

10th September, 1816.

SOME time ago, I recollect one of your Correspondents suggested the propriety of some competent person belonging to the King's dock-yards furnishing you with a list of new ships building, or ordered to be laid down, comprehending their dimensions, expense, and also detailing any improvements ordered in their construction; and I am the more astonished that

such information is withheld from the public, as Mr. Brougham highly complimented the Board of Admiralty on their attention to this important branch of duty, and on the great improvements recently introduced. It is the more desirable it should meet the public eye, as we are every day accustomed to read long lists of ships to be sold out of the service, or broken up, some of them after only a very few years service: of the dreadful and ruinous expense incurred in ship-building during the late war, your list number gives a most striking proof, in the instance of the *Queen Charlotte*, now bearing the flag of Lord Exmouth, and on her first voyage; which ship it appears, after going round from Portsmouth to Plymouth, after launching, could go *no farther, with safety*, without great and extensive repairs!!!

It would, therefore, be highly gratifying to the public, and to naval men at a distance, to understand in what these improvements consist, and to be assured, that in future, the navy of Britain will be more worthy of her greatness, and that the ships now building and repairing, will be equal to encounter those of any country, and to navigate any seas; nor let it be said, that it is now a time of peace, and the country cares little, so as money can be saved: this is not the case; England never can become indifferent to the welfare and success of its navy; with the nation, its wooden walls will not cease to be accounted its *best bulwark*; and I sincerely hope the reports of its being *undervalued elsewhere* are exaggerated, and have little foundation: when we cease to account the navy the pælladium of Britain, adieu then to our empire of the seas, to our trade (about, I hope, to revive and flourish), and to our pre-eminent rank amongst the nations.



Neptunus.

MR. EDITOR,

12th September, 1816.

THERE is no branch of your valuable work to which I am inclined to attach more interest, or believe to afford more useful instruction, than the great and glorious exploits detailed in your biographical notices of naval officers; they serve not only to preserve the remembrance of great and eminent men, but they embalm as it were their memories in the hearts of their friends, and of an approving and admiring country: whilst to the rising generation of naval heroes, they hold up the lamp of fame to shew the path to honor—to victory, and perhaps to glorious death; proving that it is not a fine saying of the ancient Roman, but a practical lesson every day given, that it is indeed, “*dulce et decorum pro patria mori.*” I am led to make these observations on posthumous fame, from the conviction, that it is a *duty* incumbent on the friends and relatives, and also on *weather sailors*, to neglect no opportunity of conveying to you, Mr. Editor, memoirs of deceased naval officers, whose lives have been honorable to themselves, or useful and glorious to their country: how many have fallen like the late Sir Peter Parker; like him, beloved, esteemed, and honored; like him, lamented and mourned; but whose memories must soon be forgotten, as no friend, no companion in arms, has taken the trou-

ble to furnish the materials for a sketch of his services and exploits.* I need not instance many examples of such neglect and breach of duty to departed worth, to departed friends. Suffice it to give two, of men who were most deservedly esteemed and beloved, honored and lamented; the one fell in battle, the other by disease: I may safely say, that two better men or officers do not grace his Majesty's navy; and in saying this, I bestow the *highest* panegyric—they are the late Captain Lambert, of the Java, and the Hon. Captain Murray, of the Franchise—how often have I heard them spoken of as men, whose like was scarcely to be found, by friends, by companions, by the youth of their cherishing, by the seamen who served under them, by those who knew them best; yet no one has devoted one single hour, one single day, to collect and furnish traits of character, services performed, &c. to guard these honored names from undeserved oblivion: oh! shame to friendship, and to gratitude. The names of Duff, Cooke, Wright, Parker, Newinan, and Hardinge, will never die; their friends, their country, will never cease to remember their virtues, and to lament their fate; whilst the glorious actions their memoirs record, will impressively teach each youthful naval hero, *to go and do likewise*. Nor can I omit the present opportunity, of pointing out, *in the same language*, to the friends and companions of the many *fallen brave*, how much it is *their duty*, as it would surely be their comfort and consolation, to give to the public, through your highly useful work, biographical sketches of their departed naval friends; as it is their pride and consolation to erect tablets and monuments to their memory, they can raise none more *durable* than by recording their noble actions in the pages of the N. C. which, whilst Britain has a navy, will be read with exultation and delight, not only by naval men, but by all interested in the success, prosperity, and glory of their country.

Gracchus.

MR. EDITOR,

September 14th, 1816.

IN common with some others of your correspondents, I have, on some former occasions, taken opportunities of hinting, that there appears to be some *radical defect* in the system of naval discipline which at present prevails, and has done, for many years in our service; and that it is surely worthy of consideration, whether *some fixed plan of command* could not be adopted on board of our men of war as easily, and with the same good effect, as in the army; where much amelioration in punishment has taken place, and where every principal part of duty is regularly pointed out in general orders from the War Office, and general officers in command; and where the regular orders are in the same way issued, and made known to companies and detachments, &c. &c. I will not pretend to say, that it is possible in the navy to provide for *every occurrence* so easily as in the army; but I think, by the establishment of such a system, much good

* Vide *D. C.* vol. xxxv. p. 341, for a review of Biographical Memoir of the late Sir Peter Parker.

would ensue, and much practical improvement might be made; and it might be, and ought to be, matter of inquiry and consideration, with professional men accustomed to command men of war, how far this could be adopted and carried into effect with *safety* and *utility*. I readily allow them to be the best, and perhaps only proper judges, but I speak of men of experience and eminence in their profession, and disposed to yield their consent and approbation to *improvements* in the system of naval discipline and government, and who will not be deterred by any chimerical fears of *innovation*; of men whose prejudices are not so strong as to blind them to *all* suggestions for a *change* of measures, however useful they might be, or cherishing the old, but I hope fast expiring opinion, that the plan which has been *so long* followed, must be *good enough*, and that there is no necessity for any change. I should be heartily sorry to find, that real improvements were sacrificed to such absurd considerations and ideas; and I am very hopeful, that in the present instance, this will not be the case; for it is now nearly twenty years, since the redress and extinction of abuses in the navy began to attract the notice of the public, and to receive the attention and support of government; during that time, *much* has unquestionably been done for the improvement and good of the service; and does not this fully demonstrate the propriety of continuing our exertions? the present Board of Admiralty have done well in this respect; *their* time at the helm yields to *none*; nay, perhaps, surpasses *all* former periods in the magnitude and variety of these beneficial alterations; and I am sanguine in my hopes, that the long period of peace which seems to be before us, will witness many other changes, which are *still* wanting to complete and establish our naval system, on the *surest*, the *firmest*, and the *best foundation*. *This foundation* is unquestionably the *love* and *attachment* of both officers and sailors to their country and government,* which encourages, cherishes, and protects them; of seamen to their captain and officers, by the system of kindness, conciliation, and confidence, tempered at all times with such firmness, and strictness of discipline, as shall be necessary for the good government of the whole, and the proper execution of duty in the ship. To produce *this* effect, ought to be the *first* and *grand* object of attention and consideration with every † captain; it is one of much interest and importance to the service, and *if* any change is deemed necessary or proper, and any fixed plan of command laid down for naval officers for the better government of their crews, and management of their ships, what time can be so proper, as a time of peace, likely to continue *long*, and to allow the change to be introduced gradually, not through the whole navy at once, but in a small part only, comprising the ships in commission *on the peace establishment*; if its effects are found beneficial (and I think they *must* be so), its extension will then be matter of no difficulty nor doubt. When war takes place, I wish the opinions of naval men principally to be given on this important subject, as *they* only can be really

* Which Alfred and myself have noticed.

† I am happy to say with many it is so; but how many act in direct opposition to this principle? and they have almost *unbounded power*!

the proper judges ; although some of them, I am assured, may be so much men of the *old school*, as to *reject* all innovating systems, and to hate the idea of *all* change ; but there are many ornaments to their profession, of far more liberal and more enlightened minds, and I trust those at the Board of A——y are of this number, for there are few in the service who possess higher talents, or more of the public estimation—nor I believe that of their brother officers. I hope, Mr. Editor, this subject will attract the notice of some of your professional readers and correspondents ; and I shall be glad to find that their opinions coincide with mine. Might not the following * alteration be found judicious and proper ? In the army, no soldier can be punished without a court martial, and in general some previous confinement ; but in the navy, a man is often *instantly* punished at the will of the captain or lieutenant commanding ; perhaps, if punishment and condemnation had been delayed only *for a little*, none might have been deemed necessary ; and many a clever, deserving seaman might thereby escape disgrace and ignominy : punishment must sometimes be necessary in *every* community, but let it be a business of necessity, and when it does happen, let it be impressive, to produce the proper effect of checking misconduct ; above all, let it, if possible, be averted from men of good character, whom it often makes desperate by its infliction, when *pardon* would have *saved* them from future transgression. I throw out these hints, in the hope that they may induce some other correspondent, who has more professional knowledge than myself, to lay his ideas on this important subject before the public ; it is highly fit and proper it should have every consideration, and it is professional men who can best judge as to the necessity for any change ; or of the advantages likely to result from the adoption of a fixed system of naval command and discipline.

Nestor.

MR. EDITOR,

15th September, 1816.

WE are now in daily expectation of hearing the result of our gallant Admiral Lord Exmouth's attack on the piratical fleet of the Dey of Algier, which I have not the least doubt he has either brought off in triumph, or destroyed, along with the town, in case of resistance, which indeed it appears that nest of pirates had been diligently preparing to make ; but his Lordship's force was too superior, and too ably commanded, to allow us to be at all uneasy as to its complete success. I will therefore confidently hope, that before now, the trade of the Mediterranean has been completely opened, and delivered from all fears of capture and slavery by these cruel and determined marauders ; and that with the release of the unfortunate individuals lately in slavery, the accursed system has been forever done away, and that we shall not again hear of any more *White Slavery*, which was, I am convinced, far more grievous than the African.

The expedition to Algier is not the only expedition at present afloat in

* It is only *one* of *many* that could be suggested.

the Mediterranean : it is known that an American squadron, *of force*, is at this time employed in those seas, and has lately paid rather an unexpected and unwelcome visit to the King of Naples. Mr. Pinkeney's demands are certainly of a nature to arrest the attention, and to call for the interference of England, if persisted in ; I mean that part of them which relates to the cession of a naval *dépôt* or harbour to the United States ; if they succeed in obtaining any settlement, or any possession in the Mediterranean, it is manifest the trade and shipping interest of England must suffer still more severely than it is now doing ; and the resolutions* which the London Ship-owners have come to at a late meeting, show but too clearly how much the prosperity of the trade and shipping interest of this country have lately been compromised ; and how overwhelming are the difficulties which at present prevent its prosperity, especially in the Mediterranean. I am hopeful trade may revive a little, and make it unnecessary to apply to Parliament on this subject, which is of vital importance to the country, and without which the country must rapidly sink into a state of bankruptcy and decay ; for I cannot but persuade myself, that the government will lend a *willing and attentive ear* to every suggestion and application which may be made for its revival and increase ; and I hope the late visit of Sir Thomas Maitland to this country was (as is said to be the case) connected with this most important object : no effort ought at present to be left untried, to cherish, foster, and protect the *languishing*, and *drooping* trade of this so long great and flourishing maritime country.

Much has already been † written on the difficulties our trade has met with in the Mediterranean ; and it surely is impossible, that if they are susceptible of diminution or removal, the British government will still turn a deaf ear to proper representations on the subject. I believe the two points most insisted on by our merchants and ship-owners, are the entire abandonment of the *license system* in these seas, thereby increasing the employment of our own British-built merchantmen, and the permission for private East and West Indiamen to sail *direct* for Malta, or any other British port in the Mediterranean, with their homeward cargoes. I certainly should think as to the first, there can be no difficulty or doubt ; and as to the second, it would manifestly put us on a footing with the Americans, ‡ who at present are enabled to undersell us, and whose trade in those seas is known and acknowledged to be very extensive and lucrative. It is no doubt an object of the first importance *to them*, to obtain a firm footing in that country, by getting hold of some convenient port, either by negotiation or force ; but the maritime supremacy and prosperity of Britain is involved *so much* in their success, that I cannot think government will look tamely on and see such transactions take place ; every movement of theirs ought to be diligently watched and followed ; this is our truest :

* Which will be found in every newspaper.

† *Vide* Lieutenant Blaquier's Book : he is still a lieutenant ; why is he not with Lord Exmouth ?

‡ Our greatest rival, and most active opponent in peace as well as war.

and best policy ; and I would strongly recommend that Admiral Penrose's squadron, on the return of Lord Exmouth, be left sufficiently strong to hinder the Americans from making settlements, or from fancying themselves *masters* in the Mediterranean seas.

During the last session of Parliament, a good deal was done for the encouragement and support of different branches of our trade, both foreign and domestic : the capital invested in shipping is *immense* ; I believe I may safely assert, far greater than that of any other concern whatever ; and it is but too well known, it has been too severely felt how much it has languished and decayed for the two last years ; it is generally allowed also, that on the commerce of England *depends her greatness* ; it is her *right arm*, and if the sinews are dried up, or injured past cure, then indeed is the situation of the country completely changed, and her prospects gloomy in the extreme ; *then*, indeed, there will be cause for trembling ; for be assured, if her trade is *once lost*, it will not be easily, if at all, recovered.

Let this maxim be always borne in mind, that a nation passing (as England is now) from a state of great riches to one of overwhelming difficulties, can only be saved by especial *care*, and must be lost by pressure and neglect. The maritime trade of England, as well as its internal trade, is at present suffering much, and *labouring hard*, and deserves *every consideration* ; my earnest hope is, that it will be amply afforded, and every difficulty removed, as far as government can ; this is the only means left to secure to England her wonted superiority, influence, and wealth.

Orion.

On Lord Exmouth's Victory.

MR. EDITOR,

9th October, 1816.

DURING the course of the last twenty-four years, England has fought many naval actions, which surpassed those of former times, not more in their decisively glorious results, than in the science, skill, and professional talent, so generally and eminently displayed on these great occasions.

Viewing, therefore, Lord Exmouth's late brilliant achievement at Algier, as one which yields in no single point to the glorious deeds of a Howe, a Nelson, a St. Vincent, or a Duncan. I must trespass so far on your well-filled pages, as to point out some of its most distinguishing features, not for the purpose of adding to his fame (for the gallant officer who achieved it stands second to none in its annals), but to make it appear sufficiently obvious, that our navy, on no former occasion, ever gained more honor, nor more nobly upheld the glory of the British flag. It has long been a question, whether a land battery, or a ship close alongside, was the most destructive, and formidable enemy ; sailors are inclined to hold the former, and I believe soldiers the latter opinion ; for many years no action of a similar kind to that at Algier has taken place on the part of the British navy, on any great scale ; our ships have fought, *muzzle to*

muzzle, when our enemies would wait their approach, or could not get away; but of late years our ships have had little fighting with batteries, and therefore the attack on the Algerine batteries, and the flotilla moored under them, is not less novel,* than the result has been successful and pre-eminently glorious to the British name and character. Through the medium of the newspapers, the public have already been made acquainted with a variety of anecdotes and circumstances which occurred in the course of the action; from which it appears, that the situation of the Queen Charlotte, Lord Exmouth's flag-ship, the Impregnable, in which Sir D. Milne's flag was hoisted, and the Leander, of 50 guns, commanded by the gallant Captain Chetham (who, with Captains Brace and Palmer, deserve the honor of knighthood), was more awful and alarming than could be described, even by the commander: therefore it will not be too much to say, that situated as they were, placed in the very teeth, opposed to the formidable and commanding *tiers* of the Algerine batteries; rising above them and above each other, with their flotilla burning and exploding so close as to set the Queen Charlotte on fire more than once, that no ships nor crews could have exceeded those in question; the cool bravery of the seamen was only to be equalled by the seamanship and skill of their gallant officers, who *dared and happily accomplished every thing*. It is to be lamented, that in subduing this cruel enemy of Christians, our fleet sustained such loss; but considering the formidable preparations made to resist us, and the great means of resistance the situation of the place and the lapse of time afforded, it will not be thought disproportionate to the service they had to accomplish, which was one of no common difficulty, no mean hazard,† and affecting the best and dearest interests of humanity. Our gallant officers are receiving, as they deserve, the reward of their heroism; honors and promotion have been dealt out with no unsparing hand, and I trust provision will be made for the suffering and maimed wounded seamen, and for the families of those who have fallen gloriously in the cause of humanity, in the service of every European nation liable to the inroads and attacks of the Algerines.

By this well-conducted expedition against the seat of piracy and Christian slavery, their power of continuing the system of white slavery (for they will only renounce it for a time) has been for the present completely destroyed, and it must require a considerable time to enable them to resume it; they must, indeed, remember the chastisement they have lately received for a long while; but we cannot believe they will renounce the system entirely, if we cease to keep a respectable naval force in the Mediterranean: there are, indeed, many reasons to induce us to *augment*,

* The French fleet from Rochefort attacked the town and batteries of Roseau, Dominica, in 1805, where I then was, but did not anchor; they fired for six hours with so little effect, as to kill no person, and wounded a few only: the waddings of our guns set the town on fire, and obliged us to quit it and the batteries at last.

† It is said, with what truth I know not, that French officers assisted the pirates!

instead of *decreasing* Sir Charles Penrose's squadron—the Americans have a powerful squadron there, to enforce their demand of territory; to which, if we consent, we yield *half* the dominion of the seas, and all the Mediterranean trade; the Russians have also a squadron preparing for Mediterranean service: all these circumstances ought to induce us to keep a well-equipped and powerful squadron in those seas, for *prevention* is *always* better than *cure*. Hoping our naval helmsmen will not overlook these circumstances, I am, Mr. Editor, your's,

Victor.

MR. EDITOR,

21st September, 1816.

IT is with unmixed feelings of exultation and delight, I would beg leave to congratulate you, as well as the navy and country in general, on the splendid and glorious result of Lord Exmouth's attack on the town and shipping of Algiers. Never, I will venture to say, was any expedition more quickly or more completely prepared, in every respect; and never was any more gallantly or more completely executed, in all its parts. I have very sincere pleasure, therefore, in bearing testimony to the decision and exertions of government and the Board of Admiralty, throughout the whole of the operations, and most sincerely rejoice, that our gallant navy has had this *additional opportunity* of shewing to all the world, and *in behalf* of every civilized nation of Europe, the matchless and irresistible power of Britain on her native element, the Ocean; it is in the glorious cause of humanity that she has fought so bravely, and bled so profusely, as the gallant Admiral says, and *he* cannot but feel truly happy, after such a life of arduous service as but few naval officers have led, in being at length the fortunate commander of an expedition employed in such an honourable cause, in such a glorious crusade, which he had executed *so gallantly*, and in every point *so successfully*.

Here, Exmouth, rest! thou bravest, gentlest mind,
Thy country's friend, but *more* of human kind;
Thou born to arms, thy worth in youth approv'd,
In age still better known, and more belov'd!
From war, awhile retire; yet not far hence remove
Thy martial spirit, or thy social love,
For thee the hardy veteran still would drop a tear,
And the gay courtier ever heave the sigh sincere.

Ministers, I am sure, will not be slow to shew their approbation of his conduct, and that of his gallant officers,* by conferring on them a large share of *those* honors and *that* pro-nation they so well deserve, and have so bravely fought and bled for; these will attend, as they ought ever to do, on their glorious deeds: may they long enjoy them in health, prosperity

* Not forgetting the brave *marines*.

and happiness: the recollection of the *day—Day of Algier*, will afford them, to the end of their lives, feelings of gratification, as well as exultation, reflecting that, on that day, they bore a hand in rescuing thousands of Europeans from Algerine slavery, and in for ever putting an end to that disgraceful and dreadful system. I feel proud, in common, I am persuaded, with every Englishman, that to Englishmen has fallen the envied lot of chastising thoroughly the obstinate and cruel Algerines, and of effecting, in a day or two, what other nations have so often attempted with so little success; the enterprise of the gallant Exmouth* (which scarcely yields to those of Nelson in energy, decision, coolness, and unshaken fortitude and resolution), whilst it strikes the admiring nations of Europe, in whose behalf it was also undertaken, with wonder and astonishment, displays to them, at the same time, in the most striking and forcible manner, the proud pre-eminence of British seamen, their daring courage, and their unrivalled skill; it proves again to all the world, that Britannia rules the main, and that opportunity only was wanting to make it still her † greatest boast and glory.

Thus, then, Mr. Editor, leave British seamen, by the orders of their government, put an end to the system of White Slavery for ever; for this, the officers employed will meet with *their* merited and just reward; and shall I be making an unjust or an unseasonable demand, if I ask of government also to be *mindful* of the gallant fellows, the noble tars, who have achieved this brilliant exploit, ‡ under the command of their excellent commander, and their brave and experienced officers, I trust it will not be thought that I am; they have fought and bled to *abolish slavery*, to *redeem the captive*, and *set the prisoners free*. My request for them then would be (and I trust *the time is now arrived* when it can be granted); § to allow them complete emancipation from *impressment*, at any future period, and, promising (that every seaman must voluntarily serve his king and country seven years in time of war) to do away the system of impressment *altogether and for ever*.

I have lately urged this measure, and if my voice could now be heard, or my suggestion be attended to, I should indeed feel truly happy in being the promoter in any degree, however small, of so much good to the invaluable race of British seamen; let the nation trust to their native gallant spirit, and when war shall again call them to their guns, I am confident they would take their post as volunteers (entering for a limited time), and these are our best and truest defenders. If government and the Board of Admiralty think as I do on this subject, I shall feel proud and happy, and they will confer the *noblest boon* on British seamen.

* In which the Dutch so cordially and heroically assisted.

† The sea is our native element.

‡ Lord Exmouth will stand their friend, I trust.

§ No better or more proper occasion can ever be found to grant this boon to our seamen.

If England be the land, as fame reports,
 Where common laws restrain the prince and subject,
 The happy land, where circulating power,
 Flows from each member of the common state ;
 Sure—not *unconscious* of the mighty blessing,
 Her *grateful Sons* shine bright with every virtue :
 Sure all unite to hold her league of rule,
 Unbroken as the sacred chain of nature,
 That links the jarring elements in peace.

I would only add further, that it will surely be narrow sighted and bad policy in us not to keep a respectable force in the Mediterranean for some time to come, to shew these piratical states that we are completely masters of the sea ; to keep a watchful eye on *them*, and also on the proceedings of the American squadron now cruising in the Adriatic, and making pretensions to settlements in those seas, which, if allowed, may interfere very much with our trade and dominion there. Their squadron is of force comprising one line-of-battle ship, one of sixty guns, two large frigates, and some smaller vessels, and of course requires to be noticed : we ought not to reduce ours too speedily, but always maintain a superior force there to that of other powers.

With sincerest wishes for the prosperity and glory of the British navy and nation, I am, &c.

Albion.

N.B. Medals, inscribed *Algier*, would be appropriate, in honour of that day.

MR. EDITOR,

THE recent events which have taken place at Algier are truly honorable to the British character, and afford another brilliant example of what may be effected by that dauntless bravery and determined intrepidity which have been so often evinced by the British navy. The contest may be reckoned amongst the most arduous which perhaps ever was contended, and was executed in a truly Nelsonian style. But notwithstanding what has been so gallantly achieved by the venerable Admiral and his brave companions, and with such an immense sacrifice of lives, it is to be much feared that the ultimate object is not yet accomplished, and that in a few years the civilised world will again have to complain of that odious system of warfare, which has been allowed so long to exist with impunity. The harbour or mole of Algier remains entire ; the strong fortifications which protect it are damaged, *but not destroyed* ; and a few months will place them in as formidable, and perhaps in a more formidable state of defence than before ; when I saw them, ten days after the conflict, every gun was remounted, and apparently as fit for service as ever. The light-house battery, alongside which the Impregnable lay, seems to have suffered most ; and here I saw crowds of men repairing the breaches, and working on the other parts also that have been injured from the bombardment. It is true that their navy is destroyed ; and thus for a time their means of committing

their accustomed depredations are prevented; but when we consider the character of the nation, which for ages has existed on its piracies, is it not reasonable to suppose that the present Dey, who must now more than ever detest the name of a Christian, and in whose breast revenge must be deeply implanted, will use every exertion to get together again a navy. The resources of his country will soon enable him to effect this; for it is well known that the Algerines are immensely rich. Several of the islands of the Grecian Archipelago will be able to supply him with the class of vessels he stands in need of. The Grand Seigneur also, it is to be apprehended, will stand his friend in this respect. I was told the other day by an officer who has lately visited Constantinople, that there was a fine corvette equipping there, intended as a present from the Sultan to the Dey. "All-persuasive money" it is well known, has wonderful effect in influencing the conduct of the Porte. Nay, lately, a most costly present was conveyed in the Tagus, with an ambassador from the Dey to the Sultan: this present was valued at two hundred thousand pounds, and is considered one of the richest ever sent from Algier. When this nation has recovered from the late blow, and has recruited its navy, the world will have to lament that the British fleet quitted the Mediterranean without razing the fortifications of Algier, and destroying its mole. In offering these brief observations, Mr. Editor, I hope I shall not be considered as imputing blame to Lord Exmouth, who no doubt nobly executed the orders he had to fulfil. Should any one entertain a doubt of it, he should have seen the destructive effect of his Lordship's shot on the place, and be told, that the Queen Charlotte was anchored inside the mole, not a stone's throw from the heavy batteries; in which situation she kept up a most tremendous and constant fire for nearly nine hours.

An Enemy to Slavery.

MR. EDITOR,

THE gallant defence which the Algerines made on the memorable 27th August last, fully confirms the opinion the world had already entertained of their bravery. Without referring to the days in which they were rivals of Malta, Genoa, and Venice, in naval achievements, we need only look back to the 7th May, 1802, when the Dey of Algier fitted out eleven corsairs of different sizes; viz. 2 frigates of 46; 1 of 36; 4 xebecs, 2 polaccos; 2 schooners; 1 brig. This squadron made many captures: the most remarkable of all was, that of "La Cygne," a Portuguese frigate of 44 and 350 men, at the entrance of the Straits of Gibraltar, by one of the 46 gun frigates above-mentioned, with 420 men. The Algerines bore down under a press of sail, and opened their fire, which was returned for a short time, when the pirates carried the frigate by boarding. The Portuguese loss amounted to 38 men killed, including the captain and one lieutenant; the rest were chained and sent into the hold, where they remained seven days without food or clothes; the wounded were not attended to, and many of them died in consequence of their wounds mortifying from want of dressing. This capture excited the greatest enthusiasm at Algier, and the

insolence of the government increased to such a degree, that Europeans could no longer appear unmolested in the streets.

To shew to what an extent the Dey of Algier carried his exactions, both on European as well as African powers, I have annexed the following account of the contributions he levied in 1802.

	<i>Piastres.</i>
From Holland, Sweden, and Denmark	75,000
Spain	165,000
England	180,000
France	235,000
Sweden (2d contribution)	50,000
Denmark (ditto)	112,000
Value of the Portuguese frigate, and ransom of the crew	694,000
Value of seven other ship and cargoes	120,000
75 Genoese and Neapolitan slaves	187,500

Total from Europe .. 1,818,500

From Africa.

The Beys of Titterie, Constantine, and Mascari paid ..	300,000
From individuals	100,000
Beys of Tunis paid 450,000 zec-mahboubos or	700,000

Total Europe, 1,818,500

Total Africa, 1,100,000

2,918,500 piastres, or 728,625*l.*

By publishing in the Naval Chronicle the above details, which must create astonishment at the rapacity and audacity of these barbarians, who treat all other governments as if they were tributaries, you will much oblige your correspondent

G. T. T.

ATTACK UPON ALGIER.

DUTCH OFFICIAL ACCOUNT OF THE BATTLE.

(*Staas-Courant Extraordinary.*)

THE HAGUE, *Sept.* 16.

LIEUTENANT ARRIENS, of the naval service, this morning arrived from the Bay of Algier, which he left on the 1st of September, at the office of the Marine Department, with despatches from Vice-Admiral Cappellen, of the following contents:—

HON. SIR,—Lord Exmouth, during his short stay at Gibraltar, having increased his force with some gun-boats, and made all his arrangements, on the 14th of August the united squadrons put to sea, consisting of the following vessels:—Queen Charlotte, 110 guns; Impregnable, 96; Superb, 74; Minden, 74; Albion, 74; Leander, 50; Severn, 40; Glasgow, 40; Granicus, 36; Hebrus, 36; Heron, 18; Mutine, 18; Prometheus, 18; Cordelia, 10;

* A piastre is about 5*s.* in value.

Britomart, 10; Express, 8; Falmouth, 8; Belzebub, bomb; Fury, idem; Hecla, idem; Infernal, idem; (Dutch) Melampus, 44; Frederica, 44; Dageraad, 30; Diana, 44; Ainstel, 44; and Eendragt, 18.

On the 10th, off Cape de Gate, the Prometheus corvette joined the fleet. Capt. Dashwood reported, that he had succeeded in getting the family of the British Consul at Algier on board by stratagem: but that their flight being too soon discovered, the Consul, together with two boats' crews of the Prometheus, had been arrested by the Dey, who, having already received a report of this second expedition, had made all preparations for an obstinate opposition, and summoning the inhabitants of the interior, had already assembled more than 50,000 men, both Moors and Arabs, under the walls of Algier. In consequence of a calm, and afterwards by strong easterly winds, we were not before the Bay of Algier until the 27th of Aug. in the morning. Lord Exmouth immediately sent, by a flag of truce, a written proposal to the Dey, containing in substance, that the late atrocities at Bona having broken all former connections, he demanded in the name of the Prince Regent—

1. The immediate delivering up of all Christian slaves without ransom.
2. The restitution of all the money which had already been received for the Sardinian and Neapolitan captives.
3. A solemn declaration from the Dey, that he bound himself, like those of Tripoli and Tunis, to respect the rights of humanity, and in future wars to treat all prisoners according to the usages of European nations.
4. Peace with his Majesty the King of the Netherlands on the like terms as with the Prince Regent.

On all these articles his Lordship expected an answer yea or no, or hostilities must immediately commence.

His Lordship, on whom I waited in the morning, was afraid that he should that day be obliged to rest satisfied with coming to anchor, and confine himself for the night to an attack by bomb vessels, gun and rocket boats.— Scarcely had I returned on board my vessel when the sea-breeze sprung up, and the fleet bore into the bay with press of sail: the four bomb-vessels immediately took their station before the town, and every thing was prepared for the attack. Shortly afterwards, his Lordship communicated to me, by private signal, "I shall attack immediately, if the wind does not fail." Upon this I immediately made signal to form line of battle in the order agreed upon, in the supposition that all the officers must have been well acquainted with the position of the forts and batteries that fell to our share, before the attack was to begin; but as it appears that the signal was not well understood, I resolved to change the line, and to lead it myself in the Melampus. At half past one o'clock the whole fleet bore up in succession, the Melampus closing in with the rearmost ship of the English line; and at 15 minutes past two o'clock, we saw Lord Exmouth with the Queen Charlotte before the wind with sails standing, come to anchor with three anchors from the stern, with her broadside in the wished-for position, within pistol-shot of the batteries, just before the opening of the mole. This daring and unexpected manœuvre of this vessel (a three-decker) appears to have so confounded the enemy, that a second ship of the line had already well nigh taken her position before the batteries opened their fire, which, how violent soever, was fully replied to. Having told Captain de Man that I wished, as speedily as possible, with the Melampus, and the other frigates in succession, to take our position on the larboard side of Lord Exmouth, and to draw upon our

squadron all the fire of the southern batteries, the Captain brought his frigate in a masterly manner under the cross fire of more than 100 guns, the bowsprit quite free of the Glasgow, with an anchor from the head and stern, in the required position, so as to open our larboard guns at the same minute. Captain Ziervogel, who was fully acquainted with the above plan, and with the batteries, brought his frigate, the *Diana*, nearly at the same moment within a fathom's length of the place where I had wished it, for our directed position. The *Dageraad*, Captain Polders, also immediately opened her batteries in the best direction. The Captain Van der Straten and Van der Hart, by the thick smoke, and not being so fully acquainted with the localities, were not so fortunate in the first moments; but worded with the greatest coolness, and under the heaviest fire, so as to give their batteries a good direction. The *Eendragt*, Captain Lieut. Wardenberg, which I had placed in reserve, in order to be able to bring assistance, remained under the fire of the batteries close by. Our ships had not fired for more than half an hour when Lord Exmouth acquainted me that he was very much satisfied with the direction of the fire of our squadron on the southern batteries, because these giving now as little hindrance as possible, he commanded the whole of the mole, and all the enemy's ships.

His Majesty's squadron, as well as the British force, appeared to be inspired with the devotedness of our magnanimous chief to the cause of all mankind; and the coolness and order with which the terrible fire of the batteries was replied to, close under the massy walls of Algier, will as little admit of description, as the heroism and self-devotion of each individual generally, and the greatness of Lord Exmouth in particular, in the attack of this memorable day.

The destruction of nearly half Algier, and, at 8 o'clock in the evening, the burning of the whole Algerine navy have been the result of it. Till 9 o'clock, Lord Exmouth remained with the *Queen Charlotte* in the same position, in the hottest of the fire, thereby encouraging every one not to give up the work until the whole was completed, and thus displaying such perseverance, that all were animated with the same spirit, and the fire of the ships against that of a brave and desperate enemy appeared to redouble.

Shortly afterwards, the *Queen Charlotte*, by the loosening of the burning wreck, being in the greatest danger, we were, under the heaviest fire, only anxious for the safety of our noble leader; but upon offering him the assistance of all the boats of the squadron: his reply was, "that having calculated every thing, it behoved us by no means to be alarmed for his safety, but only to continue our fire with redoubled zeal, for the execution of his orders, and according to his example."

His Lordship, at last, about half an hour to ten o'clock, having completed the destruction in the mole, gave orders to retire without the reach of the enemy's fire: which I, as well as all the others, scrupled to obey, before the *Queen Charlotte* was in safety from the burning ships.

In this retreat, which, from the want of wind, and the damage suffered in the rigging, was very slow, the ships had still to suffer much from a new-opened and redoubled fire of the enemy's batteries; at last, the land-breeze springing up, which Lord Exmouth had reckoned upon, the fleet, at 12, came to anchor in the middle of the bay.

The *Queen Charlotte*, under the fire of the batteries, passing the *Melampus* under sail, his Lordship wished to be able to see me, in order to completely reward me by shaking my hand in the heartiest manner, and saying—"I have not lost sight of my Dutch friends: they have, as well at mine, done their best for the glory of the day."

This circumstance, and the general order of Lord Exmouth to the fleet, of which I have the honour to inclose a copy, must make the squadron hope for his Majesty's satisfaction.

For our loss in killed and wounded, I have to refer you to the subjoined list: it is remarkably small for ships exposed to a fire of eight hours' duration, in comparison with that of the English ships. In the damage done to our rigging, &c. your Excellency will observe that we have been less fortunate.

The day after the action, Lord Exmouth sent a second summons to the Dey, of which his Lordship sent me a copy: it stated, that by the destruction of

half Algiers and of his whole navy, the Dey was now chastised for his faithless conduct at Bona, &c. and that he could only prevent the total destruction of the town by the acceptance of the conditions of the preceding day. The signal of the acceptance of the conditions was the firing of three shots, which three hours afterwards, we had the satisfaction of hearing. In a conference with two persons empowered by the Dey, on board Lord Exmouth's ship, at which myself, together with Admiral Milne and Captain Brisbane, were present, all the points were regulated. The conclusion of the peace was, for England and the Netherlands, celebrated by the firing a salute of twice 21 cannon; and I have now the satisfaction of wishing you joy on the successful termination of the efforts of his Majesty in the cause of humanity. [Here follow praises bestowed by the Admiral on the different officers of his squadron.]

In proof of his adherence to the treaty the Dey must this day, at 12 o'clock, deliver up 300,000 dollars; and all the slaves must be ready for embarkation at the wharf. Those of our country are in number 26 or 27, all well, besides many others driven into the interior of the country, and who cannot be here before two or three days.

I shall have the honour, on a future opportunity, to report further to your Excellency; and am, with the highest respect, &c.

J. Van De Cappellen.

His Majesty's frigate Melampus, Bay of Algiers, Aug. 30, 1816.

The Netherlanders who were in captivity at Algier were already, on the 31st of August, on board the flag-ship of Vice-Admiral Van de Cappellen, who had appointed the Dageraad frigate to convey them to their native country. The corvette Eendragt has been sent to Marseilles, to bring the Consul Frassinetti.—The joyful tidings of the victory over the Algerines was made known to the inhabitants of this residence by the firing of cannon.

PLATE CCCCLXIX.

Plan of Algier, 1784.

[Continued from page 232.]

AFTER giving an account of the mischief done by the most famous among the modern pirates, since the year 1390, and of a fruitless attempt to check such ravages, made by the republic of Genoa, under the auspices of King CHARLES VI. of France,* the same author (DAN †) continues thus:—

“ Ever since [that failure] the sea has been always covered with Turkish and Barbaric corsairs, who have every where committed horrible ravages and unheard-of cruelties. But above all these stands conspicuous HART-ADEN, otherwise called “*Barbarossa*.” ‡ He was a Greek renegado, native

* FROISSAR: vol. iv, c. 12. 13.

† D. C. xxxvi, 230.

‡ Anglèè: Red-beard.

of the island of Mytilene, and son of a potter. The christians never had so cruel an enemy as he ; who rendered himself so powerful and famous by his robberies, that when *Sultan SOLYMAN* returned from Hungary, he sent to seek him, and in the year 1534 made him *Pasha*, and admiral of his seas. He was but too successful in the execution of this office, as was found to their cost by *Don HUGH DE MONCADA*, *PORTONDE*, and *ANDREA DORIA*, general of the Spanish gallies. In the deplorable evils that this dæmon incarnate brought upon the faithful, he had a faithful imitator in his brother *SHERED-DIN*, who was also another famous corsair."-----

The author then narrates his own mission to Barbary for the deliverance of captives, which he authenticates by the exhibition of the king's passport in favor of him and his associates, of which the following is a translation:—

“ *Lôvy's*, by the grace of God, king of France and of Navarre; to all our lieutenants-general, governors of our provinces and cities, bailiffs, seneschals, provosts, judges, or their *locum-tenens*, mayors, consuls, and *escheuins** of our said cities, guards established at the gates of the same, in our places and castles, and over our ports, ferries, and barriers, and others our officers and subjects, of whatsoever quality and condition, unto whom it may appertain, greeting.—The general and ministers of the order of the Holy-Trinity redemption of captives, called the Mathurins, having in their general chapter of the said order deputed the fathers, Brother *PIERRE DAN*, bachelor of theology, minister of Chelles, for the province of France, Brother *JEAN ESCOFFIE*, minister of Soudé for the province of Champagne, Brother *BARTHELEMY DE PUILLE*, bachelor in theology, minister of the convent of the Holy-Trinity of Douay for the province of Picardie, and Brother *FRANÇOIS MICHEL*, minister of the convent of St. Eloy de Mortaigne for the province of Normandie, to the end of making the re-purchase and redemption of christians detained slaves in Algier, Tunis, Tripoli of Barbary, and other ultra-marine places the most commodiously situated, according to the institution of their order: We will and command ye by these presents signed by our hand, that you let them freely pass, sojourn, and come back, together with the captives re-purchased by them, with all their current coin which we have permitted and do permit them to carry, to make the said purchases, through every one of our provinces, jurisdictions, and frontiers, as also their servants, baggage, and equipages, without doing, putting, or giving them, nor suffering that there be done, put, or given them, any trouble or hindrance, but rather all the favor and assistance of which they may have need ; and this notwithstanding the ordinances against the transportation of specie out of our kingdom; from the which, seeing that the said money is to be employed for pious purposes, we have derogated and do derogate for this time, without its standing for a precedent in time to come. Our will and pleasure farther is, that you permit the said four religious persons above-named, to withdraw all

* Aldermen.

such other articles as they may find necessary and fitting for the prompt execution of the ransom of poor christians. Also we command all consuls and vice-consuls of the French nation, established in the ports and landing-places of the Leuant, and in all other harbors, to assist and favor the said religious persons, in every thing that depend upon their offices respectively: for such is our pleasure. We pray and require all princes, potentates, and republics, our good friends, to grant unto the said religious persons, secure and free passage in and through their lands, jurisdictions and lordships, and to administer unto them every comfort and assistance towards the effect of their travel; we offering to do the same in the like case. Given at St. Germain-en-laye, the 6th day of February, in the year of grace 1653: and of our reign the 23d.

Lovys.

By the King,

Bouthillier.

“ (Sealed with the great-seal on yellow-wax.) ”

..... “ The King [FERDINAND] who apparently saw the great damage that his subjects sustained from this city [Algier] and its corsairs, who never ceased their excursions against the neighbouring isles, principally Majorca, Minorca, and *Leuisse* [*qu?* Iviza], resolved at length to dislodge these birds of prey; or at least to reduce them unto such a point, that they should no longer for the future go out upon their cruizes, nor continue their robberies, but with the utmost difficulty. To this end he again sent PIERRE NAUARRE with a powerful army against the city of Algier; which finding itself straitened, yielded, with the assent of its *shekh*, SELIM, to the yoke of FERDINAND, promised to do him homage, and pay him annual tribute, and for the future to make no more excursions at sea. Now, as FERDINAND well knew that they would hardly give up their trade, unless forced thereunto by powerful obstacles, he caused a fortress to be built at Algier, in a small island, where the port is in our day; and he placed therein a garrison of 200 men, with a quantity of ammunition and victuals. The Barbarics, thus reduced by force, were some time without in any wise troubling the commerce or the repose of christians: but as soon as death (which spareth not the sceptre of kings any more than the shepherd's crook) had taken FERDINAND out of the world, which happened in 1216, these infamous thieves recommenced their old game, and like infidels as they were, no more remembered the faith they had plighted unto a king, whose tributaries they were. On the contrary, seeing that death offered them a favorable occasion to shake off the christian yoke, they sent deputies to ARUCH, or HARIADEN, BARBAROSSA, of whom we have already spoken.”

..... “ While things passed thus, his [BARBAROSSA's] adherents, who were the strongest faction in the city, declared him aloud king of

Algier; and were so obstinately bent upon having him, that the Moors, not daring to make opposition, he was acknowledged as such, and they proclaimed him sovereign in the year of grace 1516. Thus terminated the *Shekh SELIM*, whose son being still very young, and apprehensive of meeting the same fate as his father, fled to Oaran, a town distant from Algier 50 leagues towards the strait. The Marquis of COMARES, governor of that place, received him courteously, and sent him into Spain to Cardinal XIMENES, who, after the death of King FERDINAND, became charged with all the affairs of the kingdom, in the absence of the defunct king's nephew, CHARLES V. who was then in Flanders, still a youth. The following year, 1517, the fugitive prince came back to Algier, to recover his country, usurped by BARBAROSSA. His force consisted of above 10,000 Spaniards, under a general named FRANCIS DE VETA. But it had no sooner reached the shore before the city, than there came on so furious a tempest, that it caused the miserable dispersion of the fleet, with the loss of the most part of the ships, and men at arms. If any of these saved themselves on shore, their lot was no better; for they could not escape the fury of the barbarians, as they had the danger of the sea. Thus ARUCH BARBAROSSA reigned some time in Algier."

" It is certain that Algier was the capital of Mauritania in the time of King JUBA, who there kept his court in ordinary. After the death of this king, his son having been taken and led in triumph to Rome by JULIUS CÆSAR, conducted himself with such admirable discretion in disgrace and captivity, that AUGUSTUS restored the young prince to his liberty and pristine dignity. In acknowledgment of so great a benefit, when he rebuilt this city, which before was called *Iol*, he affixed the name *Caesaria*, as may be seen on some medals of CLAUDIUS and of ANTONINUS.....

.....Some writers have said that it was first called *Mesgrana*: but that appears to me unlikely, seeing that neither STRABO nor PROLOMEY, nor the other authors who have been curious in geographical research, make any mention thereof. Be it as it may, of all the names which it may formerly have borne, that of Algier is what has remained unto the present day; which has happened in this manner. The Sarazins and Arabs having made incursions into Afric, spread themselves therein on every side; like impetuous torrents, and committed extraordinary ravages. In common with the Goths, they seemed to take delight in ruining every thing that proclaimed the grandeur and magnificence of the roman empire; so having noticed that the name *Julia-Caesarea* was an apparent sign thereof, they resolved to change it. Therefore they called it *Al-jézaïr*, which in the Arabic signifies, " the island ;" because the place is situated hard by an islot, where is now the mole. In this manner the modern name has ever since remained, although it has been diversely corrupted, some calling it *Argel*, others *Arger*, but the most *Alger*."*

* Unto which the English mariner hath bounteously added a final superfluëary "s," metamorphosing the original *Algezair* into Algiers!

PLATE CCCCLXXI.

The Tower of the Temple, State Prison at Paris.—Exterior View.

IN our former view and description of this place the reader will find a sketch of its general history, form, and site. The annexed Plate is a View of that part of the building called the Little Temple, in which Sir Sidney Smith was confined, and in the same chamber of which Captain Wright ended his days. A description of wide and narrow staircases—galleries—doors—and gates—which is all that can be given of these old buildings, can be neither very interesting, nor very illustrative. It appears that the chamber in which our distinguished countrymen were confined, was opposite the wicket. From the court the entry was through the great gate of the tower, which led to a door opening on the great staircase, and through another door you passed to a dark staircase leading to a suite of rooms, of which one was the fatal prison of Captain Wright.

In the short interval of the peace of Amiens, Sir John Carr visited France, and he thus speaks of the Temple:—"I did not fail to visit the Temple, so celebrated in the gloomy history of the Revolution, which stands in the Rue de Temple, in the Fauxbourg of that name. The entrance is handsome, and does not much impress the idea of the approach to a place of such confinement. Over the gates was a pole, supporting a dirty and tattered *bonnet rouge*, of which species of republican decoration there are very few now to be seen in Paris. The door was opened to me by the principal gaoler,* whose predecessor had been dismissed on account of his imputed connivance in the escape of Sir Sidney Smith. His appearance seemed fully to qualify him for his savage office, and to insure his superiors against all future apprehension of a remission of duty by any act of humanity, feeling, or commiseration. He told me that he could not permit me to advance beyond the lodge, on account of a peremptory order just received from government. From this place I had a full command of the walk and prison, the latter of which is situated in the centre of the walls."

Here on the memorable 10th of August, 1792, Louis XVIth, after being beset in his palace of the Tuilleries by 20,000 Republican insurgents, and driven with his family for protection to the National Assembly, was with them consigned to strict custody.

From this prison, on the 11th of December, he was brought to the bar of the Convention, to answer the charges made by the President, Barrere. On the 26th he appeared there for the last time. On the 16th January, 1793, after a sitting of 34 hours, the sentence of death was awarded by a majority of *five* voices!—and on the 21st, at eight o'clock in the morning, he left the Temple, for the stage of death.

On the 15th of October, the Queen was brought before the Revolutionary Tribunal, and on the following day, without any regard to rank or decency, hurried to the scaffold.

* Fauconnier.

On the 10th of May, 1794, Madame Elizabeth, the king's sister, was, by a decree of the Revolutionary Tribunal, brought out hence to the place of sacrifice.

Here, on the 9th of June, 1795, died, under the iron hand of jacobinical tyranny, the unfortunate Dauphin, whose death having excited a commiserating interest in the French nation toward the solitary relict of royalty then remaining, his sister,* the Convention found it necessary to liberate her from imprisonment. And in consequence of a proposal from the committee of public safety to the Emperor of Austria, she was exchanged for the members of the Convention whom Dumourier had delivered up to Austria along with two ambassadors, Simonville and Maret. This exchange took place at Basle, in Switzerland.

And here also died the French general, Pichegru, *en secret*; and, in the like manner, our unfortunate countryman, Captain Wright.—Such are a few of the melancholy memoranda of this fatal place, after it was revolutionised. It was previously the peaceful residence of the Grand Prior of the French nation.

STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENEED AT VIENNA ON THE 29TH DECEMBER, 1814.

[Continued from page 233.]

No. IX. (Translation.) †

SIR,

I USE the permission which you have granted me, to communicate those ideas on white-slavery, that I have acquired more particularly from my long sojourn in the state of Marocco: but as these ideas have reference also to the other barbaric powers, I think it expedient previously to make you acquainted with what has always been my opinion of those powers. This is what I wrote on that subject more than twenty-five years ago.—After having demonstrated the necessity of doing away the slavery of christians in Afric, and the possibility of effectuating this measure, by means of an union of the European powers (who, independently of the precepts of religion and the law of humanity, have all an interest therein more or less), I added:—

“ It is to the *Porte* that recourse must first be had, to the end that she may interpose her authority with the regencies of Barbary, and her good offices with

* Now Duchess D'Angouleme.

† For the French original of Mr. CAILLARD's letter to Sir SIDNEY SMITH, see *State Papers*, in D. C. vol. xxxv, p. 417.

the sovereign of Marocco, to soften the lot of the unhappy slaves, while the European powers are preparing their respective contingent forces; at the junction of which they would be in a state to enter into distinct explanation with the *divans*, and to require the abolition of christian slavery. As long as these barbarians do not see an unanimous concert between the several courts of Europe, and the union of an imposing force, they will temporise; continue their piracies; extort presents; and content themselves with making promises, which they will not keep. The Moors are as cunning as they are treacherous: they have in no degree degenerated from the proverbial bad faith of their punic ancestors;* therefore other arms than treaties must be employed to constrain them to keep their engagements. Superstitious and fanatic as are all people plunged in ignorance, they in general know of their own religion little more than its fundamental doctrine—hatred of the christian name. It is an opinion very anciently received among them; that—*God holdeth in his powerful hand the heart of kings, that he imprints thereon his divine will, of which they are but the executive instruments.* Under the cover of such doctrine, it is easy to be conceived that sovereigns can not only excuse the violation of treaties, and both political and moral crimes, but even in some sort sanctify them in the eyes of their subjects. Impious creatures! They make of God the instigator of their misdeeds, to quiet a conscience already hardened by fanaticism. The king of Marocco † adds to the foregoing tenet a reasoning quite as deceptive. He says:—*The christians believe that I am obliged to perform what I promise: if I was so to do against my will, then I should no longer be more powerful (I, shérif, descendent of the prophet, and sole heir in his right of all the kingdoms on the earth), than those infidel usurpers who are obliged to keep their word.* Thus he establishes as a principle the violation of his promise, without which his power would cease to be unlimited! I forbid myself any reflection on the consequences of such an argument. The maritime forces of Barbary are as nothing in the scale of combat; but they suffice to spread alarm among mercantile navigation, and consequently cast a great disfavor on the flag of each nation against which the smallest of these powers may declare war; whence there results an excessive hindrance to the maritime trade of such nation. Here may be found one prime cause of the patience of the commercial nations in Europe towards the regencies of Barbary and the kingdom of Marocco. There are few of the European nations but which have suffered from one or other of these potentates the most galling outrages, and have dissembled them. Why should not the nations of christendom (becoming more jealous of honor, and more enlightened to their true interests) concert among themselves to compel these barbarous hordes to respect the rights of nations, and those of justice and humanity?"

Thus it was that I viewed things, and expressed the desire of my heart, at a time when I could not foresee that there was reserved a *man* to undertake, what it was the bounden duty of all people to accomplish, a *man* to stand himself, alone, in the place of all the civilised governments!—You, Sir, have begun a great work; but if you succeed, as I hope, and as your persevering genius promises, the honor which you will acquire has never been equalled. Genius, when allied to philanthropy, knows no bounds: it overleaps, breaks through, destroys, or smooths, all obstacles or difficul-

* The Romans said of the Carthaginians:—"Punica fides nulla fides."

† MOOLEY-MOHAMMED-BEN-ABD'ALLA.

ties; and never stops short of that term which it had prescribed unto itself. Might it not be deemed almost providential, that as if to stimulate your ardor and sustain your courage, the throne of Marocco should now be filled by a prince * at once just, and eager of instruction; such in fine as the annals of that country offer no sample of since the race of the *shérifides* have possessed themselves of those provinces which at this day compose the kingdom of Marocco? Be this as it may, your wisdom has seized the opportune moment; and will without doubt lead you to obtain this sovereign's support of those preparatory propositions that you are about to address to the *dey* of Algier, † at the same time that the Porte, yielding to the solicitations of the christian ambassadors, and arousing from its political lethargy, shall announce to that regency, her intention henceforth to oppose its piracies. The Othman interests, in accord with those of Christendom, require that the *horde* of robbers, calling itself the *divan* of Algier, shall cease to levy recruits in Turkey. If this essential point be obtained, a great step will be made towards the end which the anti-barbaric institution over which you preside, proposes to itself. But, I forget that I am wandering from my subject: I return to Marocco.

It appears that the king [or emperor, as we are wont to style him] of that country, departing from the maxims of his fathers, as much by conviction as by prudence, desires to rest in peace with all the world. Christendom, therefore, has nought to fear on this side, so long as the actual monarch shall reign, or at least so long as he shall not change his pacific system: but far from indulging the hope of its permanency, we ought on the contrary to be prepared to witness its cessation at the demise of MOLEY-SOLIMAN. This personage is already more than 50 years old: he has brothers, and nephews, who may have inherited the antipathies or turbulent spirit of their fore-fathers, and above all, the desire to reign. Supposing that the present incumbent should prolong his course in tranquility, you, Sir, personally well know that in Marocco, which possesses no political constitution but the will of an autocrat-sultan, there exists no law which fixes the right of primogeniture; and that as all the children claim the same right to the succession of their father, his death necessarily entrains civil war. Besides, the sovereign alone becomes changed: the elements of fanaticism and bad-faith always subsist, and only await the favorable moment to display renewed energy. It is not by piracy alone that the Marocans supply themselves with christian slaves. It may happen, that vessels which pass the strait of Gibraltar either way, make the Canary isles intentionally, or are carried in that direction by the currents which prevail with great strength on the occidental coast of Afric: in this predicament, they sometimes run aground, when they reckon themselves to be at a great distance from land. In the space of 6 years, I have witnessed 4 shipwrecks of this nature; 3 French and 1 English ship were lost at different times on Cape Boyador: the crews had the good fortune to save themselves on shore; but they were carried-off into slavery, by the Moors

* MOLEY-SOLIMAN.

† D. C. viii, 161.

who inhabit the confines of Mauritania towards Senhega. What they underwent of suffering from those barbarous vagabonds is beyond all expression. At the solicitation of the agents of the two nations, these poor people were claimed by the King of Marocco; but as his authority in those distant countries is but the charm of opinion, and consequently extremely precarious, much time elapsed before each crew could be collected: but all did not end here: The Maroccan monarch, making the most of the service he had rendered, and above all the expense at which he had been, kept the men as pledges in pawn, treated them as slaves, and obliged us to redeem them as such. The only difference they found between their first and second slavery was, that gain being the ruling cause of the latter, they were treated with mildness, and passably well subsisted, for fear of the ransom of any among them being lost. Thus vice may sometimes be useful to virtue, or avarice lend aid to humanity! However, after all, several years generally were consumed before the deliverance of an entire ship's-company. These examples prove better than any reasoning, the necessity of good management with the King of Marocco. It is lucky that your personal knowledge of that court affords you the preparatory means of influence over the fate of mariners, whose vessels may hereafter be driven on those inhospitable shores, by inevitable accidents, which occur but too frequently. I feel that to point out such an employment for your talents, is to ensure their application, both now and in time to come.

Although I am persuaded that you, Sir, know better than I, the true situation of the Barbary-powers, their character, their habits, their crafty policy, and above all the means of remedying the evils which result therefrom to christian people; yet I have fancied myself enabled, by an experience of several years, to add a few suggestions from my recollections. I only hope that you may be able to derive from these reflections some useful hints towards the object of your vast and glorious undertaking.

I have the honour to be, &c.

Caillard.

Sir W. S. Smythe,

President of the continental institution
for the abolition of barbaric piracy
and white-slavery in Afric.*

* *AFRIC*.—Naturalized as this name has become, both in the scientific and the vulgar tongue, yet, the editor will venture to suggest, that this disjointed adjective of the latin phrase *Africa terra*, African land, or the land of Afer, would be anglicised more conformably to uniformity and truth, by the simpler word *Afric*; without the roman termination.

Lastly, for the reading in the text, we have the authority of these lines of the poet:—

“ Let *Afric* through it's hundred gates rejoice;
Let *Afric* on it's hundred thrones rejoice.”

HYDROGRAPHY, PILOTAGE, &c.

MR. HYDROGRAPHER,

ADVERTING to the mention that you have made of the Hydrographer at the Admiralty in the *B. C.* vol. xxxv, p. 496, I take upon myself to assure you, that the officer who fills that station is an active, liberal-minded man, attending closely to his duty, which is multifarious, he being also secretary to the Board of Longitude. Much of his time is occupied in correspondence with commanding-officers in the navy, giving them necessary instructions, &c. And as the charts engraved at the Admiralty are for the use of the navy exclusively, and not distributed for public disposal, you consequently have not an opportunity of viewing them; but I can testify that the Hydrographer of the Admiralty and his associates attend close to their duties, and are actively employed.

A Correspondent.

☞ The HYDROGRAPHER of *B. C.* is so far from entertaining any prejudice against the gentleman who is attached in a similar capacity to the Admiralty-office, that he not only records the preceding testimonial in his favor with the utmost readiness, but is glad of an opportunity to profess his own individual confidence in the truth of the statement, as far as it concerns the party personally. He, however, can only speak of public men and things as he happens to know or find them; and up to the time of publishing that casual remark to which this correspondent alludes, he never had the good fortune to obtain any ocular demonstration of the utility or activity of that department at the Admiralty to which his remark was pointed. Since that period, a few printed papers, bearing the mark of having issued from the department in question, have been transmitted to him, probably elicited by that enquiry in the *B. C.*; and therefore, in witness of the sincerity which dictated the passage that has extracted his correspondent's testimonial, they now receive insertion. These articles constitute the sum-total of all the hydrographical information that has reached the *B. C.* office from that of the Admiralty in a tangible shape; and should they prove the fore-runners of more, the greater will be the HYDROGRAPHER's satisfaction.

1.

(Circular.)

SIR,

Admiralty-Office, 20th May, 1810.

A PRACTICE having obtained among captains and commanding officers of his Majesty's ships and vessels, of applying to this department, as a matter of course, for certificates to be granted upon statements furnished by themselves, of observations towards the furtherance of hydrographical knowledge that they have made, though the opportunity of making such remarks may not have occurred; I am commanded by my Lords Com-

missioners of the Admiralty to acquaint you that they have directed that, after the 1st of July next, no certificate of remarks shall be granted, until the Hydrographer of the Admiralty shall have reported whether there was an occasion for making remarks or not, or (should any be furnished) upon the value of the remarks which may have been made; and I have further to acquaint you of their Lordships' direction that you transmit, half-yearly, to this office, a remark-book, which shall contain, at least, the latitudes and longitudes of all places (out of the United Kingdom of Great Britain and Ireland) in which the ship you command may have been; and, whenever time and circumstances will permit, particulars of bearings, soundings, tides, currents, and all other circumstances of nautical utility, are to be carefully entered therein; and I am also to apprise you, that no certificate of remarks will be issued from this department, unless the observations in the several remark books shall appear to their Lordships to be such as, with reasonable diligence and accuracy, might be made. And my Lords trust that you, with the other officers in his Majesty's naval service, will see the advantage of collecting a body of hydrographical information, and that you will exert yourself to the utmost of your power in contributing to an object so necessary to the general advancement of science, and so highly advantageous to the best interests of a great maritime people.

I am, &c.

To the respective Captains, Commanders, and Commanding Officers of his Majesty's Ships and Vessels.

2.

SIR,

Admiralty-Office, 13th February, 1812.

IN adverting to the late numerous and calamitous losses, which have occurred in his Majesty's navy, in consequence of ships having been run on shore; some from extraordinary errors in the reckoning; others in passages and situations that have long been considered as well known and accurately described in charts furnished to his Majesty's ships at the public expense; some by running indiscreetly in thick weather or by night for a port; and others again from neglecting to keep the lead carefully going, conformably with the 26th and 29th articles of the master's general printed instructions, which it is the duty of every captain and commander to do, my Lords-Commissioners of the Admiralty command me to call your particular attention to the articles above-mentioned, to the 26th article of war, and to the 1st and 5th articles of the pilots' instructions, by which you will observe, that the having a pilot on board does not relieve you from responsibility, but that you are held accountable for any damage that the ship may sustain, from the ignorance or negligence of the pilot, where proper precaution on your part might have prevented it.

In calling your serious attention to this most important part of your duty, which involves the safety of so many invaluable lives of his Majesty's subjects, as well as the preservation of his Majesty's ships and stores, I am

further to signify to you their Lordship's directions, that, whenever the ship entrusted to your command shall necessarily be put in charge of a pilot, you do yourself pay, and most particularly instruct your master to pay, a strict attention to his conduct, with a view of ascertaining his ability as a pilot, and how far he may be trusted with the navigation of the ship in those situations for which he may profess himself qualified; and my Lords are induced to hope that, by a due regard to these several points, similar disasters to those which have recently occurred, may, in future, be prevented.

I am, &c.

To the respective Captains, &c. &c.

3.

NEEDLES.

MR,

Admiralty-Office, 23d November, 1811.

MY Lords Commissioners of the Admiralty having taken into their consideration that the passage through the Needles by night must always be attended with considerable risk, and, in the event of losing sight of the marks and lights, with serious danger, have commanded me to signify to you their positive direction never to attempt going through the Needles with any of his Majesty's ships under your command during the night, except in cases of extreme necessity, and in order to avoid a greater danger than you are likely to incur in making the attempt; and I am further to direct you to communicate this order to any of his Majesty's ships returning from abroad which you may happen to speak. I am, &c.

To the respective Captains, &c. &c.

4.

FALMOUTH HARBOUR.

Sailing Instructions.

THE best entrance for men of war is between St. Anthony's point and the Black-rock, which is three quarters of a mile wide, giving St. Anthony's point a good berth, and not going nearer than half a cable's length to the Black-rock at low-water.

There is a good channel for frigates between the Black-rock and Pendennis point, but I would not advise any ship that draws more than 10 feet to attempt it at low-water; but at half-tide there is water enough for line-of-battle ships.

From within the rock, towards the spit of Falmouth-bank, there are some spots of foul ground, with not more than twenty feet water on them at low-water spring-tides.

The leading mark in and out of Carrick-road, is Killigaloon-house on with Melor-point; this mark will carry you midway in the Channel through Carrick-road, until you bring St. Budack's church on the rising land of Trefusis-point, or the Bowling-green house open a sail's breadth to the southward of the church at Falmouth, which will lead you through the Cross-channel, until you bring St. Kevern's church on with Pendennis-point. This mark will lead you to St. Just's pool,

The channel through Carrick-road is nearly N. and S. ; the cross channel to St. Just's pool nearly E. b. N. and W. b. S. but the course by compass cannot be depended on, as the channels are rather circular, and the set of tides not regular. The leading mark for the channel, between the Black-rock and Pendennis-point, is Feock-house on with Melor-point. This mark will carry you over Falmouth-bank, in 5 fathoms at half-tide.

The best guide is the transporting buoys, which are black on St. Mawe's bank, and white on Falmouth-bank. Ships that draw more than 18 feet, must pass between the black and white buoys at low-water, keeping the black on the starboard, and the white on the larboard hand. At half-tide, or when the black-rock in the mouth of the harbour is covered, you may pass to the westward of the white buoys more than a cable's length, carrying 5 fathoms over Falmouth-bank. As the black buoy of the Narrows is so near St. Mawe's point, you need not pass to the eastward of it, or any of the black buoys on St. Mawe's side.

Working in and out of this harbour from half-flood to half-ebb, you have about $\frac{3}{4}$ of a mile room, and may stand within the buoys, more particularly on the Falmouth side. Large ships should get under sail from the weathermost transporting buoy, on the latter part of the flood, or a little before high-water, and before half-ebb they would be out of the harbour, and more than half way to the Mannacles. As the ebb sets to the westward towards Helford, ships, when clear of the harbour's mouth, should not stand further to the westward than Pendennis-point, keeping the harbour open for the benefit of the harbour tide.

The tide sets out of the harbour S.S.W. until you are a mile off, when it tends to the S.W. and as you get further off, to the W.S.W. and W. b. S. Off the Mannacles, the tides run to the westward near three hours after low-water, by the shore. In moderate weather any ship can work out with ease and safety. Ships will sail out free on the larboard tack, with the wind E.S.E. and on the starboard tack with the wind W.S.W. by compass. With the wind at S.E. you will fetch out from the weathermost buoy of the Narrows, in one tack. With the wind at S.S.E. you will have to make two or three tacks ; and with the wind S. or right in, four or five tacks without the help of the tide ; but when the tide is made, or by warping to the outer black buoy, it can be done by fewer tacks.

Large frigates have worked out, when blowing hard, under double reef top-sails from the inner part of Carrick-road, round the Mannacles in one tide.

The best method for Anchoring and Mooring in Falmouth Harbour.

Coming in with the wind at S. or to the E. of the S. and you mean to anchor in Carrick-road, you must bring up with the small bower in 12 or 13 fathoms, rather inclined to St. Mawe's Bank, and moor with the best bower towards Falmouth-bank in 12 fathoms. If the wind should be to the westward of the south, you must bring up with your best bower in 12 or 13 fathoms inclined towards Falmouth-bank, and moor with your small bower towards St. Mawe's bank in 12 or 13 fathoms, by running out a

hawser to the transporting buoys. On either side you may place your anchors as you like. The upper part of this road is the best anchorage.

The cross-channel is the safest, the best, and the most room for mooring; you may bring up with either your best or small bower, in 10, 12, or 14 fathoms, placing your anchors so that you moor open to the southward, and when moored, to have the sheet-anchor cleared to let go, should the ship in very heavy gales, and sudden gusts, start or bring home either of her anchors. Although ships are apt to drive by placing their anchors too near the edges of the banks, and by that means have tailed the ground, yet there are no instances of ships receiving any material damage on the banks within the Narrows, or the entrance of Carrick-road. Carrick-road and the cross-channel will contain 16 sail of the line at their own anchors, moored with a cable each way, and ride a cable's length asunder.

St. Just's Pool is capable of containing 6 ships of the line at moorings, and the channel leading from the Pool to Stangatê rocks (on which are two Poles), is capable of containing 10 or 12 more; and above the Poles to Turner's-ware, several frigates and sloops can be secured in perfect safety.

The dangers without Falmouth harbour are the Mannacles rocks and the Old Walls.

To go clear of the Mannacles coming from the westward, you must keep the Lizard light-house open of the Black-head, until you open Mawnen-church, which stands to the eastward of Helford; then steer in for the harbour's mouth.

There is a rocky shoal lying S. by compass, a good mile and a half from St. Anthony's point; known to the fishermen by the name of the Old Walls, but was never considered by them to be dangerous. This shoal was examined by Mr. Lockwood, and afterwards by myself. He informed me that he found less than twenty-nine feet on the shoalest part. After three days search, upon a very low tide, at dead low-water, I found a small pinnacle rock, with no more than $26\frac{1}{2}$ feet water on it. The top of the rock is so small, that I could not keep the lead on it a second, as it instantly dropt off into 5 and $5\frac{1}{2}$ fathoms. This shoal extends more than a mile E. and W. and about $\frac{1}{2}$ a mile north and south, but no part of it dangerous, except near the centre or pinnacle rock. To prevent ships anchoring on this shoal, or running any risk, a buoy should be placed on it, to ride in all weather, similar to the black buoy on the *Princessa* shoal, that lies to the eastward of the Wight. There are four feet more water on the pinnacle of the Old Walls, than on the Hand-deeps, which lie in the fair way between the Edystone and the Rame-head, on which no ship was ever known to strike, owing I suppose to the shoalest part of the rock terminating in a sharp point. That being the fact, I think it is scarce possible for a ship to strike or touch the Old Walls, unless she draws more than 26 feet, and get on it at dead low-water spring-tides; and if a ship should touch, she cannot stick fast, as the smallest lift of the swell would immediately heave her into deep water.

A light-house erected on the Black-rock, would be a guide both by day and night, to steer clear of the Mannacles and the Old Walls.

The tide rises here about 18 feet at spring, and about 12 feet on the neaps. It flows at the full and change of the ζ , E. b. N. and W. b. S. at a $\frac{1}{4}$ past 5 o'clock. The tides here are very much influenced by the winds. The time of high-water has been known to be out of course more than half an hour.

The distance between the black and white buoys of the Narrows is 130 fathoms, and in the channel from 5 to 17 fathoms deep; from thence the channel gradually widens through Carrick-road to 320 fathoms. At the turning of St. Mawe's bank into the cross-channel, is about 300 fathoms wide, increasing and decreasing 20 fathoms more or less, towards St. Just's pool, and the water in the channels from 5 to 14 fathoms deep. From Kirkleas-point, the channel is from 140 fathoms to 100 fathoms, and from 5 to 14 fathoms deep.

The channel continues the same width and depth, as at the head of St. Just's pool, all the way to Stangate-rocks, or $1\frac{1}{2}$ mile above Misick point. The bottom in all the channels is a mixture of mud, rotten shells, blue clay, and sand, except the lower and middle part of Carrick-road, which is a mixture of rotten shells, mud, sand, roots of sea-weed, and small marine incrustrated productions.

There is a small bed of rocks S.W. 60 fathoms from Misick-point, with 8 fathoms on them at low-water, spring-tides. In the entrance to St. Mawe's, there is a rocky shoal, lying about 60 fathoms from the Castle-point, with only 3 feet water on it at low-water, named Lugas-rock. This rock is only dangerous to ships bound into St. Mawe's, as it lays more than a cable's length to the eastward, or within the black buoy on the spit of St. Mawe's bank.

The tide runs about $2\frac{1}{2}$ knots on the springs, and about a knot or a little more on the neaps.

One more advantage attends this port, which I must beg leave to state; that is, the outer anchorage, or what may be more properly called *Falmouth outer road*, from St. Anthony's point towards the Mannacles rocks, there is good anchorage with the harbour's mouth open, equal in point of riding to Mevagizy-bay, superior to Cawsand-bay, and very little inferior to Torbay, with the winds from the S.W. round to the westward and northward to the N.E. point of the compass. Should a squadron be sent into Falmouth to refit or revictual, and the winds should cast off northerly, instead of working into the harbour, they could anchor without the harbour's mouth, and receive all the necessary stores, &c. from the depositories, as well and nearly as soon as if they were inside; and with this advantage over any of the other bays, that, should the wind shift to the southward in the night, or at any other time, and they choose not to go to sea, they can run into a safe port always under their lee, but as there are some spots of foul ground in this bay, it will be necessary to have it surveyed, and the spots marked out.

J. Bowen.

5.

Anchorage and Watering-place off Dar's-head.

By H.M.S. Fisgard, June 18, 1810.

WE found a place where we completed our water, and got plenty of wood, without molestation. The watering-place is about half way between Dar's-head and the first village to the westward of it. A small distance from the spot where the sand hills make high, like a cliff, there are two trees near to the beach, with their roots partly out of the earth, close to it. The village stands low, with but few houses, and, I believe, no church.

We anchored with Dars-head E. b. N. $\frac{1}{4}$ N. and the village S. b. W. $\frac{1}{4}$ W. in $5\frac{1}{2}$ fathoms, about two miles from the shore. It is a running stream and good water, though the colour is not tempting.

Captain NEWMAN found out another place between it and Dars-head: perhaps, in the heat of summer, they both dry up, but I think not, from the quantity of cattle fed about the spot.

Bearings of Fisgard's Anchorage in $5\frac{1}{2}$ Fathoms.

Dars-head	E.N.E. $\frac{1}{4}$ E.
Village	S.W. $\frac{1}{4}$ W.
Great gap in the wood	S.
And the place where we procured the water	E.S.E.

(Signed)

J. Craig, Master.

6.

Trindelen Shoal.

By H.M.S. Fisgard, 18th July, 1810.

GIEDSER POINT is the southernmost part of the island of Falsterbo; it is low, and forms almost a table land, which falls perpendicular to the sandy beach under it, with some white and red clay cliffs. On the point there is a white light-house, and some straggling houses. There are also two churches that stand some distance in on the point, and may be seen on either side of it; they are red, and very remarkable.

The Trindelen shoal extends S.E. b. S. 7 miles from the light-house; it is a narrow ridge of sand, and in some places there are large stones, which appear to be loose; at the distance of 4 miles, with the above-mentioned bearings, there is 2 fathoms, and at the distance of 5 miles, 3 fathoms, with 4 at 7 miles distance. If you stand to the southward, you will quickly deepen to 12 or 14 fathoms, and perhaps 16 or 18, the ground being very irregular.

In standing towards the shoal, on either side, you will lessen your water gradually from 9 to 3 or 2 fathoms, according to the distance you may be from the shore, and then increase your water as you stand from it on the

other side; there may be knolls with less water on the top of the ridge, the soundings sometimes differing from 2 to 3 fathoms in less than a boat's length; however, I have not found less than 2 fathoms on any part of it.

Ships drawing 22 or 24 feet water, in turning to windward, ought always to tack when they deepen the water to 11 or 12 fathoms: you will then have the south shore well in sight; but should you lose sight of the south shore, and gain sight of Giedser point, so as you can discern the sandy cliff, and have it in a N.W. b. N. direction, be sure that you are too near, and in danger of the before-mentioned shoal; therefore, in the day-time, in clear weather, if you keep the south shore well in sight, you will be carried clear of it; and in the night-time, as aforesaid, tack when you deepen your water to 11 or 12 fathoms.

Ships drawing 14 or 15 feet water, by bringing Scheby church open to the N.W. of the light-house, may stand into 6 fathoms, but no farther; they will then be at the distance of $4\frac{1}{2}$ miles from the shore.

It is my opinion that no better survey can be taken of the before-mentioned shoal than is laid down in the chart published by D. STEEL in 1809, from the Danish surveys.

(Signed)

J. Craig,

Master of H. M. S. Fisgard.

7.

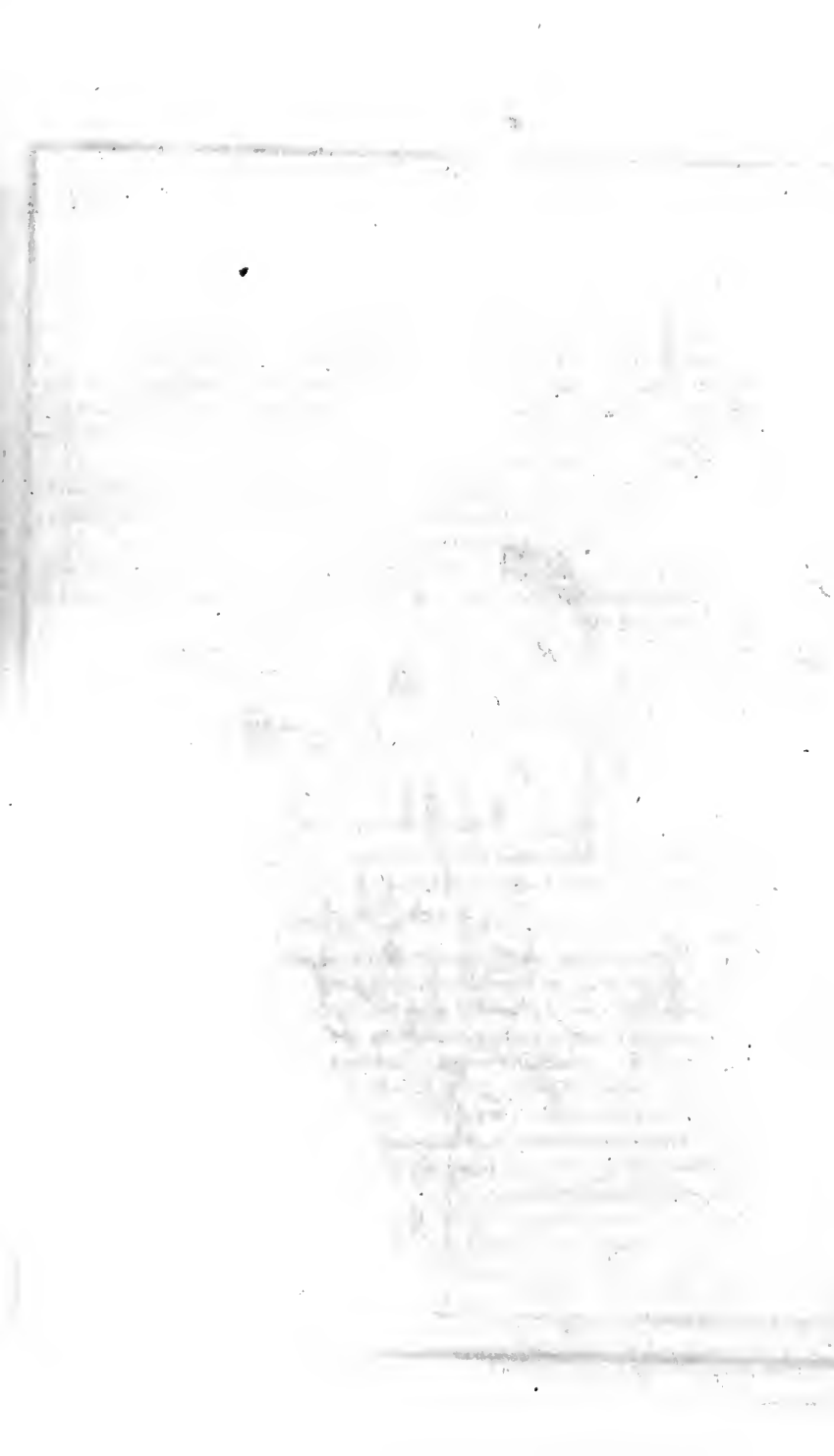
H. M. S. Victory, Hawke Roads, 22d May, 1810.

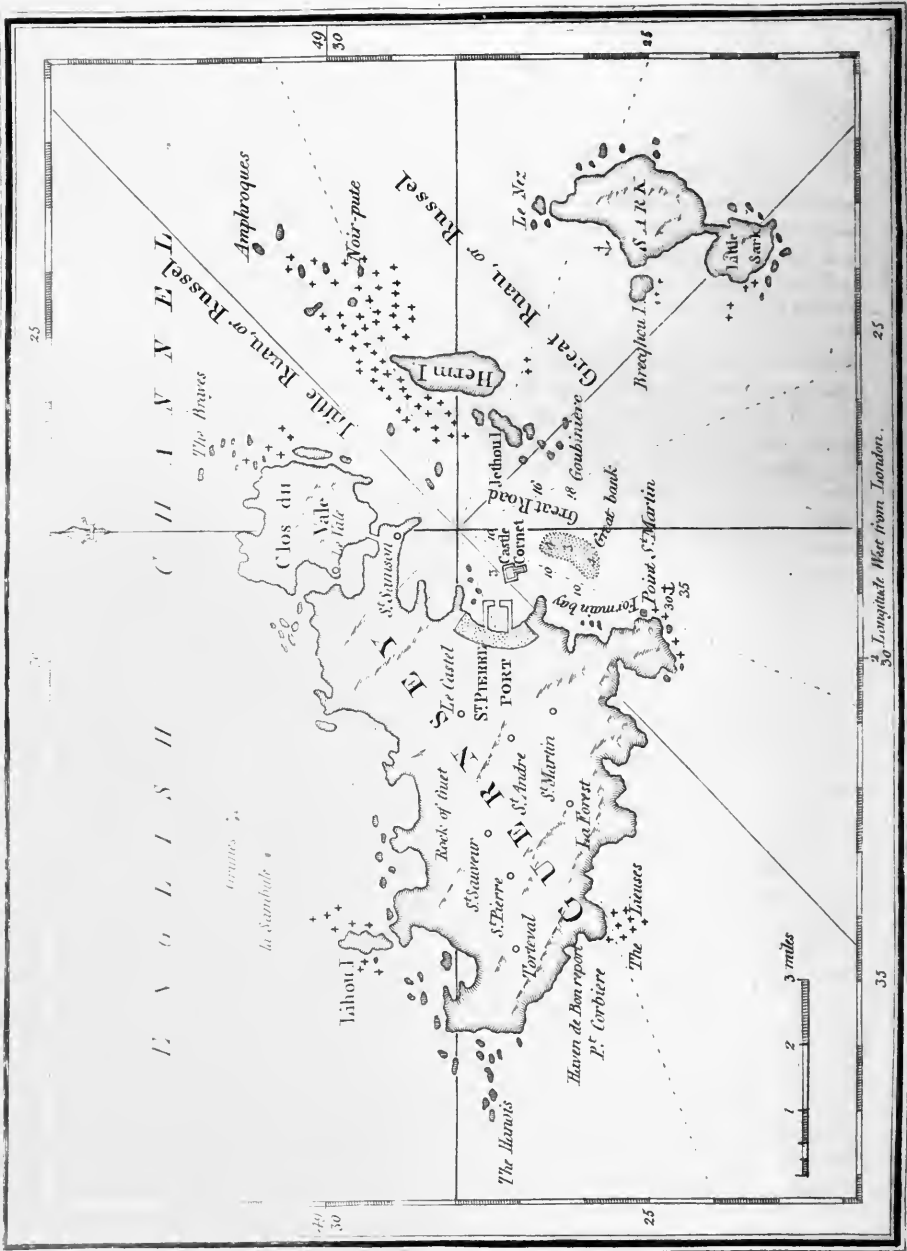
The undermentioned are the bearings, by compass, of a knoll, or shallow spot, on the Fladden shoal, discovered in H. M. S. Vanguard:—

Warberg S. 53° E. | Nedegen N. 42° E.

The soundings are from 25 to 29 feet, rocky bottom. The latitude, as ascertained on or near the shoalest part, was $57^{\circ} 9' 30''$ N. the water deepening round it gradually from 7 to 10 fathoms. Since which has been discovered a small knoll, distant from the above about one mile, bearing N. 55° E. It is nearly a mile in circumference, with only 24 feet water on the shoalest part. There are from 5 to 7 fathoms between the two knolls in the said direction.

The bearings from the Nedegen are S. 42° W. and from Warberg Castle N. 57° W.; the soundings gradually deepening from 5 to 7 fathoms round, rocky bottom.





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PLATE CCCCLXXII.

*Guernsey Isle.**

THE isle of Guernsey lies to S.W.-ward of Alderney near 5 leagues, and S.S.W. about 4 leagues, from the Caskets. It is high land on the southern side, which lowers gradually towards the N. It is encompassed with rocks almost on every side; the most remarkable clusters are, to the W. the Hanovaux; to the N. the Brayes, with many others; to the E. the rocky islots Herm, Jethou, Sark (or *Cereg*), &c. themselves surrounded by countless rocks. The town of St. Peter, stands on the eastern coast, and has a port between two piers, 25 feet high, forming an entrance 100 feet wide at the top, and 68 at the surface of the water. The sea here rises, at spring-tides, to 28 and 30 feet, at neap-tides to 12 or 14: it flows at full-and-change \mathcal{C} , E. and W., 6 hours. The roads are on the eastern side; and there are 2 entrances into them, called in English the Russel channels, or in French, *Ruau*. The Little-Russel lies between Guernsey and Herm. In coming from N. or from W. you may stand away E. as if in quest of the Amphroques, observing not to come nearer than a mile to the Brayes, which lie off the N.E. point of the island; and when you open St. Martin's or the S.E. point of the same, a sail's breadth westward of Brehun (a rock between Herm and Guernsey, with a stone pyramid 20 feet high), you are well prepared for entering the Little-Russel. You must not approach too near the rocks called *Les Anglaises*, or Flabougères, which lie S.E. of the Brayes; and to avoid falling on them you must keep the town-church open to the east side of Wall-castle. But if you come from the race of Alderney, you are not to approach the Amphroques nearer than $\frac{1}{2}$ league, keeping the church of Castel open a sail's breadth to N.W. of Wall-castle; by these means you may avoid the *Platte-bouée*, a sunken rock to N.W. of the great Amphroque: continuing that course till you have St. Martin's point open a sail's breadth W. of Brehun, you may without hesitation run into the Little-Russel, until you be passed beyond a round rock a little above water, called *La-rousse*, by which you steer pretty close, leaving it on the larboard hand, to avoid Roustel. After this, keeping *Longue-pierre* (long stone) open a great sail's breadth, with the S.W. of *La-rousse*, and also keeping St. Martin's point open a sail's breadth with the western foot of Brehun, you avoid the rocks of the *Grune-au-rouge*, which lie under water, and are seen but seldom. Steering this course till you shall have brought Brehun with Crevichon S.E. and N.W. you will then be past the dangers, and may run for the piers of Guernsey, observing, however, to keep the end of the south pier in a line with Captain John Tuper's house, in order to avoid the rocks called the *Refèes* and Buoys Agenor. The Long-stone

* D. C. vi, 105; xiii, 78.

is a rock always above water, whose E.S.E. point appears like a sail; it lies 2 miles E.N.E. from *La-rousse*. *Roustel* is the most dangerous rock in the Little-Russel; it lies 500 yards W.N.W. from *La-rousse*, and is seen only at $\frac{1}{2}$ ebb-tide. N.E. of *Roustel*, about 100 yards, there is a sunken rock, which you must avoid carefully, therefore you ought not to come nearer than that distance to *Roustel*. When between *La-rousse* and *Roustel*, and a contrary wind obliges you to tack in order to gain the road, when you stand westward you must not bring Brehonnet on Point St. Martin, for in such case you would run upon *Roustel*; and when you stand eastward, you must not bring Brehon on that point, which would carry you on the Grenettes or Genettes (rocks under water between *La-rousse* and Brehon); but you must always keep the point open on either tack, a sail's breadth. In the Little-Russel, there are 5 or 6 fathoms at low-water, neap-tides; and it ought to be observed, that the flood never begins to run until the sea be at half its height, nor doth the ebb begin its reflux until the water be half-fallen.—The Great-Russel, or *Ruau*, lies between Sark and Herm; and being much less embarrassed than the Little-Russel, is a more convenient channel for ships of all sizes. When you come from N. or from the race of Alderney, your course is S.W. till you arrive at the entrance of the channel; there you see to E. of Herm, a stone named *Noir-pute* (black-whore), at the distance of a large $\frac{1}{4}$ league; you leave it on the starboard side, and may approach it within 500 yards. When past this rock, you must bring Point St. Martin on the *Goubiniere*, another rock which lies S.S.W. of Jethou $\frac{1}{2}$ mile. All the dangers near Herm and Jethou are thus avoided. Once beyond *Goubiniere*, continue the same course S.S.W. until you have brought St. Martin's church on the middle of the bay of Formain; then you may steer towards the port of Guernsey, till Brehon bears N.E. or till you have gotten the little guard-house (which stands at the end of the south pier) open S.W. of Castle Cornet; when this be done, you are sure of having avoided the 2 sunken rocks named *Les têtes d'aval* (the lower heads), and may safely enter the road. Instead of the above course, you may steer along by Sark at the distance of 600 yards. There are no dangers but such as are above water, and never covered, even at the equinoxes, except a sunken rock named the *Givaud*; but you must steer almost close to the western point of Brechou (or *isle aux marchands*), to meet with this rock, so that it is not dangerous. You may tack about and alter the course for nearly half a league between Sark and the dangers which lie between Herm and Jethou, before described.—When to N.W. of Guernsey, and you intend to pass by the south side of the island, come not too near the western end, for fear of several rocks that lie wide of it: by bringing the house on the islot of Lihon in one with the guard house on *Plein-mont*, you avoid the *Grunes* and the *Sambule*, two sunken rocks the most dangerous in this passage; you leave them on the larboard hand, and steer towards the Hanovaux (or Hanois): these are a long chain of rocks always above water, $\frac{1}{2}$ league from land, and no passage between; you pass 3 miles outside of them, leaving them also on the larboard side. When abreast of these, steer S.E. until you shall have brought the windmill on Sark a great sail's breadth

open of the south point of Guernsey; proceed in that direction, approaching Point St. Martin at the distance of less than a mile, till Wall-church be in one with Castle-cornet (which church is about a league N.-westward of the castle); but large vessels must open it to E.-ward of the castle; though either way there is nothing to fear from the *Lougue-pierre*, which is a rock near Point St. Martin, and arrive safe in the road. You may anchor along the southern side of Guernsey in 30, and 35 fathoms water, good ground, 2 miles from land; nearer, the ground is not so good, except nigh Point St. Martin, where you may anchor within a mile. At the eastern part of that point are some rocks which are not to be trusted; however, as they lie near the land, there is not much danger. Along this side, when the tide begins to rise, the flood runs E.-ward to the point, and there it begins to set N.-ward until 4 hours after. Therefore care must be taken that this first flood do not carry you into the Great-Russel, which may happen in a calm.—The great road extends from Point St. Martin as far as 1 mile S.S.W. of Brehon. It affords anchorage in 25, 20, 18, 16, and $10\frac{1}{2}$ fathoms, good ground, $\frac{1}{2}$ mile from Castle-cornet, observing only to have the town-church open N. of the castle. If you open the south pier-head with the castle, and bring Point St. Martin S.W. you anchor in the N.E. part of the road in 11 fathoms good ground. About 1 or $1\frac{1}{2}$ mile from that point, you may stop tide in 30 or 35 fathoms, clean ground. It must be observed, likewise, that southward of the road, lies a shoal called the great-bank, on which there is generally not more than 4 fathoms water, and twice a year (*i. e.* at the equinoxes), 3. This bank lies right off Formain bay, a mile from shore, and is about a mile in length, stretching N. b. E. and S. b. W.—Between Guernsey and the Caskets, the soundings are from 35 to 40 fathoms, rotten ground. The tides between the isles of Guernsey, Jersey, Sark, and Alderney, in the space of 12 hours, make the tour of the whole compass. The N.W. and S.E. ζ nearly makes high-water.*

The group of islands in the English channel, of which Guernsey, Jersey, and Alderney are the most considerable, as a dependency of the duchy of Normandy, are the only remains of the ancient sovereignty of England over France. They are situated in the gulf of St. Malo, three to six leagues from the French coast.

Guernsey,† the largest, is thirteen miles long, and eight broad. On the south and S.W. the shores are high, precipitous, and broken by deep ravines. On the north and east the coasts are low, indented by bays separated by rocky head-lands, and lined with sunken rocks, which together

* The English translation of the *Petit-Neptune Français* is our authority for the above description and directions. Those which follow are extracted from TUCKEY and MALHAM.

† *Sarnia* of the Itinerary of Antonine, whence Guernsey is derived.

with the strength of the currents, are a grand natural defense to the island, preventing the approach of a naval force.

Among the curiosities of the coasts is *La Cave Mahic*, on a level with the sea near Prevolet Point on the south; from an entrance of nine feet wide and six high, it expands to fifty feet in height and breadth, and 200 feet in length, ending in granite points. The base of the island is entirely of this substance, and several of its heights consist of conical ascents of this grand substratum, raised apparently by a power acting vertically.

The climate is humid, and the winters stormy. The face of the island is diversified by moderate hills, and watered by numerous streams, serving to turn mills, and fertilizing the vallies, every inch of which is cultivated with the greatest care, affording the pleasing appearance of industry and its attendant comfort, which is conspicuous in the neat seats of the gentry, surrounded by orchards and gardens, and the clean habitations of the peasantry. The inhabitants are, however, not celebrated for their hospitality, and (more particularly in Jersey) the pride of ancestry is as inveterate as the *cast* of the Hindoos.

Among the marine productions found on the shores are the sea-aure, delicate shell-fish, the sea-mouse, *aphrodita aculeator*, and the sea-anemone.

The produce of the island is chiefly corn and apples, and the principal manufacture is that of worsted-jackets, caps, and stockings, of the first of which there is a great consumption by seamen. Guernsey sends vessels to the Newfoundland fishery, and in war fits out many privateers; in peace, smuggling with the coast of England is an organized business, the objects being French brandies and lace, &c. Some emery-stone also is exported, there being a rock of this substance on the island.

The Norman feudal laws are still in use in these islands, but meliorated by time, which has worn down their oppression; they are collected in a book called "*le grand Costumier*." The King's writs from Westminster cannot be executed in these islands, and consequently they offer an asylum for insolvent debtors; neither are they bound by any act of the British legislature, unless specifically named, nor can these acts be put in force until sanctioned by the civil government of the islands.

The Norman French is the language most generally spoken, and many Norman customs are observed amongst the lower class. The trial by jury is not established, nevertheless the impartial administration of justice, and the suppression of crimes, is adequately provided for; an appeal lies in the last resort from the island tribunals to the king in council. The population of the island of Guernsey is 15,000.

The only town of Guernsey is St. Pierre, or St. Peter, on the east, composed of one long street, with some good houses, and several dirty lanes. Its port is between two stone piers, thirty-five feet high, and forming an entrance 100 feet wide at top, and 68 feet at the surface of the sea; the piers are of rough masonry, and formed of vast blocks of granite run out on arches; they include a space of several acres: the

spring-tides rise 28 or 30 feet, and the neaps 12 to 14. The road to the S.E. is much exposed.

Castle Cornet, which commands the port, is on a steep rock, insulated by a channel 600 yards wide; it is accessible only at one point, and is entirely of granite. There are three other castles on the island, which is besides fortified in every accessible part.—(TUCKEY'S *Maritime Geography*.)

Guernsey island, in the British Channel, is contiguous to the coast of France, but belongs to England, and is considered, with its neighbouring islands, as a part of Hampshire. The lat. may be laid down in about $49^{\circ} 30' N.$, and long. $2^{\circ} 52' W.$ It extends from E. to W. in the form of a harp, and is 13 miles and a half from the S.W. to the N.E. and 12 and a half where broadest, from E. to W. It has a very healthy air, and naturally possesses a richer and more fertile soil than the neighbouring island of Jersey; but the inhabitants are much addicted to commerce, and, therefore, in some degree neglect the cultivation of the soil. It is well fortified by nature with a ridge of rocks, of which one abounds with emery, that is much used for polishing stones by lapidaries, as well as by other artificers. It possesses a better harbour than any in Jersey, and, therefore, is more resorted to by merchants; and on the S. side the shore bends in the form of a crescent, inclosing a bay capable of receiving very large ships. The island is full of gardens and orchards, from whence cyder is so plentiful as to be used by the common people instead of small beer.

The course from the E. end of Alderney to the E. end of this island, in sailing to the southward of Alderney, is S.W.b.W. 6 leagues; and from the Caskets to the W. end of this island the distance is 7 leagues at S.W.b.S. To anchor under Guernsey, coming from the Caskets, run to the N.E. point of the island, and so far to the eastward of it as to get sight of the castle which stands upon the rock on the E. side of Guernsey. Or, if a ship comes about to the westward of the Caskets, she may then steer S.E. or somewhat more southerly, till the said N.E. point of the island bear at S.b.W., then sail towards it till the castle appears as before, which bring over to the S. point of Guernsey, and sail in by that mark, between this island and the island of Arn or Harm to the eastward. When a ship is come by the castle, it may anchor within or without, any where at pleasure; for there is 12 or 13 fathoms without the castle, and 6 or 7 at low water within it, between the castle and the main land. It also flows there 6 or 7 fathoms.

Ships may ride under the S. side of the island of Guernsey, in a N.W., a N., or a N.E. wind. In coming from the W. or from the Caskets, run about by the S.W. point, called Cape de Cruse, but not too near on account of some rocks that lie off from the S.W. point of the island, without which it is necessary to sail. Then sail along by the S. side of the island nearly half way, and there anchor at pleasure in 18 or 19 fathoms;

and if the wind should shift about to the S.W. or W.S.W. a ship may run about by the S.E. point, and from thence northward up to the castle, and anchor as before.

There are several islands and rocks on almost every side of this island of Guernsey. As ships usually make the N.E. part of it from the northward, it is proper to observe, that about a league to the eastward of that point are several rocks which are partly dry at low water, and are called the Amphroques, and that the Brayes or Bryantes rocks or islands are about 2 miles at N.E. from the said point. Harm or Arm island has been noticed already, off the S. point of which is the rock called Crevichen; and to the E. of Cornet Castle, between it and Sark island, but nearer to the latter, and nearly due S. from Arm island, is the island of Gythow or Lethow, great Sark island is due E. from that, which extends northward till it becomes E. from Arm island, having little Sark island on its S., and Brehoo island off the S.W., point. Near the N.W. point of the island, and contiguous to it, is a small island called The Howe, and to the S. of that, not a mile from the W. coast, is the island called Hannoys, but the sea between it and the main is rocky. The Sambue rock lies about a mile and a half to the N.E. from the N.W. point of Guernsey, and the Hannoveaux, about 4 miles to the W. of it.

Hannoveaux rocks, which have been mentioned under Guernsey, are about 4 miles to the W. of that island, and extend in length about 4 miles. Those to the southward are the largest, and are called the Gros Hannoveaux, which lessen towards the middle, when they are called simply The Hannoveaux. Towards the N. end they lie all under water, and are not seen at all, which makes them the more dangerous, so that ships have been frequently lost upon them.

Sark, or Serk, is a small island of the English Channel, not far from the coast of Normandy in France, a dependent of the Island of Guernsey, and about 2 leagues to the E. of it; and there is anchorage any where about it, in from 25 to 27 fathoms, though there are some rocks lying out from the N. end, which are partly above and partly under water, and others at the S. end, which are all above water. The two little islands of Ark and Harm are between Guernsey and Sark; of the names of these islands we have, however, been favoured with a correction from a native of Alderney, who says, that what has usually been called Ark, has the name of Jethou, and the larger of the two is called Erm. He says, also, that the name of this island should be Serk. It is in lat. $49^{\circ} 30' N.$ and long. $2^{\circ} 52' W.$ and has high water on the days of spring tides at half past 1 o'clock.—(MALHAM'S *Gazetteer*).

NAVAL LITERATURE.

A Voyage round the World, from 1806 to 1812; in which Japan, Kamschatka, the Alcutian Islands, and the Sandwich Islands, were visited; including a Narrative of the Author's Shipwreck on the Island of Saunack, and his subsequent Wreck in the Ship's Long-boat. With an Account of the present State of the Sandwich Islands, and a Vocabulary of their Language. By ARCHIBALD CAMPBELL. Illustrated by a Chart. Edinburgh. pp. 288.

WE have perused this work with considerable pleasure, derived not only from the interesting, and in many places useful, information which it contains, but also from the *manner* in which this has been acquired to the public. The Editor informs us, that while in one of the Clyde steam-boats, he met with Campbell, who was playing on the violin, for the amusement of the steerage passengers; and entering into conversation with him, "the answers he gave to some questions, excited so much curiosity, that he took him home, with the intention of making a few memoranda for his own information."

Campbell sailed from Motherbank on the 14th of May, 1806, and arrived at Wampoa* the 18th of January, 1807. Here he was induced by the captain of an American vessel to enter with him, and accordingly sailed for the north-west coast of America. On the 10th September, unfortunately, the vessel was wrecked on a reef of rocks near that coast; of which misfortune we have the following account:—

"About ten at night the alarm was given, that there were breakers a-head and to leeward. Mr. B. the mate, who had charge of the watch, immediately went to the mizen-top-mast head, and observing that there was room to wear the ship, hastened below to report the circumstance to the captain. When he returned upon deck, he instantly went to the wheel, and ordered us to our stations, with the intention of wearing; but the captain, who followed him, was of a different opinion, and ordered us to stand on our course. He had scarcely given this order before the ship plunged, and struck with such violence as to knock away the fore-foot, and the watch below were driven from their hammocks against the deck. The sea running very high, she beat so hard, that in a few minutes the rudder was unshipped, and the stern-post forced up through the poop; as she still had way upon her, she shot over the reef into deep water. The carpenter attempted to sound the well, but owing to some obstacle could not get down the sounding rod. I was sent below with him to bore a hole beside the pump, through the lower deck; on sounding, we found the water as high as the shifting boards. Before we could get on deck, the ship struck on another reef, and continued to beat with greater violence than ever. In a short time, the main and fore-top-masts went overboard, and we expected every moment she would go to pieces. Our feelings at this interval of awful suspense may be more

* For a view of Wampoa, see *B.C.* vol. vii, p. 375.

easily conceived than described. It was not, however, of long duration; in a few minutes a most tremendous sea laid the ship on her beam ends, and precipitated the whole crew into the water. I was on the quarter-deck at the time; and, with those of the crew in the after part of the ship, got hold of the main-top-mast, which lay floating alongside. We cut the rigging, and soon drove clear of the ship; but before we lost sight of her, we could observe that she parted in two abaft the fore-chains. There were now fifteen of us on the mast; it was eleven o'clock, and a more helpless situation can hardly be imagined. The night was dark and stormy, with a heavy sea running, and the nearest land at the distance of several leagues; the love of life, however, induced us to cling to the mast, and I do not believe that any were washed off till we drove across a reef, where the force of the breakers carried away several of my unfortunate companions. I was once so nearly washed away, that I only felt the spar with the tips of my fingers; and I heard the mate, who was next me, say, 'Damn you, are you going to leave us too.' When day dawned, there were only six of us left. We descried land several miles to leeward, but could see nothing of the ship, except a few fragments of the wreck drifting along with us. Before we reached the shore, three more of our companions, overcome with cold and fatigue, were forced to quit their hold: at length, about mid-day, we drove past the end of a reef, within which the water was smooth, with a fine sandy bottom."

After undergoing very severe fatigue, and barely escaping starvation, our traveller and his companions, by the arrival of the Russian commandant of Oonalashka, and a party of Indians, were assisted in procuring articles from the wreck, to enable them to proceed to Kodiak, to get more assistance, and report the loss of the ship. They had now been three months on this island, which the natives call Sanack, and Captain Cook, Halibut island. After some very interesting details of their employment on this sterile spot, we find the party sailed from it on the 18th November, in the ship's long-boat, which had been providentially preserved. Coasting along Aliaski, they on the 13th December opened the strait that separates Kodiak from the main land; reached that place in the evening, and on the 15th entered Alexandria, the principal Russian settlement in the Fox islands. Here they were kindly received by the governor, and furnished with materials preparatory to their return, and by the 8th of January every thing was completed.

Our voyagers then quitted Alexandria, 9th January, O.S. coasting along the N.E. shore of Kodiak with a fine southerly breeze. On the 21st; however, "we discovered that the boat had sprung a leak; at the same time a heavy fall of snow came on, accompanied with violent squalls: the leak gained so much upon us, that it became absolutely necessary to run for the nearest shore. We therefore turned the bow to that part which seemed clearest of rocks, and a sea carried us so far up, that when it retired we were left almost dry." Unfortunately, however, by some mismanagement, a succeeding wave dashed the boat to pieces, and again left our author in a most woeful situation. "That part of the island on which we were cast was quite barren, and the bay surrounded with high mountains, which ran down to the shore, terminating in a steep range of rocks, or

what sailors call an iron-bound coast." After making a vain attempt to proceed to Karlouski, the nearest Russian settlement, the party were obliged to return, after undergoing many severe sufferings; however, two of the Russians reached the settlement, and at last sent them assistance. In the meantime however, Campbell, unfortunately, had his feet frost-bitten; and on his arrival at Kodiak, the medical man there found it necessary to amputate both: which gives rise to a singular document, not calculated to raise our opinion of Russian surgery. The author remained here till December 1808, when he left it in the *Neva*, Capt. H., for the Sandwich Islands, where she arrived on the 27th of January following;—and here we consider the most interesting part of the author's narrative commences. A considerable portion of his information is new—all of it worthy attention. We shall content ourselves with the following extracts:—

"My appearance attracted the notice, and excited the compassion, of the queen; and finding it was my intention to remain upon the islands, she invited me to take up my residence in her house. I gladly availed myself of this offer, at which she expressed much pleasure;—Captain H. at the same time recommended me to the notice of the king, informing him that I could not only make and repair the sails of his vessels, but also weave the cloth of which they were made. The king assured him I should be treated with the utmost kindness. It will be seen in the sequel how well he performed his promise. Upon landing, I was much struck with the beauty and fertility of the country, so different from the barrenness of the Lox Islands. The village of Hanardora, which consisted of several hundred houses, is well shaded with large cocoa-nut trees. The king's residence, built close upon the shore, and surrounded by a pallisade upon the land side, was distinguished by the British colours, and a battery of sixteen carriage-guns belonging to his ship, the *Lillybird*, which at this time lay unrigged in the harbour. At a short distance were two extensive storehouses, built of stone, which contain the European articles belonging to the king, &c. &c."

Here follow a number of other details concerning these beautiful and happy islands. We shall close our extracts with an account of the theatrical entertainments:—

"A theatre was erected under the direction of James Beattie, the king's block-maker, who had been at one time on the stage in England. The scenes, representing a castle and forest, were constructed of different coloured pieces of taper (a kind of cloth made of bark), cut out and pasted together. I was present, on one occasion, at the performance of *Oscar* and *Malvina*. This piece was originally a pantomime, but here it had words written for it by Beattie. The part of *Malvina* was performed by the wife of Isaac Davis. As her knowledge of the English language was very limited—extending only to the words *yes* and *no*, her speeches were confined to those monosyllables. She, however, acted her part with great applause. The Fingalian heroes were represented by natives clothed in the highland garb, also made of taper, and armed with muskets. The audience did not seem to understand the play well, but were greatly delighted with the afterpiece, representing a naval engagement. The ships were armed with bamboo cannon, and each of them fired a broadside by means of a train of thread dipped in saltpetre, which communicated with each gun; after which one of the vessels blew up. Unfortunately the explosion set fire to the forest, and had nearly consumed the theatre."

-The progress in civilization of these islanders is astonishing. The king is surrounded by workmen of every description, native and European; his guards are regularly trained to the use of fire-arms; and he possesses a navy of nearly sixty sail of decked vessels built upon the islands. After remaining thirteen months, our author left these islands in the *Portland*, Capt. S., on the 4th of March, 1810; passed Cape Horn early in May; on the 25th saw the coast of Brazil; and next day entered the harbour of Rio Janeiro. Here, after keeping a shop and making a little money, he was unfortunately robbed; he, however, quitted Rio on the 5th of February, 1812, and arrived in the Clyde the 21st of April, after an absence of six years. In closing our remarks, we think it right to express our regret that the indecent custom, mentioned at page 143, should have found its way into this volume: and the inflated description of a water-spout in the same, and the following pages, might have been spared; however, we must say, the editor has in general shown very considerable skill in blending his materials. The preface shews him to have eminent powers for composition; and, what is still more estimable, a warm, feeling, and benevolent heart.



The Life and Adventures of PETER WILKINS, a Cornish Man: taken from his own Mouth, in his Passage to England, from off Cape Horn in America, in the Ship Hector.—By R. S., a Passenger in the Hector. In 2 Vols. London, 1816.

BY the work before us we have been much amused in our juvenility, and view it as a pleasing companion of our boyish days. We are not now so powerfully deluded by the marvellous parts of it, but to our riper judgment it affords matter still interesting.

Of the wonderful contained in these volumes, the merit will be more duly appreciated by the juvenile reader, whose imagination is as yet unbridled by his judgment, than by any criticism of our's; in fact, it can have no other value than its influence on the fancy—and therefore the most fanciful of its readers will be by it the most amused.

The dedication is in the usual style of dedicators—an unqualified eulogium on the character of his patroness, the Countess of Northumberland.

The introduction, consistently with the tale itself, brings the hero of it to the reader's contemplation in a *cloud*, or what seemed a cloud, from which he falls into the sea, and is taken up by the Captain of the *Hector*, at the pressing instance of the editor, in a voyage home from the South Seas. As a grateful return to the editor, for rescuing him from the inhumanity of the Captain who had resolved to set Peter on shore at Cape Horn against his will, by paying his passage, Peter gave him an account of his surprising *Life and Adventures*, and died the day he landed in England.

The soliloquies of Peter Wilkins reminds us very much of *Robinson Crusoe's*. Having determined on leaving his wife, Patty, and his children, and quitting England, he, on his road to Bristol, reasons thus with himself on the subject of prayer:—

“ ‘What,’ says I, ‘is the real use of this praying? and to whom or to what

do we pray? I see no one to pray to; neither have I ever thought that my prayers would be answered. It is true they are worded as if we prayed to God: but he is in Heaven; does he concern himself with us, who can do him no service? Can I think all my prayers that I have said, from day to day, so many years, have been heard by him? No, sure; if they had, I should scarce have sustained this hard fate in my fortune. But hold, how have I prayed to him? Have I as earnestly prayed to him, as I used to petition my mother for any thing that I wanted against her inclination? No, I cannot say I have. And would my mother have granted me such things, if she had not thought I from my heart desired them, when I used to be so earnest with her? No, surely; I cannot say she had any reason for it. But I had her indeed before me; now I have not God in my view, he is in Heaven: yet, let me see, my master (and I cannot help thinking he must know) used to say, that God is a spirit, and not confined by the incumbrance of a body, as we are; now if it is so, why may he not virtually be present with me, though I do not perceive him? Why may he not be at once in Heaven and elsewhere? For if he consists not of parts, nothing can circumscribe him: and truly, I believe it must be so; for if he is of that supreme power as he is represented, he could never act in so unconfined a capacity, under the restraint of place; but if he is an operative and purely spiritual Being, then I can see no reason why his virtual essence should not be diffused through all nature; and then (which I begin to think most likely) why should I not suppose him ever present with me, and able to hear me? And why should not I, when I pray, have a full idea of the being, though not of any corporeal parts or form of God, and so have actually somewhat to be intent upon in my prayers? and not do as I have hitherto done, say so many words only upon my knees; which I cannot help thinking may be as well without either sense or meaning in themselves, as without a proper object in my mind to direct them unto."

Having entered as Captain's Steward on board a ship, he is soon after taken by a French privateer: and in circumstances of distress put on board a boat with twenty others, turned adrift, and subsequently made a slave in Africa and sent to Angola, from which place he escapes in company with a native slave. Their escape is thus related:—

"Having now set out with all possible speed, we seemed to each other as joyful as we could; though it cannot be supposed we had no fears in our minds the first part of our journey; but as our way advanced our fears subsided; and having with scarce any delay pushed forwards for the first twenty-four hours, nature then began to have two very pressing demands upon us, food and rest; but as one of them was absolutely out of our power to comply with, she contented herself with the other, till we should be better able to supply her, and gave a farther time till the next day.

"The next morning found us very empty and sharp set, though a very sound night's rest had contributed its utmost to refresh us. But what added much to our discomfort was, that though our whole subsistence must come from fruits, there was not a tree to be found at a less distance than twelve leagues, in the open rocky country we were then in; but a good draught of excellent water we met with, did us extraordinary service, and sent us with much better courage to the woods, though they were quite out of the way of our rout: there by divers kinds of fruits, which though my companion knew very well I was quite a stranger to, we satisfied our hunger for the present, and took a moderate supply for another opportunity.

This retarded our journey very much, for in so hard travel every pound weighed six before night.

“ I cannot say this journey, though bad enough, would have been so discouraging, but for the trouble of fetching our provisions so far; and then if we meant not to lose half the next day in the same manner, we must double load ourselves, and delay our progress by that means; but we still went on, and in about eight days got quite clear of Angola.

“ On the eighth day my companion, whose name was Glanlipze, told me we were very near the confines of Congo, but there was one little village still in Angola, which we must pass within half a league; and if I would agree to it, he would go see what might be got here to supply ourselves with. I told him I was in an unknown world, and would follow wherever he should lead me; but asked him if he was not afraid of the people, as he was not of that country. He told me, as there had been wars between them and his country for assisting their neighbours of Congo, he was not concerned for any mischief he should do them, or they him; ‘ But,’ said he, ‘ you have a knife in your pocket, and with that we will cut two stout clubs, and then follow me, fear nothing.

“ We soon cut our clubs, and marching on, in the midst of some small shrubs, and a few scattered trees, we saw a little hovel, larger indeed, but worse contrived, than an English hog-stye, to which we boldly advanced; and Glanlipze entering first, saluted an old man who was lying on a parcel of rushes. The man attempted to run away, but Glanlipze stopped him, and we tied his hands and feet. He then set up such a hideous howl, that had not Glanlipze threatened to murder him, and prepared to do it, he would have raised the whole village upon us: but we quieted him; and rummaging to find provision, which was all we wanted, we, by good luck, spied the best part of a goat hanging up behind a large mat at the farther end of the room. By this time a woman with two children, very small, came in. This was the old man’s daughter, of about five and twenty. Glanlipze bound her also, and laid her by the old man; but the two children we suffered to be untied. We then examined her; who told us the old man was her father, and that her husband, having killed a goat that morning, was gone to carry part of it to his sister; that they had little or no corn; and finding we wanted victuals, she told us there was an earthen pot we might boil some of the goat in if we pleased.

“ Having now seen all that was to be had, we were going to make up our bundle, when a muletto, very gently, put his head into the door-way: him Glanlipze immediately seized; and bidding me fetch the great mat and the goat’s flesh, he, in the mean time, put a long rope he found there about the beast’s neck, and laying the mat upon him, we packed up the goat’s flesh, and a little corn, in a calabash shell; and then turning up the mat round about, skewered it together, and over all we tied the earthen pot; Glanlipze crying out, at every thing we loaded, “ It is no hurt to plunder an enemy!” and so we marched off.

“ I own I had greater apprehensions from this adventure than from any thing before: ‘ For,’ said I, ‘ if the woman’s husband returns soon, or if she or her father can release themselves, they will raise the whole village upon us, and we are undone.’ But Glanlipze laughed at me, saying we had not an hour’s walk out of the Angola dominions, and that the king of Congo was at war with them, assisting the king of Loango, whose subject he was; and that the Angolans durst not be sent out of their bounds on that side the kingdom; for there was a much better village of Congolians in our way, who would certainly rise and destroy

them, if they came in any numbers amongst them; and though the war being carried on near the sea, the borders were quiet, yet upon the least stir the whole country would be in arms, whilst we might retire through the woods very safely.

“Well, we marched on as fast as we could all the remainder of that day till moon-light, close by the skirt of a long wood, that we might take shelter therein if there should be occasion; and my eyes were the best part of the way behind me; but neither hearing nor seeing any thing to annoy us, and finding by the declivity of the ground we should soon be in some plain or bottom, and have a chance of water for us all, and pasture for our muletto, which was now become one of us, we would not halt till we gained the bottom of the hill; which in half an hour more we came to, and some minutes after to a fine rivulet of clear water, where we resolved to spend the night. Here we fastened our muletto by his cord to a stake in the ground; but perceiving him not to have sufficient range to fill his belly in before morning, we, under Glanlipze’s direction, cut several long slips from the mat, and soaking them well in water, twisted them into a very strong cord, of sufficient length for the purpose. And now, having each of us brought a bundle of dry fallen sticks from the wood with us, and gathered two or three flints as we came along, we struck fire on my knife upon some rotten wood, and boiled a good piece of our goat’s flesh; and having made such a meal as we had neither of us made for many months before, we laid us down and slept heartily till morning.

“As soon as day broke we packed up our goods; and filling our calabash with water, we loaded our muletto, and got forward very pleasantly that day, and several others following, and had tolerable lodgings.

“About noon one day, travelling with great glee, we met an adventure which very much daunted me, and had almost put a stop to my hopes of ever getting where I intended. We came to a great river, whose name I have now forgot, near a league over, but full, and especially about the shores, of large trees that had fallen from the mountains, and been rolled down with the floods, and lodged there in a shocking manner. This river, Glanlipze told me, we must pass: for my part, I shrunk at the sight of it, and told him, if he could get over, I would not desire to prevent his meeting with his family; but as for my part, I had rather take my chance in the woods on this side, than plunge myself into such a stream only for the sake of drowning. ‘Oh!’ said Glanlipze, ‘then you can’t swim?’—‘No,’ answered I, ‘there’s my misfortune.’—‘Well,’ replied the kind Glanlipze, ‘be of good heart, I’ll have you over.’ He then bade me go cut an armful of the tallest of the reeds that grew there near the shore, whilst he pulled up another where he then was, and bring them to him. The side of the river sloped for a good way with an easy descent, so that it was very shallow where the reeds grew, and they stood very close together upon a large compass of ground. I had no sooner entered the reeds a few yards, to cut some of the longest, but (being about knee-deep in the water and mud, and every step raising my feet very high to keep them clear of the roots, which were matted together) I thought I had trod upon a trunk of one of the trees, of which, as I said, there was such plenty thereabouts; and, raising my other foot, to get that also upon the tree, as I fancied it, I found it move along with me; upon which I roared out, when Glanlipze, who was not far from me, imagining what was the matter, cried out—‘Leap off, and run to shore to the right!’ I knew not yet what was the case, but did as I was bid, and gained the shore. Looking back, I perceived the reeds shake and rustle all the way to the shore, by degrees after me. I was terribly fright-

ened, and ran to Glanlipze, who then told me the danger I had escaped, and that what I took for a tree was certainly a large alligator, or crocodile.

“ My blood ran cold within me, at hearing the name of such a dangerous creature ; he had no sooner told me what it was, than out came the most hideous monster I had ever seen. Glanlipze ran to secure the muletto ; and then taking the cord which had fastened him, and tying it to each end of a broken arm of a tree that lay on the shore, he marched up to the crocodile without the least dismay, and beginning near the tail, with one leg on one side, and the other on the other side, he straddled over him, still mending his pace as the beast crept forward, till he came to his fore-feet ; then throwing the great log before his mouth, he, by the cord in his hand, bobbed it against the creature's nose, till he gaped wide enough to have taken in the muletto ; then of a sudden, jerking the wood between his jaws with all his force by the cord, he gagged the beast, with his jaws wide open up to his throat, so that he could neither make use of his teeth, nor shut his mouth ; he then threw one end of the cord upon the ground, just before the creature's under-jaw, which, as he by degrees crept along over it, came out behind his fore-legs on the contrary side ; and serving the other end of it in the same manner, he took up those ends and tied them over the creature's back, just within his fore-legs, which kept the gag firm in his mouth ; and then calling out to me (for I stood at a good distance),—‘ Peter, bring me your knife !’ I trembled for going so near ; for the crocodile was turning his head this way and that very uneasy, and wanting to get to the river again ; but yet I carried it, keeping as much behind him as I could, still eyeing him which way he moved, and at length tossed my knife so near that Glanlipze could reach it ; and he, just keeping behind the beast's fore-foot, and leaning forward, first darted the knife into one eye and then into the other ; and immediately leaping from his back, came running to me, exclaiming, ‘ I have done the business.’—‘ Aye ! business enough,’ replied I, ‘ more than I would have done to have been king of Congo.’—‘ Peter,’ answered he, ‘ there is nothing but a man may compass by resolution, if he takes both ends of a thing in his view at once, and fairly deliberates on both sides what may be given and taken from end to end. What you have seen me perform, is only from a thorough notion I have of this beast and of myself, how far each of us hath power to act and counter act upon the other, and duly applying the means. But this talk will not carry us across the river. Come, here are the reeds I have pulled up, which, I believe, will be sufficient without any more, for I would not overload the muletto.’—‘ Why,’ said I, ‘ is the muletto to carry them ?’—‘ No,’ returned he, ‘ they are to carry you.’—‘ I can never ride upon these,’ replied I.—‘ Hush,’ continued he, ‘ I'll not lose you, never fear. Come, cut me a good tough stick, the length of these reeds.’—‘ Well,’ said I, ‘ this is all conjuration ; but I don't see a step towards my getting over the river yet, unless I am to ride the muletto upon these reeds, and guide myself with the stick.’—‘ I must own, Peter,’ said he, ‘ you have a bright guess.’ So, taking an armful of the reeds, and laying them on the ground, ‘ Now Peter, lay that stick upon these reeds, and tie them tight at both ends.’ I did so. ‘ Now, Peter, lay yourself down upon them.’ I then laid myself on my back, lengthwise, upon the reeds, Glanlipze laughed heartily at me, and turning me about, brought my breast upon the reeds at the height of my arm-pits ; and then taking a handful of the reeds he had reserved by themselves, he laid them on my back, tying them to the bundle close at my shoulders, and again at the ends. ‘ Now, Peter,’ said he, ‘ stand up ;’ which I did, but it was full as much as I could do. I then seeing Glanlipze laughing at the figure I cut, desired him to be serious, and not put me upon losing my life

for a joke; for I could not think what he would do next with me. He bid me never fear; and looking more soberly, ordered me to walk to the river, and stand just within the bank till he came; then leading the muletto to me, he tied me to her, about a yard from the tail, and taking the cord in his hand, led the muletto and me into the water. We had not gone far before my guide began to swim; then the muletto and I were presently chin deep, and I expected nothing but drowning every moment: however, having gone so far, I was ashamed to cry out; when getting out of my depth, and my reeds coming to their bearing, up I mounted, and was carried on with all the ease imaginable: my conductor guiding us between the trees so dexterously, that not one accident happened to either of us all the way, and we arrived safe on the opposite shore.

[To be continued.]

Poetry,

ALGIER.

HARK! again the whole ocean resounds,
 While the vengeance of Britain descends!
 It is Nelson in battle confounds!
 It is Nelson, himself, that contends!

It is Nelson, I know, by the fire,
 By the rapid, the lightning-attack;
 By the fury that burns in his ire,
 By the mountains of ruin and wrack.

It is Nelson, I know, by the blaze,
 (For no stranger am I to the sight),
 When he threw all the world in amaze,
 When he thunder'd like hell in the fight.

It is Nelson, I know, by the sound,
 For his language comes fresh in my ear;
 Copenhagen; will swear he is found,
 Since alike, the two battles appear.

It is Nelson, I know, by the French,
 Who are trembling at what he has done;
 Who with all their cold water wou'd quench,
 The renown of Britannia and Son.

It is Nelson, by every sign,
 I have sailed with the hero afar;
 I have stood by his side in the line,
 Seen him plunge in the thickest of war.

On Algier, is it Boreas or Death,
 That he throws, the vile race to destroy ?
 Is to burn, the extent of his wrath,
 When he flies to the burning of Troy ?
 Is it hell, that has open'd her gate,
 For the flames that so fiercely are blown ?
 Is it fury, destruction, or fate,
 Or revenge that besieges the Town ?

Each seaman a Duncan or Howe,
 In discharging his gun full of balls !
 Rodney, Hawke, Jervis, Blake, and Benbow,
 Seem to storm through the smoke on the walls !

Yet the days of the brave are but few,
 As the snow-flakes that fall in the spring ;
 For to heroes of British true-blue,
 Come the arrows of death on the wing.

Then a tear to the fall of the brave,
 Shall bedew the sweet land of their birth ;
 A few drops on the watery-grave,
 In remembrance of courage and worth.

What young warriors has Albion to mourn,
 In the noble, the stout, and the bold ;
 That shall never to England return,
 But with tidings of vict'ry enroll'd !

For to candour, the muse is inclin'd,
 In the combat, the foemen were hot ;
 And to Britons *alone* were behind,
 In their steadiness, courage, and thought.

Yet away the deep sigh from the heart,
 Glory kindles the youthful desire ;
 It is honour that bids them depart,
 For renown, a bold sailor, is fire.

How the many must envy his doom ;
 How the many wou'd sleep in his grave !
 And wou'd plunge in the watery-tomb,
 For a nation one quarter so brave !

Fame 'll whisper his name with a sigh,
 She will mention the place of his death ;
 And while ages unnumber'd pass by,
 Shall Futurity praises bequeath.

But we grieve for the widow, the child,
 For the fatherless, hapless, forlorn ;
 For the mother, the frantic, the wild,
 For support, which the battle hath torn.

Tho' the nation will soften their woe,
 Ever gen'rous! it cannot do less,
 For all those who have vanquish'd the foe,
 Than to dry up the tears of distress.

Though the Monarch, perhaps, may reward
 Naval-merit, wherever it grows;
 And endeavour to show a regard,
 For the seamen who conquer'd his foes.

Then let England rejoice in her Son,
 On her Exmouth all honour bestow;
 While remember'd the battles he won,
 May his honours eternally grow.

W. H. (B.)

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(September—October.)

RETROSPECTIVE AND MISCELLANEOUS.

IN our Retrospective and Miscellaneous department, page 172, of volume 35; we quoted from the *Pilot* Newspaper, an article dated Genoa, 16th January, representing that, "The Captains of English ships of war, have orders *not* to oppose, by open force, the piracies of the Barbary ships committed in their sight. They are only permitted to use means of persuasion. Admiral Lord Exmouth himself, commanding the British forces in the Mediterranean, lately met a Corsair of Algier, which demanded from him provisions for 200 Christian slaves, which he had taken on the coasts of Apulia and Ancona, threatening to throw them into the sea if the Admiral refused the provision. The provisions were granted."—Admiral Lord Exmouth, having sent his solicitors to call upon us, to give up the author or authors of the above paragraph, that he might seek redress from the laws of his country, for the injury done to his reputation as an officer, by the false representation therein contained; and declaring that as far as relates to himself, the statement is untrue—we take the earliest opportunity of expressing our great regret, that any sentence should have appeared in our paper, that could hurt the feelings of his lordship, whom we sincerely respect; and in order to make all the reparation in our power, to remove any unfavourable impression from our unguarded insertion, on the public mind, we request his lordship to receive this our apology.

The "gallant midshipman" mentioned by Lord Exmouth, who first set the frigates on fire off Algier, is said to have been Mr. A. S. Symes, a native of Combe St. Nicholas, near Chard, Somerset, and well known for his respectable conduct and promising talents in the neighbourhood of

Martock.—He commanded the rocket boat, No. 8, in which his brother midshipman and 11 men were wounded. On witnessing his intrepid conduct Lord Exmouth expressed the highest admiration of it; and finding he was wounded immediately sent for him on board his own ship, where he was properly taken care of. His wound is extremely severe, the lower jaw being dreadfully injured.—Too much attention cannot be paid to this gallant youth, and we hope soon to see it manifested in a manner commensurate with his magnanimous conduct. We are assured however that the *act* of setting fire to the ship was performed by the first lieutenant of the Queen Charlotte, accompanied by Major Gosset, of the Engineers, and lieutenant Wolrige, of the Marine Artillery, in a boat belonging to that ship; and it was in *supporting* that boat, Mr. Symes (of the Hebrus) distinguished himself so much, and for which he has received the promotion he so highly merited.

After the business of the day, at Algier, the officers and men in general were so much fatigued, that they were scarcely able to refrain from sleeping.—Mr. Burney, a gunner, we hear, lay down in the gun-room, to take a little repose, and on waking, he found himself encumbered by a dead body, which had been placed across him, under the idea that he was laying there as one of the dead also.

The Inconstant frigate, Commodore Sir James Lucas Yeo, has arrived from the coast of Africa, where, during her cruise of several months, she captured five vessels, under Portuguese colours, with 280 slaves on board. Many others were fallen in with, engaged in the inhuman traffic, but they were under Spanish and Americans colours; and much of the treaties between the governments upon the subject of this trade, is so easily capable of a double meaning, that, to prevent litigation and unpleasant disputes, they were not detained: these vessels were crowded with unfortunate captives. The Inconstant left Acre (in the Bight of Benin) eight weeks since, and Barbadoes on the 19th ult. The ships on the latter station had been rather sickly; they were proceeding to sea, to check its prevalence.—The Scamander, Capt. W. Elliot, had captured two American vessels, which he discovered trading with our Islands, in violation of treaty. She was about to proceed from Barbadoes to Jamaica, with specie. Sir James Yeo fired a salute, and struck his broad pendant, upon anchoring at Spithead, which was returned by the flag-ship in the Harbour.

Admiral Sir G. Cockburn is commissioned by the Prince Regent to lay before Louis XVIII. the Minutes which he took of all his conversations in St. Helena, and on board ship with the Ex-Emperor. The gallant Admiral made out two Journals of those Dialogues, the first he sent home to Lady Cockburn, and the second, more carefully compiled and adapted, he delivered himself to the first Lord of the Admiralty. He will no doubt feel it his duty to deliver *both* to the French King, if it were only to prove to his Majesty what it is said he asserts in every company, that he did not find Buonaparte the extraordinary man whom all the Sovereigns of Europe (no doubt foolishly) thought him!

Letters on Service,
Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, SEPT. 28, 1816.

REAR-ADMIRAL Sir David Milne, K.C.B. has arrived at this Office with the original despatches of Admiral Lord Viscount Exmouth, relative to his attack on Algier, the duplicates of which have already appeared in the Gazette Extraordinary of the 15th instant.

He is also the bearer of despatches from his Lordship, detailing his further proceedings, of which the following is the substance:—

On the 28th of August, Treaties of Peace were signed by the Dey with his Majesty, and with his Majesty the King of the Netherlands.

On the same day also was signed an additional Article or Declaration for the Abolition of Christian Slavery, to the following effect:—

DECLARATION of His Most Serene Highness Omar, Bashaw, Dey and Governor of the Warlike City and Kingdom of Algier, made and concluded with the Right Hon. Edward Baron Exmouth, &c.

In consideration of the deep interest manifested by his Royal Highness the Prince Regent of England for the termination of Christian slavery, his Highness the Dey of Algier, in token of his sincere desire to maintain inviolable his friendly relations with Great Britain, and to manifest his amicable disposition and high respect towards the Powers of Europe, declares, that in the event of future wars with any European Power, not any of the prisoners shall be consigned to slavery, but treated with all humanity as prisoners of war, until regularly exchanged, according to European practice in like cases; and that at the termination of hostilities, they shall be restored to their respective countries without ransom; and the practice of condemning Christian prisoners of war to slavery is hereby formally and forever renounced.

Done in duplicate in the Warlike City of Algiers, in the presence of Almighty God, the 28th day of August, in the year of Jesus Christ, 1816, and in the year of the Hegira, 1231, and the 6th day of the moon Shawal.

(The Dey's Seal.)

(Signed) *Exmouth.* (L. S.)

Admiral and Commander-in-Chief.

(Signed) *H. M'Dowell.* (L. S.)

By command of the Admiral,
(Signed) Jos. GRIMES, Secretary.

The Dey also, in the presence of his Divan, apologised to the British Consul for the personal restraint which had been imposed upon him during the late transactions; and he also paid to the Consul a sum of three thousand dollars, as a remuneration for depredations committed on his residence after his imprisonment.

After the Treaties and Article before-mentioned had been negotiated, and that the Dey had refunded three hundred and eighty-two thousand five hundred dollars, which he had lately received from the Governments of Naples and Sardinia, and had released one thousand and eighty-three Christian slaves who were at Algier, it came to the knowledge of Lord Exmouth, that two Spaniards, the one a merchant and the other the vice-consul of that nation, had not been released, but were still held by the Dey in very severe custody, on pretence that they were prisoners for debt.

The inquiries which his Lordship felt himself called upon to make into these cases, satisfied him that the confinement of the Vice-consul was

groundless and unjustifiable, and he therefore thought himself authorised to demand his release, under the articles of the agreement for the deliverance of all Christian prisoners.

It appeared that the merchant was confined for an alleged debt, on the score of a contract with the Algerine Government; but the circumstances under which the contract was said to have been forced on the individual, and the great severity of the confinement which he suffered, determined his Lordship to make an effort in his favour also. This his Lordship did, by requesting his release from the Dey, offering himself to guarantee to the Dey the payment of any sum of money which the merchant should be found to owe to his Highness.

The Dey having rejected this demand and offer, his Lordship, still unwilling to have recourse to extremities, and the renewal of hostilities, proposed that the Spaniards should be released from irons, and the miserable dungeons in which they were confined; and that they should be placed in the custody of the Spanish Consul; or, at least, that the Consul should be permitted to afford them such assistance and accommodation as were suitable to their rank in life.

These propositions the Dey also positively refused: and Lord Exmouth then felt that the private and pecuniary nature of the transactions for which these persons were confined, must be considered as a pretence for the continuance of a cruel and oppressive system of slavery, the total and *bona fide* abolition of which his instructions directed him to insist upon.

He, therefore, acquainted the Dey, that his Highness having rejected all the fair and equitable conditions proposed to him on this point, his Lordship had determined to insist on the unconditional release of the two Spaniards. He therefore desired an answer, yes or no; and, in the event of the latter, stated, that he would immediately recommence hostilities, and his Lordship made preparations for that purpose.

These measures had the desired effect; and the two persons were released from a long and severe captivity; so that no Christian prisoner remained at Algiers at his Lordship's departure, which took place on the evening of the 3d instant, with all the ships under his orders.

His Lordship states that Rear-admiral Sir Charles Penrose had joined in the Aster on the 28th, and that he had employed the Rear-admiral in his discussions with the Dey relative to the Spaniards, and his Lordship gives the highest praise to the prudence, firmness, and ability, with which Sir Charles Penrose conducted himself on this occasion.

His Lordship's last letters are dated from Gibraltar, the 12th instant, and announce his intention very shortly to sail on his return to England.

The refunded ransoms have been sent to the Neapolitan and Sardinian Governments, and the slaves released have been forwarded in British transports to their respective countries.

RESULTS of a METEOROLOGICAL REGISTER, kept at the Observatory of the Naval Academy, Gosport, from the 26th of SEPTEMBER, to the 25th of OCTOBER, 1816.

[Time of Observing, from 8 o'Clock A.M., till 8 P.M.]

	Inches.
BAROMETER	{ Maximum 30.40, Sept. 27th, wind W. by N.
	{ Minimum 29.47, Oct. 25th ditto S.W.b.S.
Mean Barometrical pressure	30.028
THERMOMETER	{ Maximum 69° Oct. 7th, wind N.
	{ Minimum 38° Oct. 29d. ditto W.N.W.
Mean Temperature	55.46
Rain during the period	2.79 Inches.
Evaporation ditto	1.28 Inches.

Winds, for the most part westerly.

Out of the above quantity of rain 1.15 inch fell in the night of the 6th, and early in the morning of the 7th instant: the storms, at that time, were ac-

accompanied with lightning and very loud thunder, and the steam which ascended from the ground during the torrents of rain had much the appearance of a thick fog.

The evaporation is but little, the winds not having been keen nor drying. In the autumnal and winter quarters, the evaporation seldom exceeds the *one-fourth* of that in the spring and summer quarters. The greatest variation in the barometer in 24 hours is $\frac{5}{10}$ ths of an inch, when there was rain and a strong gale from the westward.

The greatest variation in the thermometer in 12 hours is 17° , which was on the 23d instant.

Remarks on the Weather.	Days.
Clear sky	3
Fine, with a diversity of <i>Cirri</i> and light clouds	7
Cloudy, with <i>Nimbi</i> , and foggy mornings,	4
Overcast and hazy	3
Rain, more or less, sometimes accompanied with lightning and thunder, squalls, and strong gales of wind.	12
Total	29

SPOTS IN THE SUN.

On the 28th of March last, 7 spots were seen on the sun's disc, through a good achromatic telescope of Dolland's construction; *two* nearest the centre were large and irregularly shaped, each having a dark nucleus, surrounded by an umbra or fainter shade; the *third* was contiguous to the eastern edge, and nearly in the form of a cornucopiæ in a horizontal position, with its pointed end to the left; the *fourth*, not far from the western edge, was also large and circular, with a bright curved line over its nucleus, making it appear like a printed figure of eight; the other *three* were more diminutive, nearly in a horizontal direction between the equator and the lower limb. Besides these, there were upwards of 50 small bright spots, interspersed over the disc, and bounded by brilliant circles; they were mostly near the edge, and moved in the same direction as the opaque spots.

In a few days after this sketch was taken, their positions were altered considerably, and many of the small bright spots nearest the upper and lower limb, had, to all appearance, united; hence, it appears, they had moved faster than the sun in his rotation about his axis. The spot in the form of a cornucopiæ travelled round from the eastern to the western side of the sun in the course of five days.

On the 11th instant, another sketch of their position was taken, when 8 large spots, and 32 small bright ones were seen; the most conspicuous of the latter was nearly in the centre of the sun, perfectly globular, with a sort of thin scoria close round it, inside of which was a dark circle, and the central part of a pale red colour: five were between the equator and the upper limb, and two between the centre and the western side; the 32 small bright spots were on different parts of the disc. There were also corrugations or elevations and depressions of the luminous matter near the east and west sides, whose mottled appearance was very beautiful.

On the 26th instant, another view was taken, when 10 dark spots, and 6 bright ones were perceived on the disc of the sun, seven of the former between the centre and eastern side, three of the darkest of which being nearly in a triangular form, and the largest of all was oblong, moving with great rapidity along the equator from the eastern side. The most conspicuous of the six bright spots was a little above the centre of the sun, and appeared to be the one particularly described above. By throwing a shade near any part of its circumference by a little movement of the telescope, after pointing it directly to the centre on a clear day, when there are no light clouds to intervene, it will appear very beautiful.

The corrugations were less in number than those seen on the 11th instant, and were mostly near the western edge of the sun.

METEOROLOGICAL REGISTER.

From September 25th to October 25th, 1816.

Kept by C. BLUNT, Philosophical Instrument Maker, Tavistock-street,
London.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
Sept.	26	S	29.80	29.60	29.70	66	44	55	Fair
	27	S	30.10	29.62	29.86	67	44	55.5	—
	28	SW	30.30	29.63	29.96	66	45	55.5	—
	29	W	30	29.50	29.75	65	43	54	—
	30	W	30.10	29.50	29.80	64	42	53	Rain
Oct.	1	SW	30.20	30	30.10	62	43	52.5	—
	2	SW	29.90	29.80	29.85	61	41	51	Fair
	3	W	30.20	30.10	30.15	63	42	52.5	—
	4	NW	30	30	30	60	40	50	Rain
	5	NW	29.98	29.96	29.97	59	38	48.5	—
	6	NNW	29.99	29.96	29.98	61	40	50.5	—
	7	N	29.93	29.90	29.92	59	39	49	—
	8	NW	30.00	29.91	29.95	59	39	49	Fair
	9	N	30.04	30	30.02	58	39	48.5	—
	10	NE	30.03	30	30.02	59	45	52	—
	11	E	30.13	30	30.06	59	44	51.5	—
	12	SE	30.24	30.10	30.17	61	42	51.5	—
	13	SE	30.17	30	30.08	63	41	52	—
	14	S	30.19	30	30.09	62	40	51	—
	15	S	30.18	29.90	30.04	64	43	53.5	—
16	S	30.05	29.30	29.92	63	41	52	—	
17	S	30.01	30	30	62	40	51	—	
18	SE	29.99	29.94	29.96	59	38	48.5	Rain	
19	SE	29.95	29.90	29.92	60.	40	50	—	
20	E	29.93	29.80	29.86	58	36	47	Fair	
21	E	29.85	29.80	29.83	57	35	46	—	
22	E	29.73	29.70	29.71	55	34	44.5	Rain	
23	E	29.74	29.71	29.72	56	36	46	Fair	
24	E	29.75	29.72	29.73	56	38	47	Rain	
25	E	29.76	29.74	29.75	58	38	48	—	

RESULTS OF THE MONTH.

Mean barometrical pressure	29.75	Mean temperature	51
Maximum 30.30	wind at SW	Maximum 67	wind at S
Minimum 29.50	—	Minimum 34	—
	W		E

Scale exhibiting the prevailing Winds during the Month.

N	N	E	SE	S	SW	W	NW
2	1	7	4	6	3	3	4

Promotions and Appointments.

CARLTON HOUSE, OCT. 2.

This day his Royal Highness the Prince Regent was pleased, in the name and on the behalf of his Majesty, to invest Rear-admiral Sir David Milne with the ensign of a knight commander of the most honourable military order of the Bath. Also the Baron Van de Capellen, Vice-admiral of the fleet of his Majesty the King of the Netherlands, to be an honorary knight commander of the most honourable military order of the Bath, and to confer the order of knighthood upon James Brisbane, Esq. post captain in the royal navy, captain of his Majesty's ship Queen Charlotte, and a companion of the most honourable military order of the Bath.

FOREIGN OFFICE, OCT. 5.

This gazette notifies, that the Prince Regent has permitted Captain T. J. Nicholas, R.N. to wear the insignia of the Sicilian order of St. Ferdinand and of Merit.

Captains, &c. appointed.

Captain Moorsom, to the Britomart; Wm. Popham, to the Cordelia; Lewis Campbell, to the Philomel; Henry Forbes, to the Zebrn; J. B. H. Curran, to the Tyne; J. Bridges, to the Challenger; Andrew Mitchell, to the Helicon; A. B. Branch, to the Helicon; Robert Riddell, to the Heron; Wm. Serjeant, to the Mutine; Edmund Boger, re-appointed to the Queen Charlotte; for the flag of Sir Edward Thornborough; Capt. A. P. Holles, to the Rivoli.

Lieutenants James Symonds (B), 1st lieutenant of Leander, to be a Commander; J. B. Howell, 1st lieutenant of the Minden; Lieut. James Davis, of the Severn; P. T. Horn, of the Superb; Robert Hay, of the Albion; James B. Babington, of the Impregnable; F. T. Mitchell, of the Queen Charlotte; John Parsons, of the Granicus; E. H. Delafosse, of the Hebrus; G. M'Pherson, of the Glasgow; are appointed to the rank of Commanders.

Captain Burton, of the royal Marine Artillery, and Captain Wright, of the Royal Marines, are honoured by the Brevet Rank of Major, for their gallant conduct at Algier.

Captains James Mould, of the Mutine; Wm. Kempthorne, of the Belzebug; S. Bentham, of the Cordelia, are promoted to the rank of Post Captains, for their gallant conduct at Algiers.

Lieutenants, &c. appointed.

George Hopkins, to the Northumberland; George Pigot, to the Larne; William Price, to the Algerine Cutter; Nicholas Chapman, to the Northumberland; A. H. Wilson, to the Jasper; Samuel Meredith, to the Larne; John Barclay (B), to the Tyrian; R. B. Reed, to the Cyrus; C. W. Sanderson, to the Cherokee; Daniel Muller (A), to the Vigilant, Revenue Cutter; T. E. Cole, to the Minden; J. Macdonell, to the Leander; J. B. Howell, to the Tagus.

Masters appointed.

J. Engleduc, to the Queen Charlotte; Wm. Fothergill, Assistant Master Attendant at Sheerness; A. Lumdale, Assistant Master Attendant at Plymouth; Mr. Hunter, to the Tagus; Mr. Higgs, to the Britomart.

Surgeons, &c. appointed.

James Hill, to the Dauntless; John Macaush, to the Infernal Bomb; J. S. Swayne, to the Meander; Emanuel Lazaretto, to the Queen Char-

lotte; W. E. Courtis, to the Pandora; David Finlay, to the Meander; Ephraim Groebke, to the Queen Charlotte; William Begg, to the Cherub; Patrick M'Fernan, to be Hospital Mate of Bermuda Hospital.

Midshipmen passed for Lieutenants.

Sheerness.—R. Rogers, J. W. Lane, T. Cobb.

Portsmouth.—B. Westropp, E. Toon.

Plymouth.—H. Leworthy, E. Browne, W. Hamilton, W. Tills.

DEATHS.

Lately, at the Havannah, Lieutenant Robins, of H.M. sloop, Bermuda.

Lately, at Barbados, Mr. Daniel Long, Purser of H.M. sloop, Brazen.

Lately, was killed at Colchester, by falling from his horse, Lieutenant George M'Millan, late of the signal station at that place. Appointed 28th January, 1812.

Lately, at Barbados, Mr. Thomas Saunderson, surgeon of H.M. sloop Brazen. Appointed 13th May, 1808.

On the 29th August, off Algier, of wounds received on the 27th, Mr. George Ross Glennie, midshipman of H.M.S. Granicus, son of Dr. Glennie, of Dulwich Grove, aged 18 years.

On the 27th September, at Alphington Lodge, near Exeter, Capt. Samuel Ashmore, Royal Marines, aged 33 years.

On the 27th September, at Teignmouth, in consequence of bursting a blood vessel, Lieut. James Arscott, Royal Navy. Commission dated 14th April, 1810.

On Tuesday, the 1st of October, at his apartments in Greenwich Hospital, Captain Joseph Ellison, of the Royal Navy, after a service of nearly 51 years. Capt. Ellison, when second lieutenant of *La Prudente* frigate, commanded by the present Admiral Lord Radstock, in capturing the French frigate *La Capricieuse*, lost his right arm near the shoulder by a shot, and received four severe wounds in his back by splinters. In the narrative of the engagement, his Lordship (then Capt. Waldegrave), gave the most exalted testimony of the great intrepidity of Capt. Ellison on the occasion:—notwithstanding his wounds, his particular attachment to his profession made him on all occasions seek the most active employment. From his great length of service, the Earl St. Vincent appointed him in 1803, without solicitation, to the less arduous duties of a Captain of Greenwich Hospital. Commission dated 21 Jan. 1783.

On the 3d October, 1816, on board his Majesty's ship *Queen Charlotte*, of wounds received at the attack on Algier, John Frederick Johnston, Esq. lieutenant royal navy, aged 23 years and 16 days.—He had already seen much service in the East Indies and other places, to the great prejudice of his health, when he twice volunteered to America, where he was wounded. He again volunteered to Algier, and immortalized his name by extraordinary gallantry, and the surprising resolution with which, during six weeks, he supported the most grievous sufferings. He was first severely wounded in the mouth and face, but immediately returning to his station, in two hours received a blow from a fractured iron stanchion, which struck his left side and caused the loss of his arm from the socket. His death is an event most afflicting to his friends, and irreparable to his country.

Errata.—In the tenth stanza of the "Ode to Peace," p. 253, for "A Frenchman," read, "Of Frenchmen;" and for "only one," in the fourteenth, "one only."

BIOGRAPHICAL MEMOIR
OF
SIR DAVID MILNE, K.C.B.

REAR-ADMIRAL OF THE BLUE SQUADRON.

“ England never has, nor never shall,
Lay at the proud foot of any Conqueror.”

“ What is it that you would impart to me ?
If it be ought towards the public good,
Set honor in one eye, and death i' the other,
And I will look on both indifferently :
For let the Gods so speed me, as I love
The name of honor more than I fear death.”

SHAKSPEARE.

IT is a gratifying task for the pen of Biography to record the illustrious actions of officers, who have distinguished themselves in the service of their country ; and it is surely matter of regret, that so many of these gentlemen are withheld, by what may certainly be called a false modesty, from allowing their professional services to come connectedly and historically before the eye of the public, fearing the charge of vanity might be brought against them ; but Englishmen have ever too highly appreciated the services of their *brethren of the Ocean*—their favorite defenders, to admit this objection as valid. They delight in hearing repeated the praises of their naval heroes, and in seeing them reap the merited reward of their skill and bravery—nor is the approbation of their countrymen, itself, a small reward to our officers ; as every generous and right-principled mind, we are sure, must delight in receiving it.

The gentleman whose services are to be the subject of our present memoir, is one of the gallant officers who have so recently distinguished themselves at Algier, where he was second in command to the Noble Lord who commanded the Expedition—and a second worthy of his heroic chief. A relation of his professional services must, therefore, at the present time, prove peculiarly interesting ; and it is hoped that the worthy Admiral himself will

excuse the friendly writer who affords the materials for giving them publicity, as he will certainly have no cause to regret that in doing *his* duty he has found it—*fame*.

Perseverance overcomes many difficulties, and almost always ensures at last the attainment of success. This is true of every situation in life, and in none more so than in the naval profession, as the advancement of many eminent officers clearly attests—where the star of glory and of victory has in the end crowned all their persevering services with the rank and honor to which they so long and anxiously looked forward. Sir David is an instance of the truth of this remark, and many others could be mentioned—therefore let no man despair.

Rear-admiral Sir David Milne was born at Edinburgh, in May, 1763, and is the son of David Milne, Esq. merchant, of that city, and now living, at the age of 84. He entered the navy at a very early age, as will be evident from his having served in the *Canada*, of 74 guns, as midshipman and master's mate, during the greater part of the American war, commanded by the now venerable Admiral Cornwallis (a name dear to the recollection of naval men), reckoned then, as now, one of the best seamen and most determined officers in the British navy;* he could not, therefore, have been brought up in a better school.

In this school he had opportunities of learning caution from the enemy, and a bold and daring confidence from his admiral and captain. D'Estaing, who was at that time the opponent of Byron (to whose fleet the *Canada* was attached), had passively endured the defiance of the British admiral in Fort Royal harbour, although with a fleet in courage only superior to his own. The respective commanders were subsequently reinforced—the British by a squadron under Commodore Rowley,† and the French by a reinforcement under the command of the Count De Grasse. But as both fleets were thus merely strengthened, without causing any essential disparity of force, D'Estaing remained as prudent and passive as before; the challenge, in no form, whether proffered with sentiments and circumstances of honor or insult, would the

* For portrait and memoir of Admiral Cornwallis, *vide* *D. C.* vol. vii. p. 1.

† For portrait and memoir of this gentleman, *vide* *D. C.* vol. xxii. p. 411.

wary Frenchman accept, and the British admiral left him an opportunity of escape, by the necessary duty of escorting the West India Trade a part of its way to England.

Emboldened by the absence of the fleet, D'Estaing sent a detachment of four hundred and fifty men to the island of St. Vincent, which appears unnecessarily to have surrendered, although it was alleged in plea, that the Caribbs, who disliked the English government, were ready to have joined the French on their landing. A farther reinforcement, under La Motte Piquet, at length encouraged D'Estaing to venture out, with twenty-six ships of the line, eight large frigates, and a number of transports, with nine thousand troops on board, for an attack on Grenada, where on the second of July he arrived.

The conduct of Lord Macartney, on this occasion, was truly heroic: his whole garrison, regulars and militia, did not exceed 300 men, and with these he repulsed the first assault of the French, in number between two and three thousand; and when, after an hour and half's conflict against this overwhelming superiority, he was compelled to yield, he chose rather to surrender at discretion, than comply by a formal assent to terms prescribed by the insolence of victory.

On the return of Admiral Byron to St. Lucia, he was informed of the capture of St. Vincent, whither, having previously embarked some troops, he immediately sailed. His destination was, however, superseded, by information on the passage, that the French fleet had proceeded to Grenada. The British force consisted of only twenty-one ships of the line, one frigate, and transports; and with these the admiral proceeded, ignorant of the junction of La Motte Piquet.

On the sixth of July, 1779, at day-break, he came in sight of the enemy; but the French admiral, satisfied with his capture, was not inclined to risk his fleet, although so superior in strength, by a close engagement; the action, therefore, though warm, was partial and undecisive.*

* Admiral Byron had returned to St. Lucia, where he learned the capture of St. Vincent, and the danger of Grenada: he was, however, not accurately informed, either of the force under the Comte D'Estaing, nor of the critical situation of Grenada; hoping, therefore, that he should be able to relieve and protect the island, and believing that his fleet was superior, at least equal to that

The next grand practical lesson that Mr. Milne received, after having previously served in the relief of Gibraltar, 1780, was in the action of the 12th April, 1782, when the enemy was

of the French, Admiral Byron sailed towards Grenada. The enemy, apprized of the approach of our squadron, weighed anchor, and stood out from the harbour of St. George; but with no serious intention of hazarding a close and decisive engagement. They had already attained one of the principal objects of their expedition, by the capture of Grenada, and it was not to be supposed that they would run the risk of losing their conquest, by hazarding the issue of a general battle. On the other hand, the only chance Admiral Byron had of regaining the island was, by bringing the French fleet to a general engagement; for he was yet ignorant of their great numerical superiority; their views and objects being thus different, or rather diametrically opposite, their manœuvres were of course directed to the accomplishment of their respective objects. But it was much more easy for the French to avoid a battle, than for the English to compel them to fight; for the vessels of the former, being much cleaner, sailed a great deal better than the ships of the latter, they therefore suffered some of the English squadron to near them, when they attacked them with a great superiority of force, and as soon as some others of the English approached to support and aid their consorts, then the French took advantage of their superiority in point of sailing, and bore away. Notwithstanding these untoward circumstances, Admiral Byron continued the signal for a general chase, and added that for close battle. At half-past seven o'clock, Admiral Barrington, in the Princess of Wales, with his two seconds, the Boyne and Sultan, having reached the van of the enemy, commenced an attack upon them with great vigor and spirit: these ships, however, having greatly outsailed the rest of their division, were obliged to sustain for a considerable length of time the fire of the whole van of French; and in this part of the battle Admiral Barrington was wounded. Still the Count D'Estaing maintained and carried into effect his resolution of not coming to a close and general engagement; the French ships, accordingly, either bore down in superior numbers, on such of our fleet as reached them, or stood away, under a press of sail, when they perceived more of the British fleet coming up to join in the engagement. The result was such as might have been expected: Admiral Byron, finding that it was impossible to bring the enemy to a close, regular, and decisive battle, left off firing a little after twelve o'clock; and the Count D'Estaing, having obtained the only object he had in view, that of preventing the British from compelling him to fight, and at the same time injuring and disabling their ships as much as possible, likewise ceased from firing.

As Admiral Byron was all this time ignorant of the capture of the island, and wished to let the governor know that he was at hand to support and relieve him, some of the British squadron, during the engagement, by great skill and bravery, manœuvred and fought their way close to the harbour of St. George; when they were astonished and mortified to behold French colours flying on the fort. Nothing now remained for Admiral Byron but to return to Antigua or St. Christopher's, with his disabled fleet, and the transports which he had under his protection; but as he still was impressed with the belief, that the French would attack him, in order to be fully prepared for them, he ordered the Lion and Monmouth, which had suffered most severely in the battle, to precede him, with as little delay as possible, and to take the transports along with them; the

fought by Lord Rodney, for the first time, on a new principle of naval tactics,* derived from the system of Mr. Clerk, a principle

latter could be of no service now that Grenada was taken, and in the event of an engagement, they might have incommoded him much. The French admiral, however, notwithstanding the British fleet was now reduced to nineteen sail of the line, still persisted in his determination not to fight; he not only did not make any shew of attacking Admiral Byron, but in the course of the night he actually returned with his fleet to Grenada.

The loss of men in the British fleet amounted to one hundred and eighty-three killed, and three hundred and forty-six wounded: that of the French was very great: the lowest estimate making it two thousand seven hundred, of which twelve hundred were slain; other accounts carry it considerably higher than three thousand.—(CAMPBELL'S *Lives*, Edition 1813.)

* The battle commenced about seven o'clock on the morning of the 12th of April: it was fought in a large basin of water, lying among the islands of Guadeloupe, Dominique, the Saints, and Marigalante: both on the windward and leeward of this basin, lay very dangerous shores. As soon as day broke, Admiral Rodney threw out the signal for close action; and every vessel in his fleet obeyed it most scrupulously and literally. The British line, instead of being, as usual, at two cables' length distance between every ship, was formed at the distance of only one. As each came up, she ranged close alongside her opponent, passing along the enemy for that purpose, giving and receiving, while thus taking her station, a most dreadful and tremendous fire. The action continued in this manner till noon; when Admiral Rodney resolved to carry into execution a manœuvre, which, if successful, he expected would gain him a complete and decisive victory; for this purpose, in his own ship, the *Formidable*, supported by the *Namur*, the *Duke*, and *Canada*, he bore down with all sail set on the enemy's line, within three ships of the centre, and succeeded in breaking completely through it. As soon as he had accomplished this, the other ships of his division followed him; and they all wore round, doubled upon the enemy, and thus placed between two fires those vessels, which by the first part of the manœuvre they had cut off from the rest of the fleet. As soon as Admiral Rodney and the vessels which followed him wore, he made the signal for the van to tack, by which means they gained the windward of the French, and completed the disorder and confusion, into which the breaking of their line had thrown them.

The enemy, however, still continued to fight with great courage and firmness; and made an attempt to reform their broken line, by their van bearing away to leeward; this, however, they could not accomplish: during the whole of this time, Sir Samuel Hood's division had been becalmed, and of course unable to take any part in the action; but at this critical moment a breeze sprung up, which brought forward most of his ships, and thus "served to render the victory more decisive on the one side, and the ruin greater on the other."

One consequence of the breaking of the French line was, that opportunities were given for desperate actions between single ships; the most splendid and striking of which were the following, told in language, which it would be wrong to alter, because it would be scarcely possible to improve.

"The *Canada*, of 74 guns, Captain Cornwallis, took the French *Hector*, of the same force, single-hand. Captain Inglefield, in the *Centaur*, of 74 guns,

which, from that time to this, has in every action enabled us to clip the wings of the enemy—prevent his tantalizing evasion, and complete his defeat.

came up from the rear to the attack of the *Cæsar*, of 74 also. Both ships were yet fresh and unhurt, and a most gallant action took place; but though the French captain had evidently much the worst of the combat, he still disdained to yield. Three other ships came up successively, and he bore to be torn almost to pieces by their fire. His courage was inflexible: he is said to have nailed his colours to the mast; and his death could only put an end to the contest. When she struck, her mast went overboard, and she had not a foot of canvas without a shot-hole. The *Glorieux* likewise fought nobly; and did not strike till her masts, bowsprit, and ensign were shot away. The English *Ardent*, of 64 guns, which had been taken by the enemy in the beginning of the war, near Plymouth, was now retaken, either by the *Belliqueux*, or the *Bedford*. The *Diadem*, a French 71-gun ship, went down by a single broadside, which some accounts attribute to the *Formidable*: it has also been said, that she was lost in a generous exertion to save her admiral."

"M. De Grasse was nobly supported, even after the line was broken, and till the disorder and confusion became irremediable towards evening, by the ships that were near him. His two seconds, the *Languedoc* and *Couronne*, were particularly distinguished, and the former narrowly escaped being taken, in her last efforts to extricate the admiral. The *Ville de Paris*, after being already much battered, was closely laid alongside by the *Canada*: and in a desperate action of near two hours, was reduced almost to a wreck. Captain Cornwallis was so intent in his design upon the French admiral, that, without taking possession of the *Hector*, he left her to be picked up by a frigate, while he pushed on to the *Ville de Paris*. It seemed as if M. De Grasse was determined to sink, rather than strike to any thing under a flag: but he likewise undoubtedly considered the fatal effects which the striking of his flag might produce on the rest of his fleet. Other ships came up in the heat of the action with the *Canada*, but he still held out. At length, Sir Samuel Hood came up in the *Barfleur*, just almost at sun-set, and poured in a most tremendous and destructive fire, which is said to have killed sixty men outright: but M. De Grasse, wishing to signalize as much as possible, the loss of so fine and so favourite a ship, endured the repetitions of this fire for about a quarter of an hour longer. He then struck his flag to the *Barfleur*, and surrendered himself to Sir Samuel Hood. It was said, that at the time the *Ville de Paris* struck, there were but three men left alive and unhurt on the upper deck, and that the Count De Grasse was one of the three."

Long before the French admiral struck his flag, his fleet had sought their safety in flight; and that they might divide the attention of the English, and thus more easily accomplish their object, they went off before the wind in small squadrons and single ships. They were at first closely pursued, but on the approach of night, Admiral Rodney made the signal for his vessels to collect, for the purpose of securing his prizes, and removing the men from on board of them.

While our fleet were obliged to lie under Guadaloupe for three days, to repair their damages, the French seized the favourable opportunity to escape. As, however, many of their ships were very much crippled, Admiral Rodney entertained hopes that he should be still able to overtake and capture some of them. On the 17th, therefore, he detached Sir Samuel Hood, with those vessels of his

On this glorious day for great Britain, and in this memorable battle, the Canada behaved in such a style as to attract particular

division which had suffered the least; and on the 19th, five sail of the enemy were perceived endeavouring to effect their escape through the Mona passage. The signal for chase was immediately given, and before the French could enter the passage, they were becalmed and overtaken. The Valiant, Captain Goodall, was the first who came up with them; he laid his ship alongside the *Caton*, of 64 guns, which struck at the first broadside; Captain Goodall, however, did not stop to take possession of her, but pushing on, he came up with and attacked the *Jason*, a vessel of the same force as the former: she held out about twenty minutes, and then struck. A frigate of thirty-two guns, and a sloop of sixteen, were also taken.

The whole loss of the enemy amounted to eight ships: one had been sunk; one, the *Cæsar*, blew up after she was taken; by this accident, a lieutenant, and fifty English seamen, perished, with about four hundred prisoners: and six ships remained in the possession of the conquerors. On board the *Ville de Paris*, were found thirty-six chests of money, with which the troops that were intended for the invasion were to have been paid; and the whole train of artillery, with the battering cannon that were to have been employed on the same enterprise, were captured in the prizes.

It was esteemed remarkably fortunate and glorious for the conquerors, that the *Ville de Paris* was the only first rate man of war that ever was taken and carried into port by any commander of any nation. This ship had been a present to Louis XVth from the city of Paris; and was said to have cost 176,000*l.* sterling in her building and equipment.

The loss of the French in killed and wounded, was very great; the amount of the former is supposed to have been three thousand: and of the latter at least double that number. The *Ville de Paris* was fought so long and so gallantly, that on board of her alone four hundred perished.

On board of the British fleet, the loss was also great, but not nearly in the same proportion, nor so great as might have been anticipated, when the length and the obstinacy of the contest are taken into consideration. Including the loss of both actions, on the 9th and 12th, the number of the killed amounted to two hundred and thirty-seven, and of wounded to seven hundred and sixty-six. Several officers of great repute for skill and bravery were among both. Captain Blair, of the *Anson*, who had distinguished himself the preceding year, in the action off the Dogger Bank with the Dutch, was slain; and Lord Robert Manners, son of the great Marquis of Granby, was so dangerously wounded, that he died on his passage to England.

The British nation were so sensible of the bravery displayed both by the officers and men in this action, and of the importance of it as the only means of preserving the remainder of our West India Islands, that their joy, when the intelligence arrived, was excessive; it came also very seasonably in other points of view. On land, and even at sea, except where Admiral Rodney was engaged, we had not been able to meet the enemy, on any occasion, with great and decisive advantage; and in too many instances, we had retired from the contest, not in the most honourable manner. As the means also of procuring more favourable terms of peace, this victory was hailed with joy and exultation; and as Admiral Rodney was looked up to as the great cause of it, the gratitude of the nation towards him

notice, though her sacrifice was great to obtain it. To her Count de Grasse did not strike the *Ville de Paris*' flag, but he candidly acknowledged that the black-sided ship, the *Canada*, had subdued him. After the battle, Mr. Milne was made master's mate.

Admiral Rodney having been relieved of his command, about the beginning of August the same year, by Admiral Pigot, returned to England; previously to his quitting the station, he had ordered Admiral Graves to proceed home with the prizes, and such ships of the British fleet as stood most in need of repair. The admiral accordingly, about the end of July, sailed from Jamaica, with the *Ramillies*, *Canada*, and *Centaur*, and the *Pallas* frigate. The French prizes were the *Ville de Paris*, *Glorieux*, *Hector*, *Ardent*, *Caton*, and *Jason*. Of all these ships, only the *Canada* and *Jason* reached England, in consequence of a dreadful hurricane which occurred on the 17th of September, by which the *Ardent* was compelled to put back; the *Caton* bore away for Halifax; the *Ville de Paris*, *Ramillies*, *Centaur*, *Glorieux*, and *Hector*, perished, and the *Pallas* frigate was run ashore at Fyal.

On the accession of peace soon after, Mr. Milne was cast adrift, unprovided for and unpromoted, as were hundreds of young men, no general promotion having then taken place, as at the end of the late war; he therefore entered into the employment of the East India Company, in which he continued for some time; but on the breaking out of the revolutionary war in 1793, he re-entered the

was deeply felt, and expressed in warm and glowing language. It was recollected that the fortune of Sir George Rodney had been peculiarly singular, as well as highly glorious in the war. Within a little more than two years, he had given a severe blow to each of our three powerful and dangerous enemies, the French, Spaniards, and Dutch. He had taken an admiral of each nation: a circumstance perhaps unequalled. He had in that time, added twelve line-of-battle ships, all taken from the enemy, to the British navy; and destroyed five more!

Nor were his Majesty and the Houses of Parliament less sensible of the bravery of the officers and men who had achieved this glorious and decisive victory; Sir George Rodney was created a peer of Great Britain; Sir Samuel Hood, a peer of Ireland; and Rear-admiral Drake, and Commodore Affleck were made baronets of Great Britain; the thanks of both Houses of Parliament were unanimously voted to these, and the other officers, and the seamen and marines of the fleet; and on the 23d of May, a vote of parliament was passed, by which a monument was ordered to be erected to the memory of Captains Mayne, Blair, and Lord Robert Manners, who had so bravely fallen in the defence of their King and Country.—(CAMPBELL'S *Lives*, Edit. 1813.)

royal navy—a war, the origin and progress of which in France will remain a perpetual monument of national atrocity—a subject of awful contemplation to the present and future generations, and should be a prohibitory beacon to that wild lust of popular liberty, which, in its delusive views, mistakes the shadow for the substance.

Among the number of pleas, false, insufficient, or true, by which the restless multitude justifies its illicit agitation of the State, that first presented is, the privation of liberty, the gross idea of which term, at least the only one considered at this memorable epoch, was, that every man should do that which seemed right in his own eyes! Of this liberty, equality was the natural companion—anarchy and confusion their hopeful progeny!

Nothing is more easy or more seductive than to persuade ignorance and idleness that laws are an unwarrantable curb to their inclinations and advancement—that natural rights are paramount to all other rights—and that of all which Nature bestows, she intended that all should equally partake. Such were the specious grounds on which social order was overturned in France; and which, by too many in our own country, are still considered tenable, notwithstanding the dreadful example before their eyes, proving the stability of them impossible.

We have lived to see the experiment tried to the utmost limits of human probation. We have seen the political structure of France dilapidated and re-edified in various forms of ancient and modern polity, on those unsubstantial bases—those inconsistent, and morally impracticable principles—licentiousness (miscalled liberty), and equality! We have seen the throne of royalty usurped by demagogues—Nobles reduced to indistinct citizens—Churches converted into temples of heathenism, and resorts of revolutionary conspiracy—Divine Revelation exploded—Human reason declared the only true guide of human conduct—and the goddess of reason not unaptly represented by a *Strumpet*!

What was to be expected from this inversion of the established order of things, but vice horridly triumphant. The champions of *liberty* dragging to prison all who would not join them in their diabolical excesses, and thence to death, in such numbers, that

all Europe stood appalled.—Oh! the grossness of that folly, which takes power from the hands of the few to give it to the many!

From the constitution, or rather the perversion of our nature, it may be expected, that power will be more or less abused, to whatever hands it be consigned. As an irresistible object of ambition, if made accessible to the many, the contention to attain it will be in proportion to the number of its eligible competitors.

The profession of equality in France rendered this number at first unlimited—and the Duke and the Dustman stood on equal ground as candidates for power! and as in all cases of mere strife, superior fraud and violence are most likely to succeed; the exertions of unprincipled audacity, combined with natural cunning, gave, in too many instances, success to the latter.

Such was soon the state of things in this awfully experimental contest for natural against civil rights. Despotism was soon in the hands of barbarians, and most barbarously did they use it. Terror and confusion reigned—trade was paralysed—the herd of revolutionists were led forth to plunder and massacre, while the chiefs contended, by fraud and force, for super-eminence above each other. The furor of licentiousness pervaded all—all that was left of ancient dignity and respectability was engulfed in the vortex of impetuous tyranny—and names arose, never heard before, designative of those who raised and ruled the storm.

At length, what would be mis-termed the civil authority, was compelled to yield to that of the sword. Buonaparte, having failed in his expedition to Egypt, suddenly and unexpectedly appeared at Paris: he had the army on his side, and before his failure was announced by the despatches of Kleber, he had placed himself at the head of the French people; and having converted the visionary constitutions of republican policy into a military government (which, of all governments, is the most arbitrary), commenced his plans for the subjugation of Europe. The rise, decline, and fall of this man, and his power, formed the prominent features of the world's history for the succeeding fifteen years, and have left Europe in a state of exhaustion, from which nothing but the most rigid state economy, and commercial facility, can relieve it.

To return from this digression, which we trust the nature of its subject will excuse, Mr. Milne, on his re-entering the royal navy, went out in the fleet under Sir John Jervis (now Earl St. Vincent) to the West Indies, to whose favorable notice he soon recommended himself, in his course of service against the French West India islands, and was promoted by him to a lieutenancy, in which rank he served in the *Blanche* frigate, when Captain Faulkner so gallantly brought the French frigate *Le Pique* to action off Guadaloupe, in 1795. In this hard-fought action, the brave Faulkner fell, almost at the moment of victory; and as the boats of both ships were either completely destroyed, or unfit to swim, Mr. Milne, then second lieutenant, swam to the enemy's frigate with a few brave fellows, and took possession; the present Admiral Watkins was first lieutenant; and so highly was the conduct of both appreciated, that they were immediately advanced to the rank of commander.

As he was employed in a part of the world where much active service was still going on, he had the good fortune to obtain post rank very soon after, so that fortune was at this period making him amends for former neglect. Captain Milne on this station took an active part in the night surprise of the Saints Islands, and as acting captain of the *Alarm* frigate, sunk the French corvette *Liberté*, of 20 guns. In the year 1796, at Barbadoes, in command of the *Pique*, he volunteered to go to sea, when Sir H. Christian's fleet was dispersed by a storm, and captured the Lacedemonian French brig, of 16 guns; and, in 1797, assisted at the capture of *Demerara*. He was then appointed to *La Seine* frigate, recently taken from the enemy, and ordered in her to escort a convoy for the West Indies and coast of Africa, and to return to the Jamaica station, on which, in the year 1800, Captain Milne fell in with the *Vengeur*, of 50 guns, richly laden, for Guadaloupe, the largest frigate in the French navy; she had some time before beat off an American frigate, of equal force, the *United States* (the same ship in which Rogers lately figured), and having repaired damages, and made up her crew at the *Havana*, she was next brought to action in the *Mona* passage, by Captain Milne, who chased her two days and as many nights, maintaining a running fight part of the time, and at the last part

of it, a close and very bloody contest for several hours. This action was justly considered by naval men, as one of the most brilliant fought during the war between single ships, an uncommon degree of skill, and indefatigable exertion, being necessary, to keep sight of, as well as conquer, a very superior ship. In the admiral's despatches, Captain Milne was most handsomely mentioned, and it was one of the last acts of the lamented Lord Hugh Seymour's life to write them.*

* The following are the official despatches, extracted from the gazette of that day, which we here re-insert:—

Copy of a Letter from Vice-admiral Lord Hugh Seymour, to Evan Nepean, Esq. dated on board the Abergavenny, Port-Royal Harbour, Jamaica, August 31.

SIR,

I have very sincere pleasure in forwarding to you, for the information of the Lords Commissioners of the Admiralty, a letter which I have received from Captain Milne, of his Majesty's ship *Seine*, describing an action which does great honour to him, his officers, and ship's company; and which ended in the capture of the French Republican frigate the *Vengeance*, a ship of very superior force to that which he commanded. Captain Milne has done so much justice to his officers and men by his report of their conduct on that occasion, that I have only to offer my congratulations to their Lordships upon the success which attended their exertions, and to express my hope, that it will receive marks of their Lordships' favour proportioned to the satisfaction which they must derive from the event, which has brought forward the merit of those engaged in it.

I am, Sir, &c. &c.

H. Seymour.

MY LORD,

His Majesty's Ship Seine, off St. Domingo, Aug. 22.

I have the satisfaction to acquaint your Lordship, that on the morning of the 20th inst. I observed a ship on the starboard tack standing to the northward through the Mona Passage; I soon perceived she was an enemy, and made all sail in chase, with very light breezes; the wind having come to the northward obliged her to tack, as she could not weather Cape Raphael on the St. Domingo shore; she then stood S.S.E. and made all sail; by this time it was near sunset, and I could perceive she was a large frigate; it was near midnight before I could bring her to action, and then not so close as I could wish, as she always bore up and kept at long shot; she, however, did us considerable damage in our rigging and sails, but to appearance she suffered equally: we separated for some time, and I took that opportunity to get our rigging, &c. again in complete repair. On the morning of the 25th, I had the pleasure of bringing her to close action; and after about an hour and a half hard fighting, an officer came out on her bowsprit (the only place he could be seen from, owing to the mass of confusion, by the loss of her fore-mast, mizen-mast, and main-top-mast having fallen on board), and said they had struck to the British flag. She was immediately taken possession of, and proved to be the French frigate the *Ven-*

Having returned to England soon after with a convoy, Captain Milne was next ordered to cruise off the coast of France. There, in company with the Jason frigate, Captain (now Admiral) Stirling, he fought a very gallant action with two French frigates, close in with the land—so close, unfortunately, that all the ships

vengeance, Citizen Pitot, capitaine de vaisseau, commander, mounting 28 eighteen pounders on her main-deck, 16 twelve-pounders, and eight forty-two pounder carronades on her quarter-deck and fore-castle, and brass swivels on the gunwale, with shifting guns on the main and quarter-decks. The weight of metal I have mentioned in French pounds. The behaviour of the officers and ship's company was such as has always characterised the British seamen. To my first lieutenant, Mr. Cheetham, I am greatly indebted, for his cool and steady behaviour, and for the amazing fire kept up from the main-deck, which nothing could surpass. My second lieutenant, Mr. George Milne, fell fighting nobly about the middle of the action. In him his Majesty has lost a valuable, and as zealous an officer as any in the service. To my third lieutenant, Mr. Edeveair (whom I mentioned on a former occasion, when gunner of the Pique), I am equally indebted for his services; as likewise Mr. Barclay, the master, and Mr. M'Donald, lieutenant of marines, who was taken down wounded, and came up again when dressed, but was obliged from a second wound to be taken below. But I am happy to state, the life of this valuable officer will be saved, to render further services to his Majesty. The behaviour of the petty officers, seamen, and marines, were such as does them the highest credit. The Vengeance is a very large frigate, five years old, and exactly the dimensions of the Fisgard in his Majesty's service, and is the ship which had the action some time since with the American frigate the Constellation. Previous to her leaving Curaçoa, she had a large supply of seamen from Guadaloupe, and was every way completely found, and bound to France. His Majesty's ship under my command has suffered much in her mast and hull; sails and rigging entirely cut to pieces. Your Lordship will perceive the Vengeance is superior in size, guns, and number of men, to his Majesty's ship I have the honour to command; but nothing could withstand the steady behaviour of this ship's crew. I have the honor of enclosing a list of the killed and wounded. The loss of the enemy has been very great, but I have not yet got a return.

I have the honour to be, &c.

Right Hon. Lord Hugh Seymour, &c.

David Milne.

A Return of Killed and Wounded on board his Majesty's Ship Seine, in the Action with the French Republican Frigate the Vengeance, 21st August.

Killed—One officer and 12 seamen.

Wounded—Three officers, 22 seamen, three marines, and 1 boy.

Name of Officer killed.—George Milne, second lieutenant.

Names of Officers wounded.—Archibald Macdonald, lieutenant of marines; Andrew Barclay, master; ——— Horne, captain's clerk.

struck, and Captain Milne's remained immovable, and was necessarily destroyed by the crew, who had the satisfaction, however, of carrying off one of the French ships to supply her place.

At the commencement of the war in 1803, Captain Milne was immediately appointed to *La Seine*, named after the former ship; and it is a singular circumstance, that this ship he had also the misfortune to lose, in a heavy gale on the coast of Holland, where he was then cruising.

There are few circumstances in the life of a naval commander which gives so much pain and vexation to him as the loss of his ship; fortunately in this instance all the crew were saved; it was, however, to Captain Milne, a great misfortune, as it prevented his having any share in the naval victories of the war. He was afterwards employed as a commander of *Sea Fencibles* in the Firth of Forth, and east coast of Scotland, which command he retained until they were discontinued in 1811. Being then an old post captain, he applied for a line of battle ship, and was appointed to several ships, but owing to particular circumstances, was as often superseded in the command.

In America, which was Captain Milne's next scene of action during the succeeding three years, he commanded the *Bulwark*, and served at the capture of *Custin*, in the *Penobscot*. A short time previous to his quitting the American station, he was appointed to command the *Marlborough*, of 74 guns, but soon afterwards resigned the command to Captain *Epworth*, in consequence of being promoted to a flag—he was made rear-admiral of the blue on the 4th of June, 1814, and returned to England as a passenger; during his absence, or soon after his return, he had the misfortune to lose an amiable and beloved wife, who died at *Bourdeaux*, of a decline.

His last appointment was, to the command at *Halifax*, with his flag in the *Leander*, of 50 guns; and the admiral was preparing to sail, when Lord *Exmouth* received orders to fit out his squadron for the attack on *Algier*. Ever desirous of active service, he immediately solicited leave to join the expedition, and how well he acquitted himself, as second in command, is well known to the world, in whose cause he on this occasion fought and bled; he

did not report his wound, but both Captain Brace* and he were slightly wounded.

Lord Exmouth (whose despatch is a master-piece of the kind) pays him the highest compliments, and laments that he was not sooner known to him. The loss on board his ship, the *Impregnable*, was greater than any British man of war perhaps ever before sustained, having above two hundred men killed and wounded. On that day, he added to his own naval glory, and to that of his country, and since his return has received the honor of knighthood, and been made a Knight Commander of the most honorable military order of the Bath.

We hope he will long be an ornament to his profession, and one of the best supporters of the naval superiority of England. Sir David is not more brave than humane, and is much beloved in the service, both by officers and seamen. We now bid him adieu ! wishing him a safe voyage to Halifax, a station of importance even in peace, and the naval command of which could not have fallen into better hands ; for he will never compromise the rights and honor of the British flag.

The family of Sir David Milne is supposed to be descended from an ancient family of the same name ; who, throughout several reigns, held the office of King's Master Mason, in Scotland. His grandfather, David Milne, of Edinburgh, we believe, was the celebrated architect of that name. His father, whom we have already mentioned as still living at the advanced age of 84, married Susan, the daughter of Mr. Vernor, of Musselburgh, near Edinburgh, by whom he had, 1st, David ; 2d, Thomas, who died unmarried. Sir David married, in 1804, Grace, daughter of Sir Alexander Purves, of Purves, Baronet, by which lady, who died in 1814, he had issue two sons, David and Alexander, both living.

* Captain of the *Impregnable*, one of our best officers, and who has seen much service.

NAUTICAL ANECDOTES AND SELECTIONS.

CAPTAIN EKINS, R.N.

THE junior officers of his Majesty's ship *Superb*, have lately presented to Captain Ekins, the commander of that ship, a gold snuff-box, value 26 guineas, suitably inscribed, as a mark of their esteem and respect for his conduct at Algier, on the memorable 27th of August. In return for the compliment, Captain Ekins has addressed to them a very handsome letter, in which he states, that if his conduct on the 27th of August met with their approval, he could ascribe it only to a firm reliance on the Almighty will and perfect confidence in the steadiness, bravery, and perseverance of those he commanded, of whom the junior officers of the *Superb*, as they bore a large and very conspicuous part in all the dangers and fatigues of that day, may ever claim his sincere and grateful acknowledgments.

DIVING BELL.

This machine was lately employed in Barnpool, to examine the bottom, preparatory to sinking the *Eden* sloop of war, with the view of curing the dry rot; but it was considered unsafe, from its inequality, and the heavy ground swell which sets in with an easterly wind. Mr. Smith, clerk of the works now carrying on in this yard, has suggested a plan for surveying and marking out the ground, and also for keeping up a communication with people below and on the surface of the water, which on a trial he carried into complete effect in eight fathoms water. This plan will be essentially useful in the future operations of the diving bell.

A FRAGMENT—ON THE LATE UNFORTUNATE ACCIDENT AT ROCHESTER.

— “It’s a sad story, Trim,” said my Uncle Toby, as he patted his faithful dog on the head. “Ah! sad indeed, your honour!” replied the Corporal—“fifteen poor souls swept off at once; it is worse than the slaughter made by the cursed battery that opened on our division at the battle of Malplaquet, and carried off thirty of my old friends at the first fire; but then, your honour, they were prepared for it:—as to these poor creatures, the enemy took them by surprise: he did not even allow them time to say a prayer.”—“Trim, a good Christian is always prepared to die.”—“Yes, your Honour, and so were they, for, I am told, they were singing a hymn when the boat struck.”—“How was it, Trim?” said my uncle, as, with a blush, he shut a song book that lay open before him. I have not heard all the particulars.”—“Why, your Honour, I had the whole of the story from one who was near the spot when the accident happened; but I do not think I can have the heart to go through with it.”—“Sit down, Trim, and drink this,” said my uncle, pouring out a glass of wine. Tom made a low bow, drank his master’s health, sat down, hemm’d

two or three times, and then began—"I must tell the story my own way, your Honour."—"Do so, Trim."

"Well, then, your Honour;—there were fourteen of these young people, who had all been up the river in a boat—a cockle-shell thing, your Honour; one bullet would go through a dozen of them. The day was the coming of age of one of the company—as fine a fellow, they say, as you would wish to see; they would have been proud of him in any regiment; there was only one more gentleman on board besides himself. There was a lady (who had a baby with her), the wife of the last person I mentioned, and sister of the young man just come of age. She kept a school with her sister, who was on board too; so you see, your Honour, there were five all of a family in the boat. The remainder were all young ladies—scholars to they that kept the school—quite children. The day was very fine, and the waterman was rowing them home as full of life and spirits as we have been, your Honour, when we have been returning to camp after having defeated the enemy; but life is like the field of battle, nobody knows whose turn next."—"Very true, Trim, and we are, in general, too busy to think much about it till we feel the shot; but go on." "Well then, your Honour, they came down the river singing, and as happy as little kings and queens. A family supper was prepared for them, by the old lady, mother to the five poor souls I told you of first; but they were never to sup again in this world. The waterman intended to go through Rochester bridge, but a beam had been laid across one of the arches, from starling to starling—it was dark: crash the boat came against the beam; there was a moment, your Honour! over she went; the poor creatures were dashed down the river like lightning; the water boomed over them with dreadful fury; they shrieked; people ran to help them; but it was all in vain; death soon stopped their cries, and every soul perished."—"Stop, Trim," said my Uncle, "it is a dismal tale; take another glass of wine." As the old man bent over the glass, while he filled it, a tear dropped from the corner of his eye, and mixed with the wine—it was the tear of Pity, and richer in the estimation of Humanity than a sea of the choicest vintage. Trim's own eyes were too full to see the tear drop from his master's. He emptied the glass, and went on.—

"The boat, your Honour, was soon after picked up, with only a little dog in her. The alarm soon spread through the neighbourhood: it was like springing a mine; the people ran about as if they were mad; nobody for some time knew who they were that had suffered; but at last, when the friends of the poor creatures came to know their loss, I am told it would have moved a stone to see them crying, wringing their hands, and praying people to help them to search for the bodies; but there was not much entreaty wanted, for who could refuse to lend a hand in such a case, 'your Honour?'—"No Englishman, Trim. A Briton's heart is always on duty; ready to turn out at the first alarm of distress."—"Why, I should think, your Honour, if it would not, he deserves to be shot, as bad as a man who falls asleep on his post. But, if you please, I'll finish my story—there is not much more of it. In the course of a day or two, the bodies were all

found, which was a consolation to their friends, though but a poor one. The poor old mother, who had prepared supper for her children and the little folks, was, as your Honour may suppose, almost distracted."—"It was a heavy trial, Trim."—"Yes, your Honour, she was bereaved of all."—"Except the help of Providence! That, Trim, is an army of reserve, that never deserts us, though we sometimes have not fortitude and patience to depend on its operations when we are in front of the enemy."

"There is another part of the story I have not told your Honour:—the waterman, that took the poor souls into the trenches of death, was drowned, and has left a widow and six small children!—"Six poor children left to the mercy of the wide world, Trim?"—"Yes, your Honour, but a subscription is being raised for them."—"It does my heart good to hear it, Trim." My Uncle had just got the glass to his lips, but he could not drink. He tried to hide the benevolent emotions of his heart, but Nature, ever true to herself, defeated his intentions: he attempted a bar of *Lillibulero*, but it would not do. His heart overflowed, and the stream of commiseration flowed from his eyes. His dog put his fore-paws on his master's knee, and looking at him with solicitude, seemed to sympathise with his sorrow. Toby turned away his head to prevent the Corporal from seeing that he wept; but the poor fellow had caught the infection—neither could speak. At last my uncle Toby, taking out his purse, gave it to the Corporal, and looked his meaning. Trim understood the language, wiped his eyes with the cuff of his coat, made a bow to the ground, and limped off, to add my Uncle's mite to the stock of benevolence collected for the POOR WIDOW AND HER SIX FATHERLESS CHILDREN.

DUTCH TARIFF.

THE following are some of the principal alterations which are soon to take place in the Custom Duties inwards and outwards, as fixed by the Dutch Government:—

	<i>Inwards.</i>	<i>Outwards.</i>
	<i>Fl. rins. St.</i>	<i>Fl. St.</i>
Goods manufactured of wool, yarn, cotton, thread, or hair, not otherwise enumerated or described, per cent.	8 0	
Cabices, white, per 100lb.	30 0	
coloured, ditto	35 0	
Cotton yarn, untwined or white	20 0	
Ditto, twined or coloured	24 0	
Woolen ditto, per cent.	3 0	3 0
Cable ditto, per 100lb.	2 10	0 13
Linen of heap or flax, unbleached, per cent.	3 0	
Ditto bleached	4 0	
Ditto table unbleached	2 0	
Ditto damask and bleached	6 0	
Sail cloth	2 0	
Cambrie	5 0	

	Inwards, Florins, St.	Outwards, Fl. St.
East India nankeens	3 0	
Carpetting and blankets	10 0	
Millinery	10 0	
Stockings, caps, gloves, toys, and needles	6 0	
Hats of wool, straw, or fur	15 0	
Ironmongery	8 0	
Tools	6 0	
Cutlery	12 0	
Glass—Looking-glasses	5 0	
window	12 0	
German	4 0	
manufactured plain	8 0	
cut	12 0	
Earthenware, white	10 0	
coloured	12 0	
Tin, in plates, per 100 lb.	1 10	
manufactured, per cent.	12 0	
Copper, unwrought, per 100 lb.		0 8
yellow, per cent.	2 0	2 0
hammered, plates, and sheets, per 100 lb.	0 15	
Iron, cast		1 10
in bars, or unwrought	2 0	
Sugars, raw	0 6	0 15
Tobacco, Varina, per cent.	3 0	1 0
Porto-Rica and Brazil	2 10	1 0
Manufactured and segars	8 0	
Fruit—Oranges and lemons	3 10	2 0
Apples, &c.	8 0	4 0
Butter	0 10	2 10
Hides and skins, raw and undressed, per cent.		15 0
Dried	1 0	
Dressed or tanned, per 100 lb.	7 0	
Hare and Rabbit, per cent.		12 0
Beaver	10 0	
Flax, raw		4 6

The duties in blank are 1-5th per cent. or $3\frac{1}{2}$ st per 100lb.

Transit duties the highest inwards or outwards, or 3 per cent. at the option of the receivers. Wine, spirits, soap, beer and coals, 2 per cent.

Foreign vessels are subject every voyage to a tonnage duty of 3 flo. 12 st. per last; but if belonging to any port where Dutch vessels are on a par with ships of the same country, only 2 flo. 5st. per last per annum. This latter regulation, if carried into effect, must be of serious consequence to the shipping interests of this country, as we believe that some articles, butter and cheese for instance, pay a higher duty when imported into this country in Dutch than in British vessels. We trust that the Legislature will

see reason to abolish the impolitic duties which they have imposed on Dutch butter and cheese.

THE BATTLE OF TRAFALGAR.

OCTOBER 21st was the 11th anniversary since the glorious and decisive victory of Trafalgar: the following passage relating to the battle, extracted from the narrative of a recent traveller, cannot, therefore, but be entertaining to our readers:—

“ Before the battle of Trafalgar, when the orders arrived for the fleet to sail, every man, at all accustomed to the water, was impressed to man the navy; the carnage of that day consequently fell principally on the population of Cadiz; and numerous widows and orphans have to lament the loss of their husbands and fathers in that memorable action. I have frequently heard people relating, with indescribable emotions, the fears, the hopes, the agitations, and the mournings, which occupied those few, but interesting days, when the united fleets of France and Spain sailed from Cadiz, amidst the prayers and benedictions of the people, with the vain expectation of vanquishing the foe who had so long held them imprisoned within their own fortifications. The day they sailed, all was expectation and anxiety. The succeeding day increased the suspense, and wound up the feelings of the people almost to a state of phrensy. The third day brought intelligence that the hostile fleets were approaching each other, with all the preparations of determined hostility. The ships were not visible from the ramparts, but the crowd of citizens assembled there had their ears assailed by the roaring of the distant cannon; the anxiety of the females bordered on insanity; but more of despair than of hope was visible in every countenance. At this dreadful moment, a sound, louder than any that had preceded it, and attended with a column of dark smoke, announced that a ship had exploded. The madness of the people was turned to rage against England; and exclamations burst forth, denouncing instant death to every man who spoke the language of their enemies. Two Americans, who had mixed with the people, fled, and hid themselves, to avoid this ebullition of popular fury; which, however, subsided into the calmness of despair, when the thunder of the cannon ceased. They had no hope of conquest, no cheering expectations of greeting their victorious countrymen, nor of sharing triumphal laurels with those who had been engaged in the conflict; each only hoped that the objects of his own affliction were safe; and that hope found some resource against the anticipated disgrace of the country. The storm that succeeded the battle tended only to keep alive, through the night, the horrors of the day, and to prepare them for the melancholy spectacle of the ensuing morning, when the wrecks of their floating bulwarks were seen on shore, and some, that had escaped the battle and the storm, entering the bay to shelter themselves from the pursuit of their victorious enemy. The feelings of strong sensibility, which had so agitated the minds of the people during the conflict, were now directed to the tender offices of humanity towards their wounded countrymen; the softer sex attended on the wharfs to assist them

in landing, to convey them to the convents and the hospitals; while the priests were administering the last offices of religion to those whose departing spirits took their flight before they could reach the asylums appointed for their reception. When the first emotions had subsided, the people of Cadiz strongly manifested their contempt of the French, whom they accused of having deserted them in the hour of battle; and the attention of Lord Collingwood to the wounded Spanish prisoners, induced them to contrast the conduct of their generous enemies with that of their treacherous allies."

CURE OF DRY ROT.

THE experiment about to be made at Plymouth, by sinking ships, as a preventive of the dry rot, is by no means a new idea. There has not been a ship built at Whithy for many years which has not been sunk in salt water, with a view to guard them against that great evil to shipping, and which never was known to fail in the desired effect. At Hull also this practice has become pretty general. At Liverpool it is known that ships sometimes in the habit of taking cargoes of salt on board, are never subject to the dry rot: the crevices in the ship being closed up with salt, will preserve them from any attack of the fungus for many years.

BARBARY POWERS.

THE following contrast between the situation of Britain, in 1683 and 1816, as respects the above powers, cannot but prove grateful to our national feelings. In the former year, the inhabitants of Algier, after their city had been twice bombarded by the French, sent deputies to make their submission, and demand peace. They delivered up all the Christian captives in their possession, besides paying a considerable sum of money, which is the greatest punishment that can be inflicted on a corsair. Tunis and Tripoli made the like submission. Damfreville, captain of a French ship of war, being at Algier, for the purpose of releasing all the Christian captives there in the French King's name (Louis XIV), found several Englishmen among them, who, after they were on board, insisted to Damfreville, that it was on the King of England's account they had been set at liberty: on which the French captain sent for the Algerine officers, and putting the English into their hands again; "These people," said he, "pretend that they are released wholly in their own King's name—mine, therefore, will not take the liberty of offering them his protection. I therefore deliver them up to you again—it now remains with you to shew what you owe the King of England." The English were carried back to their former slavery. "This anecdote," says Voltaire, from whose work on the age of Louis XIV. it is quoted, "may serve to indicate the pride of the English, the weakness of Charles II.'s administration, and the respect which all nations had for Louis XIV."

Now mark the contrast—In 1816, a British squadron, under the gallant Exmouth, in a worthier era, after reducing the fortifications of Algier to a heap of ruins, obtains the unconditional release of all Christian captives, and restores them to their several countries, together with a large sum of

money, reimbursed by the corsairs, without parade, and in the most disinterested manner, indifferent to what country the slaves belonged, or whom they might acknowledge to be their deliverers: while France, to her eternal disgrace, at the same time, had a frigate in the bay, which not only remained passive, but may be suspected even to have furnished the Algerines with private assistance!

LORD CASTLEREAGH.

IN the year 1787, as the present Lord Castlereagh, then Mr. Stewart, was enjoying the pleasures of an aquatic excursion with his schoolfellow and friend, Mr. Sturrock, near Castle Stewart, the seat of his Lordship's father, the Earl of Londonderry, unaccompanied by any other person, a violent squall of wind upset the boat, at the distance of two miles from the shore. Lord Castlereagh, who was an excellent swimmer, recollecting that Mr. Sturrock could not swim, immediately on the boat sinking directed his attention to his friend, swam to him, placed a piece of a broken oar under his breast, recommended him with the most encouraging composure and presence of mind to remain as long as he could on this piece of wood, and, when fatigued, to turn himself on his back, which he shewed him how to effect, by placing himself in that position. He continued swimming near his friend, occasionally raising his hands, in the hope that some one might discover their perilous situation. Mr. Sturrock's father, and Mr. Clealand, his Lordship's tutor, had been looking at the boat previous to the squall, from which they had taken shelter in a temple in the gardens at Mount Stewart. Upon the storm subsiding, these gentlemen quitted the place; immediately missed the boat, and concluded that she was lost. Most providentially, they found in the harbour a small boat, into which they sprung, with feelings which it would be in vain to describe, and, after rowing with all their vigor for a mile and a half, they at last discovered, as the waves rose and fell, a hat, and not far from it a hand waving: they redoubled their exertions, and came up to Lord Castlereagh. "Never mind me (said his Lordship); for God's sake go to Sturrock, or he will be lost—leave me, I can support myself until you return." They accordingly left him, and arrived at the critical moment when his young friend had just risen, after sinking the first time, and seizing him by the hair, they drew him, senseless and exhausted, into the boat. They then returned to his Lordship, and rescued him also. It is impossible to describe the alternate agony and joy which characterised the whole of this awful and impressive scene.

A PIG IN DISTRESS.

A GRAVESEND fishing smack, on her voyage to the North Seas, having arrived a few days ago off the coast of Norfolk, the hands observed a stranger out of his element, and hauled in, not a *cod fish*, or any other of the scaly tribe, but a live barrow *pig*, to the great amusement of the fishermen. What makes this circumstance very singular is, that there was no other vessel in sight, no current setting that way, the sea ran high, and the distance from the land being very considerable, the poor pig must have been some time afloat.

THE CAPTAIN PACHA AND GOVERNOR OF SMYRNA.

LETTER from Smyrna, dated August 30, 1816.—The fleet of the Captain Pacha, Grand Admiral of the Ottoman Empire, 44 sail in number, cast anchor in our roads on the 25th instant. The appearance of this force was fatal to our Governor, Hadgi Mahmed Kialip Oglou. On the second visit which he made to the High-Admiral, he was arrested by his orders on board the fleet, beheaded the same evening, and his head sent by a Tartar to Constantinople. This event threw in particular all the Europeans here into the greatest consternation, for this Governor maintained, in respect to them, the strictest police in the trading places of the Levant.—The Captain Pacha, as soon as he was informed of the apprehension of the Europeans, sent word to the Consuls, desiring them to assure their countrymen, that he would strictly maintain the tranquillity of the city, and that Oglou's successor would pay the same attention.

It is affirmed, that in the Grand Seignior's firman, sentencing Oglou to death, it is alleged, among other reasons, that he had enriched himself by illicit trade, exportation of provisions and oil, &c. The following circumstances have, however, probably contributed to his punishment:—

Kialip Oglou, as agent for the government of Algier, had enlisted men for the service of that Regency. In order to accelerate the departure of a division of recruits, he caused (as he had already done on a former occasion) people to be forcibly seized, and confined on board of the transport. Among these were some camel drivers, who had brought corn to market. Their companions fled, and none of them would venture to come to Smyrna, by which the price of provisions rose, and murmurs broke out among the people. But on his causing an Inan and three Moors to be taken in the night from a mosque, the public indignation broke out into open tumult. A body of 3,000 persons, among whom were many women, and all the Chiefs of the Janissaries, went to the *Mehkeme*, where they declared aloud, that Oglou formally attacked religion, since during the festival of the Ramadan he caused the faithful, and those who preached to them, to be seized even in the mosque:—that he exposed the city to famine, by seizing those who brought corn—and all this to assist by violence the pirates of Algier, for which they demanded revenge, and desired he would immediately repair to the *Mehkeme*. The Cadi granted this; but Oglou, notwithstanding the summons, did not appear; and this general insurrection would certainly have been then fatal to all the Europeans, had not Osman Zede, the Bash Ayan of the city, succeeded in appeasing the tumults, by promising the people every thing. The ship for Algier sailed, however, the next morning. Mean time the Mollo sent a messenger to the Captain Pacha, who was with his fleet at anchor before Scio. The latter seemed to treat the matter slightly, in order, as is believed, to appear the more unexpectedly before Smyrna.

Kialip Oglou received considerable presents from the Algerine government, for his zealous endeavours, and particularly the cargo of corn which was on board the ship that came to fetch the recruits. It was pretended

that it was for the supply of the city, but he caused it to be sold for his own account in the European ports of the Mediterranean.

His brother, who was chief of the Customs, is likewise removed from his office, and must settle his accounts under the inspection of two of the Admiral's officers.—The Admiral has, mean time, taken possession of the great and magnificent Palace he had the folly to build and furnish, and it is supposed he also will be beheaded as soon as his accounts are closed.

The large property of Kialip Oglou falls to the Sultan's treasury.

RUSSIAN EXPEDITION.

ON the 19th October, the ships *Suwarrow* and *Kutusow*, belonging to the Russian American Company, under the command of Captain Haigemeister, of the Imperial Navy, sailed from Cronstadt for the Aleutian Islands and the north-west coast of America. Their cargoes consist of various articles necessary for the colonies. Mr. Haigemeister was born in Esthonia, served by order of the government for several years as a volunteer on board the English fleet, and was present at several naval actions under Nelson. In 1806 and 1807, he made a voyage to the north-west coast of America for the Russian Company, and returned by land through Siberia. Of the ships now under his command, is the *Suwarrow*, also under his command last summer, from a voyage to these colonies, and the *Kutusow*, a vessel which conveyed Moreau from America to Europe, and was afterwards bought by the Russian Company, who gave it the name it now bears. As Captain Lasarow was at Lima a year ago, the government was very friendly and attentive to him; the Emperor has, therefore, conferred on the Viceroy of Peru, the Marquis de la Concordia, the Order of St. Anne of the first class; and the same order of the second class on the Director of the Phillipine Company, Don Pedro Abadia, and sent the insignia to the Russian Minister at Madrid, to be forwarded to their destination.

MR. JOHN BARKER'S METHOD OF PURIFYING WHALE OIL,* OR WATER.

Take a garden flower-pot, glazed internally and externally, and into the hole in its bottom compress a piece of clean dry sponge, so as to fit very tight in the hole, and that part of the sponge remains above the hole, and part below it; then having placed any vessel as a receiver beneath, fill the flower pot with the oil to be purified, it will percolate through the sponge into the lower vessel, part attached to the sponge, and part at its bottom. These impurities or dregs may be scraped off the sponge, and the operation proceeded in many times before there will be a necessity to take out the sponge to be perfectly cleaned. The oil which has passed the sponge is then fit for use.

* For this invention, Mr. John Barker, who resides at No. 25, Great Wild-street, Lincoln's Inn Fields, received a premium of five guineas from the Society for the encouragement of Arts, Manufactures, and Commerce.

TO PRESERVE CARROTS, &c. FIT FOR FOOD DURING THE WINTER MONTHS,
OR FOR USE ON A VOYAGE.

H. B. WAY, Esq. of Bridport Harbour, Dorsetshire, has been presented with the silver Ceres medal, by the Society for the encouragement of Arts, &c. for his mode of preserving carrots, &c. as follows:—The carrots were sown broadcast in the usual way in Mr. Way's garden, on the 23d March, 1814, and thinned out as wanted for family use. On the 20th of August following they were all dug up, the greens and tops of the roots cut off, and cleared from the earth that adhered to them, and immediately the carrots put in a dry cask, and then a layer of earth in the bottom of the cask, and then a layer of carrots and earth alternately, till the whole be put in, and a cover put on the cask. The cask was then placed in a dry cellar. Mr Way states them to be vastly superior to carrots that remain in the ground till the latter end of September or October, and then taken up and preserved. Some of the carrots as above preserved were used on the 20th of April, 1815, and eat as good as when first packed in the cask, but they require nearly double the time in boiling that carrots do when immediately taken out of the ground.

CORRESPONDENCE.

On the Construction of our Frigates.

MR. EDITOR,

THE purport of the following statement is to convince you, that there has been considerable want of judgment displayed in the construction of our frigates for the last forty years; and if you think it will not be unacceptable to the readers of the Naval Chronicle, you will oblige me by giving it a place in that publication.

I am, Sir, your most obedient servant,

J. C. P.

IN the war which commenced with France in the year 1756, and ended in 1763, the principal part of the frigates belonging to both nations averaged 680 tons, carried 32 guns, twelve and six-pounders, and 220 men each; and whenever the parties happened to meet, the British frigates always compelled their adversaries to surrender after a battle, which seldom exceeded two hours, in which the Frenchmen lost one or two, and sometimes all the lower masts, besides having double the number of men killed and wounded to that of their opponents. But in the month of June, 1773, the French government gave an order to construct their frigates of the above force three feet broader, and twelve feet longer than the former, which

made them 250 tons, or more than a fourth larger than the old class, and the complement being raised, in the same proportion, to 290 men, they became exactly as five is to three, superior to the British frigates of the same rate. And if it required the utmost exertions of our seamen to make them submit, when precisely equal at all points, what was to be expected in the event of another war, but to hear that these ships, or any other of the same dimensions, were either taken or destroyed, if obliged to fight them under such disadvantages. However, notwithstanding that was evident, an order was immediately given to build several frigates of 32 guns, of the same tonnage as before; but in consequence of forming their bottoms upon a different construction from the old class, their rate of sailing was not equal to them, or to the French frigates that were taken in the war of 1760; and particularly to those which were afterwards captured in the contest of 1780; and that I know from experience, having served on board of one of them built in 1773 more than five years; and though she sailed as fast as most of the frigates constructed between that time and 1781, when she was lost, yet I have frequently seen loaded merchantmen and Dutch doggers leave her astern when going by the wind against a sea: nor was she ever capable of coming up with a single privateer in the course of five years, though she gave chase to many of them of all descriptions; and in consequence of frequently missing stay, when she ought to have performed it, the ship was very near being lost, with all the crew: and several frigates were then constructing upon a smaller scale, which averaged 590 tons, and were to carry twenty-eight nine and three-pounders, and 200 men; when, at the same time, it was well known, that there were no such paltry frigates in the French King's service to contend with them; therefore, British courage was supposed to be capable of overcoming all difficulties, and those ships were expected to take French frigates of 32 guns, even after they were become two-fifths more powerful than the old class of the same rate, and the latter were exactly in the same proportion superior to the above British frigates; for they discharged one-third more metal from each broadside; in balls very near a third heavier than their opponents (the French twelve being thirteen pounds English), besides having the advantage of a seventh in the tonnage, and a tenth in the number of men. And upon that economical confined scale were we constructing our single-deck ships, when the war commenced in the year 1778, by a battle between the *Arethusa* (formerly French), of 32 guns, and 220 men, and the *Belle Poule*, one of the new class of the same rate; and after a battle of four hours, the main-mast of the former went by the board; and if the *Monarch*, which lay in sight becalmed, had not obtained a breeze which enabled her to bear down, and oblige the enemy to sheer off, there is little doubt, after that material accident, but that the British frigate must have surrendered, and then the popular song, "On board of the *Arethusa*," would never have been brought upon the stage to entertain the public. Soon after that contest, advice was received from the West Indies, that the *Minerva*, of 32 guns, was taken and carried into Cape François, by the *Concorde*, of the same force. These very unexpected occurrences, however, had not the effect of convincing us, that our frigates were too light;

for the Fox, of 28 guns, was sent off Brest for the purpose of meeting a French frigate, and was conducted into that harbour by the Junon, of 32 guns, which having the advantage of one-third in tonnage, men, and metal, was more than double her capacity, and could easily have taken two such ships, one after the other, in the course of a day. Then, for the first time, the public papers represented these frigates as being totally unfit to blockade the French ports, and only qualified to engage privateers; and the late Admiral (then Captain) M'Bride reported them in the House of Commons to be an useless class of ships, that were only calculated to tarnish the honor of the brave men who had the misfortune to command them. Had he then seen the large French frigates of 32 guns, which were afterwards taken, he would have reprobated our petty class of that rate also. Captain M'Bride, at the same time, expressed his disapprobation at our building ships of 64 guns, which he justly observed, were neither capable of sailing so fast, nor of carrying sail with 74's; and, that when the former could only shew two or three of the aftermost lower-deck guns, in a swell or a sea, the latter could fight the whole tier. But he was told in reply, that he brought the language of a porter into the House, and that there was not a clerk in the office who was not as well acquainted with the subject on which he had treated as himself. It appears, therefore, that because the captain spoke important truths in unpolished language, that was not only to be considered as a sufficient excuse to treat his observations with contempt, but to cover the misconduct of those who had neglected their duty, in not providing frigates equal in tonnage to the enemy's of the same rate; and to continue building them upon the old scale, to disgrace the British flag, and to be an useless expensive burthen upon the country. Having already proved that, in three instances, I will now produce the following to support my assertion. The Southampton, of 32 guns, was crippled and beat off by a French frigate bound to America, with ordnance stores and clothing for the army. The Apollo, of the same rate, was disabled, in a severe action with a French frigate of equal force, also bound to America, with brass cannon, and a considerable quantity of cash to pay the French troops, which would have been a capital prize to the British frigate, had she been equal to her adversary at all other points, as well as the metal. The Quebec, of 32 guns, was sent off Brest, where she fell in with the Surveillante, of the same force, and after a battle of three hours and a half, both ships were totally dismasted, and the Quebec caught fire through the misconduct of the crew, in discharging the guns through the wreck of the main-mast, which had fallen over them, instead of clearing it away: but had the British frigate been equal to her adversary in tonnage and men, there is no doubt but that the enemy's colours would have been struck an hour sooner (as in the former war), and a fine frigate would not only have been added to our navy, instead of losing one, but the French would not have had that opportunity of disputing the superior talents of British seamen; for the force of a ship is calculated upon the number of guns, and weight of metal that she carries—tonnage and men are entirely out of the question; because it is supposed that the government ships of all nations, which are exactly upon a par with respect to the metal, are equally so at

all other points; and that one power will not have the vanity to suppose that their ships can beat those of another, in the proportion of three to five, by allowing them the advantage of one-fourth in the tonnage and men; and in some cases, with the Americans, of more than two to one, by their having had also the same superiority in the number of guns and weight of metal. To prove this clearly, I must observe, that if a frigate, rated at 38 guns, were mounted with 28 24-pounders, and 16 42-pounder carronades, and another ship exactly one-fourth larger in the tonnage, was furnished with the same number of 18-pounders and 32-pounder carronades, and each of them had a complement of 350 men, who were equal in strength and abilities on both sides, that then, under those circumstances, they would be exactly upon an equality at all points; because, the difference in the dimensions of the ships would correspond precisely with the difference in the diameter of the shot; therefore, the 18 and 32-pound balls would have exactly the same effect upon the hull and spars of the small ship, that the shot one-fourth heavier would have upon the larger; but if their guns were exchanged, then each ship would have her proper metal, and the stoutest would be superior to the other as five is to three, with respect to the force; to which add one-fourth to the complement of men, and she would then be exactly of double the capacity: but if the number of guns were increased on board the large ship one-fourth, then, of course, the balance in her favor would become as fourteen is to six, or as seven is to three. I think the truth of this statement must appear so evident to the reader, whether seaman or landman, as not to admit of any dispute upon the subject. Having now shewn, that all our frigates of 32 guns, that were engaged with the French in the course of that war, failed to perform their duty, for the reasons above stated, I will now produce proofs of our inability to make them submit, with captured ships of the same tonnage; for the *Magicienne*, mounting 32 guns when taken, but absurdly rated in our service at 56, was dismasted and beat off by the *Cybille*, carrying only 32 guns; and the *Capricieux* French frigate, of the same rate, engaged the *Prudente*, of 36 guns, for four hours, and obliged her to drop astern, notwithstanding she had not a chance of escaping, as there was another British frigate in sight, that gave chase at the same time, which soon after came up, with light airs, and compelled her to surrender. It appears, therefore, that those stout French-built ships, which were much more expensive in their repairs and equipment than our own, that carried the same weight of metal, were equally as useless to the country; but their want of success must be attributed to those who rejected the application of their captains for a greater number of hands, which they certainly required, having only 240 men, which was the complement of the *Pallas*, *Venus*, and *Brilliant*, of the same rate, that were not so large by 200 tons. Nor was there a frigate in the service calculated to take a French ship of 32 guns, till the war was nearly half over; and then the largest frigate ever built in England, and the first to carry heavy metal, was launched at Deptford; and being furnished with 36 18 and 9-pounders, and 260 men, seven-eighths of whom were any thing but seamen, she proceeded off Brest, where she fortunately captured the *Nymphé* French frigate, which, though

only mounted with 32 12 and 6-pounders, was 68 ton larger than her opponent, and had on board 291 men. But the success of the *Flora* must be attributed to the temerity of the French, who made several desperate attempts to board her, which was greatly against them: for in descending the side of their own ship, and mounting that of the *Flora*'s, they were destroyed in great numbers with the pike, bayonet, and tomahawk (by the British landmen, who were well defended by barricadoes), and were at last repulsed, with the loss of half the crew. Whereas, had the Frenchmen stood to their guns, instead of boarding, with the use of which, from long practice, they were much better acquainted than their untutored adversaries, there is little doubt but that the result would have convinced us of the impropriety of sending a ship just launched upon that station, without giving time for the officers to exercise and regulate a young ship's company. About the same time, another clumsy frigate, of superior rate, called the *Minerva*, appeared at Spithead, crowded with 28 guns upon the main-deck, which was only the length and burthen of the *Nymph*, and other French frigates of that class, though not equal to the *Duc d'Artois*, just then taken, of the same force, by 222 tons. But instead of constructing at least twenty frigates upon a larger scale, and a better model for sailing, we recommenced building two-deck ships as substitutes, to carry 44 18 and 9-pounders, and 500 men, that were not so large as the French frigates of 32 guns, by 50 tons: and though they were not only found to be top heavy, but to sail indifferently, as might have been expected, and were liable to be taken by the above frigates, if a swell or the least sea prevented them from fighting the lower tier; yet these grand defects were overlooked, and more than twenty of them were constructed in the course of eight years, the greatest part of which were afterwards converted into store and troop-ships, and the rest into guard-ships. But notwithstanding our negligence in not having frigates equal in tonnage to the enemy's, there were no less than thirteen French ships of that description, amounting from 30 to 40 guns, in our possession when hostilities ceased, the whole of which were taken by fleets, squadrons, and two-deck ships, the *Nymph* excepted; and there were three Spanish frigates captured, the smallest of which, mounting 28 guns, was 276 tons, or near one-third larger than the *Pearl*, of 32, which took her, and the enemy had on board 270 men. Six American frigates were also taken, but not one of them by a single British frigate, and another blew up while engaging the *Yarmouth*, 64.

It is evident, then, that in a contest of seven years with America, four and a half with France, three and a half with Spain, and a year and a half with Holland, that of fifty frigates that were upon an average on the navy list, mounting 12 and 9-pounders, not any of them succeeded in taking an established government frigate from one of the powers with whom we were at war, except the *Pearl*, and that was only a contemptible Spaniard, carrying a less number of guns; but her superiority in tonnage and men enabled her to maintain an action for two hours and a half, the greatest part of which time it was very uncertain who would be obliged to strike first; therefore, the *Flora*, small as she was in proportion to her metal, performed more honorable points of service in the course of two years, than

all the frigates in the British navy, consisting of fifty, executed in seven; for she took a French frigate, of 32 guns, superior to her in every thing but the metal, at one time; and a Dutch frigate, of 36, at another; and after shifting the prisoners, she bore down and obliged another Dutch ship, of the same force, to sheer off, and leave the Crescent frigate, which had just surrendered, to be retaken; but unfortunately, a few days after, they fell in with the Fripon and Gloire, French frigates, of 32 guns, and their captains perceiving the Crescent to have lost her main-mast, and the other ships to be disabled, bore down with an intent to attack them, which obliged Captain Peer Williams, of the Flora, to make sail, and leave his prizes to be taken. The mortifying result of that action ought to have convinced us of the impropriety of building frigates of 28 guns, or even of 32, upon the small scale we were then constructing them; for had the Crescent been equal to the Flora, or only a 32 of proper dimensions, not only both the Hollanders would have been taken, but the Frenchman also, had they dared to attack them; and many of our brave fellows would have gained a little prize-money, as well as credit, for their exertions, instead of going to prison.

Soon after the commencement of another war, in the year 1793, the Boston, Venus, and Thames, of 32 guns each, were beat off by frigates of superior force; and then an order was given to construct several ships of the same contemptible rate, to carry 18-pounders, and 254 men, that were actually not so large as the French-built frigates then in our service, which were taken in the former war, and only mounted the same number of 12^{lb}-pounders, by 130 tons: this must appear extraordinary even to landmen; for they will naturally suppose, that if our frigates mounted one-third heavier metal than the enemy's, they ought to have been at least one-fifth larger to support the weight of it, and to carry a superior number of men to fight the guns: but here we find the balance on these important points to have been nearly as much against them, as it should have been in their favor; the ships alluded to, are the late Cerberus, Galatea, Stag, Unicorn, Pallas, &c.; the last named ship was wrecked at the foot of Mount Boton, near Plymouth, in consequence of supplying her and the rest of them with the anchors and cables of the old class of the same rate, that were not so large by 120 tons: therefore, in order to save about 200*l*. the difference of expense between proper ground tackling, and that which they were furnished with, the value of 20,000*l*. was lost; and if the ship had gone on shore at half-flood, instead of high-water, the greatest part of the crew, if not all hands, would have perished. But that was not the only fault in their equipment; for they were mounted with 18-pounders, five hundred weight heavier than those on board the frigates of 38 guns, which were a fourth larger in the tonnage; and on the other hand, they were provided with masts and yards that were too light, and did not give them a sufficient spread of canvas, for which reason they sailed indifferently. Ten years after the above ships were launched, we again resumed building frigates of the same rate, to carry 12-pounders; but instead of forming them upon a larger scale, they were actually of less burthen than those which were constructed forty-five years before, measuring only 664 tons.

I have further to observe, that for the last thirty years, all the maritime powers of Europe, and also the Americans, have been constructing frigates to carry 44 guns, which have averaged 1120 tons, and none of them have had less than 28 guns upon the main-deck, while in the course of that time about one half of our frigates have been built to mount 42 guns, have averaged 920 men, and not any of them have carried more than 26 guns upon that deck. Now, I am inclined to think, that if those gentlemen who had the directing of their plans, had considered that a gun may be discharged from a ship twelve times an hour, and consequently, in a battle of three hours, would deliver six dozen of balls, with the guns double-shotted, they would not have given them that advantage, together with a sixth on the tonnage and men; for if every six of them six dozen of balls, or only half that number, were to pierce the twelve squares of dead wood between the guns, which are six feet each way, and behind every one of them twelve men are stationed, more than one-third of the people at those quarters would be either killed or wounded: and it is not improbable, in a close action of three hours with smooth water, for half the number of shot which might be discharged from that single gun, which is in the enemy's favor, to cause the destruction above-mentioned. But it may be said, that those ships were found sufficiently powerful to take the French frigates in the course of the late war; and that I acknowledge, generally, but there are instances to the contrary; for the *Creole* and *Astrea* were beat off at the close of it, near the Western Islands, by the *Etoile* and *Sultane*; and the former were under the necessity of returning home, without having gained much credit, in order to have their damages repaired, at considerable expense; while, in the mean time, the Frenchmen kept their station, and destroyed about five hundred thousand pounds worth of goods and shipping for the merchants. But in returning to port, the *Etoile* fell in with the *Hebrus*, of 36 guns, which she engaged for two hours and a quarter before her surrender, notwithstanding she lost the services of fifty men in the first action, and was considerably disabled. And as frigates of 38 guns are, every thing considered, one-fourth superior to those of 36, I am of opinion, that if the *Astrea* and *Creole* had been of that class, both the Frenchmen would have been taken, or at least so much disabled, as to have been under the necessity of returning to port immediately; and in either case, the serious losses which the merchants sustained would have been prevented. Frigates, of 36 guns, it must be acknowledged, have generally succeeded in taking their opponents, after much hard fighting; but then at the same time it must be allowed, that if they had been equal to them at all points, instead of being one-third inferior, the battles would have terminated much sooner, and of course the loss of men, and the damages which the ships sustained, would not have been so great; the expense also for repairs, and time requisite to complete them, would have been considerably less, and the ships sooner ready for service.

MR. EDITOR,

8th November, 1816.

WHILST such reductions have been made in every other department, both in the army and navy, in consequence of peace, it has been observed with wonder and surprise, that the late vacancies at the Board of Admiralty have *both* been filled up, and that no change of system, or any reduction, is intended or contemplated *there*. Ministers justify this determination on the plea, that the same number of commissioners have been employed at that Board for the last two hundred years, during peace as well as war, and therefore the same number must now be still kept up; this is a very comfortable sort of doctrine for the Lords lately appointed; but that it is agreeable to the country, or fair to other departments, where much reduction has taken place, I will not take upon me to assert; at the same time, I must say, that the selection and appointment of one of the gentlemen, Sir Graham Moore, has, I know, given great satisfaction, as he is allowed to be one of our best and most active officers, and a clever man: nor ought it to be forgotten, that he is the brother of the gallant General Sir John Moore, who died gloriously at Corunna, at the head of his troops; it is therefore very pleasing to see the Admiral filling a place at the Board of Admiralty, where, I am confident, he will do his duty, and *all* he can for the good of the service. The other new Commissioner is a gallant young soldier, the Marquis of Worcester, who, if he has not fought under a Nelson or an Exmouth, has made several campaigns with our brave and victorious Wellington, and who, I do not believe, would have accepted his present office as matter of choice; he has been imprudent, and, I must say, is *misplaced* in being made a Lord of Admiralty, although he will, no doubt, having fair abilities, prove equally useful there, with many who have sat before him. Seeing, therefore, that this Board is to continue on the same footing, in time of peace as in war, it is surely to be hoped, the duties incumbent on it to discharge, being now much fewer, they will be executed in such a way, as to leave no room for the nation or the naval service to complain of carelessness or inattention. The outfit, and execution of the late expedition to Algier, reflects credit on the Board of Admiralty; and now that profound peace reigns throughout Europe, and we have but few squadrons abroad requiring much attention, it is certainly the proper time for the Commissioners to set themselves *seriously* to work, to consider in the first place the merits of the different plans suggested to them, for improving and ameliorating the service, and then to proceed to put these improvements into execution, with as little delay as possible. I have before adverted to some of them, and would now beg leave to remark, that with regard to the continuance of *impressment*, and a *fixed system of command*, being introduced into our naval service (on both of which topics *Nestor* writes so zealously and clearly), I have no doubt whatever, that it is not the intention of government to resort again to the system of *impressment* to man our fleets in case of war, as we cannot, I think, again require the same number of seamen as in our late war; and most naval men agree in thinking it ought to be abandoned, and must be so. I think, therefore, some assurance from Government, or the Board of Admiralty, might be given to that effect, declaring that nothing but absolute

necessity shall drive them to resort any more to such a practice; for my own part, I am confident a small honny, on the commencement of a war, will procure plenty of men, and God forbid we should have more wars of *twenty years duration*. The *fixed system of command* is imperiously required; and this is universally allowed. Nor, Mr. Editor, is it less the duty of the Admiralty to consider *again*, whether the payment of ships on foreign stations is not also *very* practicable, as it is admitted to be *very* necessary and desirable. The old commanders and lieutenants are *still* neglected, still unattended to; nor have any adequate *retired lists* of those two classes of officers yet been formed; nor any compensation for loss of effects by shipwreck yet allowed; but I am glad to see that travelling expenses has been allowed to officers employed at Algier, and suppose this will henceforth become the practice of the service. It is now assuredly the time for these and other improvements to be introduced into the service; and if this is not done, it will be the duty of Parliament (and I trust will not be neglected) to call on the Board of Admiralty for the reasons of such inattention and want of regard to the best interests of that service over which they preside, so important to the prosperity and glory of Old England.

Nor is their assiduous care less due to the building and repairing of our men of war: on this head, the remarks of other correspondents* leave me little to observe. In hopes of seeing the work of reformation and improvement successfully and diligently pursued by the Board of Admiralty in time of peace, I am, Sir, &c.

Alfred.

MR. EDITOR,

6th October, 1816.

IN a former letter, I made a few remarks on its being the duty of relatives, friends, and companions in arms, to rescue from oblivion the honorable names of departed naval officers, by putting together the particulars of their services to their King and Country; I look, indeed, upon this duty as no less imperious than that of raising monuments to their memory; and it is of inconsiderable moment, whether *one* officer had more opportunities of distinguishing himself than *another*, whose private virtues may again have been as far superior to his; and the lustre of these is no less dazzling and delightful to the minds of the young and well-principled officer, nor less important and essential to his future happiness and respectability, than the glowing annals of brilliant actions with the enemy: the fact is, that united, they form the naval hero; but the worthy seaman, who wanted opportunity *only* to shine with equal brightness in the hemisphere of our naval victors, may also claim a place amongst

* Neptunus, Albion, &c.

England's naval worthies, of which the list is long. I had occasion, lately, Mr. Editor, to refer to your 25th volume, in which is recorded the life and brilliant achievements of a very brave and gallant officer, Sir A. S. Douglas, who was Lord Howe's captain in the Queen Charlotte on the 1st of June, and led the attack on the French fleet by Lord Bridport in the year after, in which he displayed the most ardent courage, and the most scientific skill as a seaman; unhappily for his country, and his family, he died of the effects of a wound received on the 1st of June, soon after Lord Bridport's action. The memoirs of this greatly lamented officer are chiefly taken from his own letters to his uncle, Sir A. S. Hammond, late comptroller of the navy; and from a brief but highly interesting account of his professional services, drawn up by himself, at his uncle's request. What I would now suggest, and strongly recommend to naval men, is the embracing the period of leisure and retirement which a state of peace with all the world allows to so many of them, to make notes or memoranda of their professional services,* and the most interesting circumstances of their lives; these, if not given to the public *now*, can remain, if they wish it so, safely deposited in their escutoir, until they fall into the hands of those who come after them, whose duty it will then be to give them to the public, through the medium of your valuable and interesting work, which, Mr. Editor, has already recorded the private worth and glorious professional services of so many of England's naval worthies: let it not be said, therefore, that services of *less* value or brilliancy possess *no* interest in the eye of the public, of naval readers; every officer who has passed the best years of his life in the service of his country, must have met with many difficult trials, wherein his skill and fortitude must have been put to the severest test; and to record these for the information and instruction of those who may be placed in similar circumstances, is no less his duty, than it will, when undertaken, prove a light and pleasant task. I am hopeful, Mr. Editor, that now so many naval officers are living in retirement, free from the cares and bustle of service, many of them will adopt my suggestion, and furnish you with accounts of dangers they have experienced, resources they had recourse to under them, and other circumstances highly important for naval men to know, and interesting in general to your readers to peruse. Nor is it less their duty and province, freely to communicate what improvements they think desirable in our service; which has attained such unrivalled excellence in active service, and yet is allowed still to stand in need of considerable reform in its subordinate details, and even general administration; by doing so, I am convinced much good would follow.

Gracchus.

* Many have it to do, in order to obtain pensions for wounds, &c.

On bestowing Medals on the Officers and Men who fought at Algier.

MR. EDITOR,

October 7th, 1816.

EVERY generous mind must have rejoiced sincerely in the success of Viscount Exmouth's glorious expedition, and must therefore view, with feelings of satisfaction and approbation, the highly merited honors and promotion so liberally dispensed amongst the gallant officers who served in the cause of humanity. Surely the navy have not cause now to say, that they have been overlooked; * one thing more, however, in my opinion, is wanting; viz. medals—to perpetuate the victory, and to adorn the breasts of those who won it; these ought to represent *the deliverance of the captives*, and to be bestowed on both officers and men, as at Waterloo.

Y.

On the Severity and Vexation of Naval Punishments.

MR. EDITOR,

25th September, 1816.

THE proportion of men punished in the navy is much greater than in civil society. Those who wish to make accurate calculations on the subject, may have recourse to the punishment lists, now transmitted to the Admiralty; but it is to be observed, that this transmission is a late regulation, and it is probable the number of punishments may have considerably decreased, since the captains have known their superiors would see their works; and since corporeal punishment lately has been much a subject of public conversation, public execration, and parliamentary inquiry. Besides the punishments stated in these public returns, there are other *customs* on board ship of punishing seamen, other more heart-breaking modes of compelling obedience. These modes and customs are only partially countenanced; the Admiralty, I believe, disapprove of them, but courts martial do not punish them.

The most prominent of these customs is what is called "*Startling*;" that is, one man beating another with a piece of rope, as hard as he can hit him; the other being perfectly defenceless; and forbid even to *look* displeased, as that is "*Contempt*," or "*Disrespect*." No register is kept of this, as of the *floggings* at the gangway; no account is rendered to any superior; the captain being responsible for his inflicting this punishment, to nothing but his conscience.

I am aware, that this punishment is so dreadful, so hostile to the feelings and ideas of every Briton, unpolluted by what is miscalled naval discipline, that it is going fast out of practice; but I have seen it administered in 1812, and heard the captain aliege for doing it, he should be ashamed of transmitting his punishment list, it would be so crowded was he to flog every man whom he thought deserved it.

* Of course the wounded will receive pensions.

Starting is more generally used for want of alacrity than for any other offence. I have witnessed its being practised in the following manner:— In hoisting the topsails to the mast head, hoisting boats in and out, hoisting in beer and water, and such like duties; when they were not done with smartness, the captain stationed the boatswain's mates at different parts of the deck, each with a *rope's end*, with orders to beat *every* man as he passed them. The proportion of boatswains' mates to ships is two to the first hundred men, and one to every hundred afterwards. In performing all these little pieces of duty, every man almost, as he ran and pulled upon the rope, had to pass these boatswains' mates, who of course, according to the captain's orders, beat them. Thus, whether good or bad, whether old or young, whether sailor or marine, whether exerting himself or not, nearly every man in the ship got a beating. Sometimes these evolutions were frequently repeated, for the sake of exercise and "*order*;" and I have seen them last so long, that when done, the whole ship's company were lying about the decks like so many hard-hunted greyhounds. Let me observe, that the men were not started at every time of performing their task, but only at those times when the captain might deem them particularly slow. These modes of starting have been sanctioned by *custom*; and have been, from their temporary beneficial effects, pronounced by courts martial, praiseworthy and honorable.

The other modes of punishing seamen, sanctioned by *custom*, consists in stopping their grog, confining them in irons, making them stay hours in the rigging, walk the decks with crow bars on their shoulders, placing them to mess with the pigs, perform extra work, &c.; and when work is thus made a punishment instead of being made honorable, captains feel angry with their men, because they take no pleasure in doing work (in other words, being punished). Here, they bring a virtue into disrepute, than which none is more necessary to the existence of society; forgetting, that though the Almighty has, for all-wise reasons, condemned the human race, for their sins, to eat bread by the sweat of their brow, he has made labor the means of bringing happiness, subsistence, and health to all; it is therefore as impolitic, as it is unwise, to make so necessary a virtue a disgrace. The end proposed by all these punishments, is to produce simultaneous exertions. From this, results the execution of a greater given quantity of work, in a given time, by which means, at the end of days, weeks, or months, the ship's company have probably some little leisure time; and reflection being dreaded, as tending to injure the service, it gives occasion to the inventive genius of the captain, or first lieutenant, to find them further employment. This employment is most likely similar exercises.

It is so cruelly being at all times censured in England, and it is to its having been sometimes an object of salutary parliamentary inquiry, and general indignation; but, above all, it is to our national character, encouraged by our national institutions, we owe it, that there is not (under the present system) much more tyranny practised in the navy than there actually is, that our ships have acquired victories, instead of plunging the nation into ruin.

Mentor,

MR. EDITOR,

10th November, 1816.

IT is certainly true, that in a free and enlightened country, such as Britain, besides being one of its dearest rights, it is decidedly for the good of both ministers and people, that *public opinion* should on all occasions be freely expressed and promulgated. I am led to the consideration of this subject, by perusing a letter from an officer of the *Leander*, in your last number, which is, I am glad to find, most satisfactory, so far as it relates to the *complete sufficiency* of our new fifties, of which some doubts had been expressed by one or two correspondents; I am happy, as I am persuaded these gentlemen will also be, to find that these ships have answered the wishes and expectations of our naval officers so completely; for no ship can be more severely tried than was the *Leander*, the battle of Algier having been as long, severe, and close, as any that has been fought for many years. As I am well convinced your correspondent did his duty in the action, so I hope he has either obtained, or will be put in the way of obtaining, promotion; and I think he has acted very properly in making it publicly known, that our new ships are really complete, and beyond all doubt fully equal to meet any ships of similar size belonging to the Americans. I trust government will, as this officer advises, along with so many other correspondents, continue to add, as they are now doing, more ships of this description* to our gallant navy. Being one of those whom the officer of the *Leander* may choose to denominate croakers, I must be permitted to tell him, that these croakers about the late American war, and its numerous disasters, will not, at this late period, be easily persuaded that it was *not unfortunate*; both the British generals and British naval officers held the American frigates so cheap in the beginning of the war, as led to the loss of three of our own frigates and many smaller ships of war—they will not be *easily persuaded* that it was *not unfortunate* these heavy American ships should fall in only with British ships of much inferior force, and in general very indifferently manned—they will not be easily persuaded that both the American ships, and dock-yards, and harbours, might not have been laid hold of and destroyed in the earlier part of the contest, although it was found impracticable in the end of it. Taking these things under our consideration, and also how little accustomed Englishmen were to hear of their frigates being captured by ships which an arrogant enemy denominated frigates also, although now well known to be so much heavier, I think it is not at all wonderful that the people of this country felt *galled* and *sore* at the unexpected and unexampled success of this new naval power. Although these feelings were general amongst all classes, not excepting naval men themselves, it never was said or believed that our officers and men had not done their duty and fought most gallantly; witness the heroic exertions of a Lambert, a Blythe; of a Manners, and a Peake—they died gloriously, and it is only to be lamented they should not have had the consolation of being conquerors. For my own part, I must still retain my

* There are four now on the stocks; viz. the Preston, Lancaster, Warwick, and Southampton.

first opinion, that those croakers who *grudged* the Americans so many victories, have rendered essential services to the country, as they endeavoured, and I have no doubt were, at least, collaterally, the effective instruments in exciting the heads of the naval department to a sense of what England expected from her long-unrivalled and gallant navy, and to that necessary measure of providing the proper means of coping with the Americans *on equal terms*, by furnishing larger and better manned frigates; and had the war only continued a year or two longer, I am well convinced we should have had more of these vapouring Yankees brought into port than the President and Chesapeake; we should have made as famous a winding-up then, as we have now done at Algier. I conclude with congratulating the gallant Captain Chetham, the officers, and ship's company of the *Leander*, on the conspicuous and admirable part they acted there, in support of and under the eye of their great Commander-in-chief.

Oceanus.

MR. EDITOR,

11th November, 1816.

DURING a residence in the West Indies it has frequently occurred to me that the lives of many valuable seamen might be preserved to their country, were they exempted from the harassing, and, in that climate, so dangerous duties of bringing sugar, &c. from distant estates, in the ships' long-boats; of stowing and working in the hold from morning to night, and of watering the ship. In our men of war this last duty is now nearly abolished, wherever country boats and people can be employed, both in the East and West Indies; and were the same methods of relieving the seamen of merchant vessels from part of these duties, incident to their situation, many might be saved from the fatal diseases of that country, which follow so constantly in the train of exposure to the sun, damp and night air, &c. It is true, some additional expense would thereby be entailed on the ships, yet I question if they do not often incur more by the loss than they would do by thus taking steps to preserve their men. Hoping that some benevolent ship-owners in London may be induced to take these hints into serious consideration, and to set an example of philanthropy to worthy of British merchants,

I am, &c.

Albion.

On the Extension of the Retired List.

Quid verum, atque decens, curo et rogo.

MR. EDITOR,

14th November, 1816.

THERE is no complaint so universal, nor any grievance, I am persuaded, so *sensibly* and *severely* felt in the navy, as the want of adequate and more extended *Retired Lists* for the different ranks of that eminently deserving profession. Of post captains there are only a few

retired, some of whom, too, often from no fault of their's, but merely want of interest to obtain a ship, have been denied any further advancement. Of commanders, there are *none at all*; and of lieutenants only one hundred *in the retired list*, out of *four thousand** Now, sir, it is to me astonishing, how this unjust, cruel, and oppressive system (I use strong language, but the grievance is great, and I hope redress will *yet* be obtained) has been allowed to go on so long, under the eyes of *so many* First Lords, without any adequate remedy being applied. It is true that, very lately, a few more lieutenants were put on the retired list, with the rank of commanders; and this is all that has been done. How many excellent meritorious officers, who had made repeated offers of serving, are, in consequence of there being no regular brevet, as in the army, left on the respective lists of commanders and lieutenants, without any prospect of further advancement. In a former letter I mentioned some old lieutenants' names, well known to fame, and long since recorded in the Gazette, yet *still* unpromoted and unrewarded: I would now beg leave to suggest a plan for accomplishing this so much wanted improvement in the system of promotion. Whilst the brevets go on so regularly in the army, why is it that, in the navy, a few commanders actually in commission, and some first lieutenants of line-of-battle ships can *alone* obtain the next step in their profession—the great bulk of unemployed officers (except such as are fortunate in possessing interest) being left unnoticed, uncared for? It cannot be denied, then, that a far more extensive retired list of ineffective of all ranks, is the *first step* to be taken; *the next* would be, after selecting, say fifty commanders and one hundred additional lieutenants, for these retired lists, an annual promotion on the 1st of January, of a few of the seniors of each rank, whose *former† services* may entitle them to advancement. I will say that twelve commanders might be thus annually posted, and twenty lieutenants made commanders, from the seniors of the respective lists; I mean only officers *fit* for active service, if called on. By adopting this plan, or some one similar to it, the Board of Admiralty would entirely do away a spirit of repining and discontent, which at present very generally pervades the service; and they would, in some measure, as far as in them lays, prevent all future anxiety and disgust. They cannot *at once* promote *all* who have good claims—all the neglected of each rank, but they would thus do all they could, and very much, indeed, to reconcile the minds of all to their situations. Nor need I point out to the Board of Admiralty (for they *must* be aware of it) how very desirable it would be to clearly demonstrate to all naval men (which my scheme would do) the absolute certainty of all officers, who discharged their duties faithfully to their king and country, in time, attaining to that rank which each of them individually and so ardently aspires to. The advantage to the service would be manifestly great: for, as all cannot be equally fortunate, in

* Of whom one eighth part must be unfit, I suppose, to serve.

† At present they have no chance of being employed or distinguishing themselves.

being placed* in situations to distinguish themselves, and, as few only can hope to attain to rank and honours, from sharing in the victories of our future Nelsons, our Hostes, and Exmouths, it is surely no less unjust than unnecessary, on that account alone, to deny them all access to future advancement. I am aware that, at the present moment, Government peremptorily rejects every proposal for entailing additional expense on the nation; and, were this not *an act of justice* to brave and deserving men I would not urge it; but it is so, and the expense would not, at furthest, exceed a very few thousand pounds.

I regret from my soul to see so many unemployed seamen at all our ports; their situation is pitiable in the extreme. If war had *its horrors* and its *difficulties*, too surely we find them also in peace. Our navy has been reduced to as low a state as possible, much below that of our army; and I only wish that our trade was *such* as to take the poor seamen off the streets. But, with our merchantmen laid up, as well as our men of war, how are we to go on? I trust better times are at hand; but it is undeniable that, amongst ships and sailors, there is great want of employment; and, until the seamen can find work, they must be exposed to much distress. No less than eighty were lately brought to the Lord Mayor of London in one day; and I rejoice to see he has made effectual application to the Secretary of State.

Your's, &c.

A Friend to Naval Merit.



On the Duty of Naval Members of Parliament.

"England expects every Member of the Admiralty Board, and of Parliament, to do their duty, no less in time of peace than of war."

MR. EDITOR,

15th November, 1816.

THE animated debates which took place on the navy estimates for this year, during the last session of Parliament, will, no doubt, be very well remembered; nor is it in the least a doubtful matter that these debates, although they did not, unfortunately, produce all the good which was so anxiously expected and desired, yet, certainly, produced no small retrenchment in the various departments to which they related. I am very hopeful that the good effects of them were not confined to the expenditure of the public money alone, but also operated not a little on the minds of those in power, towards the redress of grievances prevailing in the navy, and thus led to wiser and better measures. But, whatever may have already been done (and I willingly allow that much has been done by the present Board of Admiralty towards the improvement and good of the service), yet, unquestionably, the work, although *begun*, is far from being

* For opportunity alone is wanting to bring forward many, many excellent and meritorious officers.

finished, and, in spite of the continual and unremitted suggestions of naval men, and zealous well-wishers to the naval profession, makes but small and creeping progress.

A time of peace is allowed on all hands to be the most proper for carrying into effect the many improvements and reforms which a long period of war so certainly makes necessary; and it is the duty, being the chief business of the Board of Admiralty (I know of no other duties sufficient to occupy them) to proceed, without any useless and aggravating delays, in eradicating from the system of naval discipline, custom, and usage, every noxious weed which may have crept in, and redressing every grievance proved to be such existing in the service. During the last session of Parliament several naval officers, members of the House of Commons, distinguished themselves by their zeal and independent spirit in behalf of their brother seamen; whose rights they boldly maintained; whose grievances they firmly stated, and required to be redressed. I should be happy, indeed, to have to congratulate them on their success in attaining the different objects of their care and solicitude; I mean the payment of our seamen on *foreign* as well as *home* stations, and the adoption of an extended *retired list*, with the promotion of old and meritorious officers, left from want of interest alone, to linger out their *coming years* as neglected commanders and lieutenants, with no hope of farther promotion. Some change of system as to *these things* was stated in Parliament, by these honourable gentlemen, to be absolutely necessary, and the good effects likely to arise from it were *proved* before the house; Lord Castlereagh himself admitted it was desirable; yet it has not been made, and the Admiralty seem determined *not* to do it. A gentleman of much respectability (Mr. Forbes) pledged himself to bring the subject forward again, and I trust he will do so, with full and ample information (which he can so easily procure on this and every subject relative to the navy); nor is it at all necessary to give the name of his friends who co-operate with him out of Parliament in this good work: the Board would, no doubt, if naval officers, not select them *first* for employment; and, on many accounts, they will wish them concealed.* I speak of men not so independent in fortune as in principle. The good arising from such discussions is obvious and manifest; it puts the members of the A——y Board on their mettle, shewing them that *their conduct* is watched, and will be narrowly looked into; it shews our officers and seamen that their rights and interests are not neglected by their naval companions who sit in that house; and it very often leads to the correction of abuses and glaring defects in our naval system.

I hope, therefore, the naval members of the House of Commons will be equally zealous and more successful this session, about to open, than during the last; where they did themselves so much honour by their manly and honourable conduct, in upholding the cause of their naval brethren; they may rest assured that they will *receive*, as they *deserve*, their best reward in

* But such information is valid, and not *anonymous*. Mr. Croker will understand this.

the esteem of the world—of every honest sailor—and the approbation of their own hearts. Now, that the opening of the session is at hand, which must produce much important discussion on many weighty concerns of the nation, I would beg leave to remind every naval member how much it is their duty and their honourable trust to be mindful of the good of the navy; and, where the Board has proved *unmindful, deaf, or obstinate*, let it be their business to remind them, in the face of the Commons and of the nation, of what they *should* have done, and still *may* do, to improve our naval system. The honourable men I would thus call on know far better than I can tell them what is *desirable* and what is attainable, they will, I am very hopeful, continue to discharge the important duties of members of parliament with perfect integrity and independence. If they judge it for the good of the service, they will not fail to inquire—if *impressment is still* to form part of our system in time of war—if *some fixed system of command is not* required throughout the British navy—if seamen *on foreign stations* are still to remain without pay—if *old commanders and lieutenants* of merit can have *no* hope of rising higher in their profession—if seamen *cannot* be attracted to the service by a *conciliatory*, instead of being deterred by a *harsh* system of command—if Greenwich Hospital and the Naval Asylum are properly managed, and do all the good they might be made to do, &c. &c.—I shall be happy to know that the steps pursued by the Admiralty will render *such* inquiries unnecessary, and entitle it to the thanks and approbation of Parliament and the country at large. Sure I am, there are able men assisting at its councils, and I trust *their* measures of improvement *will not be over-ruled*. Should it unfortunately be so, I hope Sir Charles Pole, Captains Pellew and Waldegrave, and other honourable members, will not fail in requiring reasons for such inattention to the best interest of Britain's naval greatness; they *are* caring for our ships *aell*; alas! our poor seamen require *no less* of their attention; too, too many, are at this moment naked and miserable wanderers, without home, food, or raiment. Let us, then, think of these things, and do all we can for them.

Nestor.



MR. EDITOR,

Greenwich, 22d November, 1816.

YOU no doubt observed the lunar eclipse on Tuesday last. "Moore's Almanac," patronised by all old women, stated its commencement would take place in 19° ; the "Nautical Almanac," 59° , being only a difference of 40° !!!

The former was nearer the truth, as is proved by demonstration; I therefore beg to inquire, why the latter was not so? I am aware that it may be urged in excuse, that the error arose at the press, which certainly is far from being substantial. Allowing it to be so, could the proof sheets have ever been corrected? Why is that elegant and munificent establishment continued at Greenwich, if the works it issues are not correct? The Nautical Almanac has been TWICE printed for this year, and still full of imperfections; while a trifling publication, purchased at almost a third of the price (that formerly was useful) is correct. Let me ask, if

nautical persons can for the future place any dependance on the calculations in this work? The consequence to a ship at sea, in the present instance, might have proved ruinous to the lives of many of our fellow creatures. In short, do not let us be too sure, for perhaps it has been so, through this culpable neglect.

Formerly, these Almanacs were three, and sometimes four, years in advance. But then Dr. Maskelyne was living. Times are altered, Mr. Editor, in this as well as other matters.

Sol.

MR. EDITOR,

THE perusal of Captain JOHN-WESLEY-WRIGHT's biographical memoir has all along exceedingly interested me; insomuch, that I am tempted to suggest, whether it may not be desirable to collect the detached sections, and re-publish the same in a connected form, as a pamphlet. It strikes me that it could hardly fail to prove interesting to the public in that shape: I therefore recommend your thinking of opening a subscription at the *B. C.* Office, for carrying this literary project into effect.

I will now subjoin my sentiments upon the mysterious case itself. On the whole, the impression which rests upon my mind is, that our gallant countryman was violently put to death. I do not quite feel that degree of conviction amounting to absolute certainty: but I am so persuaded of the fact, that I should never scruple to express my opinion decidedly to that effect. The body of circumstantial evidence which (thanks to Sir Sidney Smith's humane and honourable zeal, as well as to your praise-worthy industry) we have at last upon record before us, is sufficient to give me a moral assurance, that Captain Wright did not commit suicide.

Among other conjectures as to the mode of operation, there is one which has escaped you in summing-up, but which seems to my judgment to reconcile many of the contradictions apparent in the respective testimonies; and that is:—We may suppose, that after the poor prisoner had at length succeeded in beguiling that insomnolency which is the customary concomitant of close confinement, and had retired to his restless couch, he was suddenly called up, under pretence of removal, or upon some fresh charge of escape, &c. and being allowed time only to slip on his dressing-gown and the stocks described in Christoph's evidence (page 178), hurried down stairs to that unoccupied room upon the ground floor of the tower, to which his corpse was afterwards publicly conveyed, where the deed of darkness was perpetrated. This hypothesis will account for so little noise having been heard in the prisoner's own apartment, and also for the remarkable absence *there* of that bloodshed which must accompany the separation of the jugular vein and artery in the *living* subject (for it is possible that he was first strangled, and then had his throat cut to obliterate the marks of strangulation). We may suppose that the body was stripped during the hæmorrhage, then re-clad in the scanty raiment specified in Savar's and Huré's depositions, placed on or in the bed in that orderly

position wherein it was found, and with those few sanguine marks which may have resulted from the last drainings of the exhausted blood-vessels. All this might have been accomplished easily in five hours, between two o'clock, when the ill-fated Wright may be imagined to have begun to dose, and seven, when the daily movements in the interior of that prison-house began. Indeed it is a well-known military maxim, that the critical time for all secret enterprise, when the consequences of disturbance from noise are to be particularly avoided, is the last two hours of the night before the peep of dawn.

If you think this speculation at all worth the attention of the author or promoters of the investigation in question, you will be pleased to give it insertion in your next publication. For indeed I hope and trust the matter is not to rest as a mere historic doubt.

Scriblerus.

THE ECLIPSE.

MR. EDITOR,

London, 24th November, 1816.

I SEND you for insertion some remarks on the great eclipse of the sun, which occurred on Tuesday, the 19th instant.—The eclipse will begin in the great Atlantic Ocean, a little west of Ushant, upon the vertical point of the sun's *periphery*, at rising. The central begins near the Arctic circle, passing over some parts of Norway, crossing the Baltic, enters Pomerania; it will then pass over some parts of Poland, entering the Black Sea, when the sun will be centrally and totally eclipsed at *noon*.—Leaving the Black Sea, it enters Asiatic Tartary, crossing over the northern parts of Hindoostan, into the vast empire of China, where the central *shade* will, in the great desert of Cobi, quit the earth, at the setting sun. The whole *penumbra* will leave the earth in the Arabian Sea, not far from the Malabar coast, in the East Indies, where the eclipse will be seen to end upon the vertical point of the sun's disk, at his setting.—Through all this track, the inhabitants will be involved in a kind of gloomy darkness, but not of long continuance, as the moon's apparent diameter exceeds the sun's by about 48 sec. only, at its greatest altitude or height; and in the horizon about 27 sec. The eclipse will, however, be total along the central track, and for some distance on each side of it, and will be visible to all Europe, the northern parts of Africa, and the western parts of Asia.

The most interesting method with which I am acquainted to view an eclipse is, to have a hole made in a shutter of a darkened room, to receive the object end of a 4 or 5 feet telescope; draw out the other end to its usual length, turn it till the sun's rays, passing through the glass, fall upon a sheet of clean writing-paper, held a little beyond the *focus*, and you will have the exact image of the sun, as it really is in the heavens; in this manner may be seen the moon passing over the sun's disk, with the quantity eclipsed every moment, which will be a most delightful appearance. To those who do not possess these facilities, I would recommend to use a dark glass, or a piece of common glass, smoked over the flame of a candle, as the best security to the eyes.

This eclipse was a notable one, as about $9\frac{1}{2}$ digits (more than *three-fourths* of the sun's disk) was eclipsed.

The following was the time, &c. of this signal solar eclipse :—

LONDON.

Apparent time.	H.	M.	S.	
Beginning	8	18	23	} A. M.
Visible conjunction	9	19	49	
Greatest obscuration	9	23	51	
Middle, or mean time	9	26	6	
End	10	33	50	
Whole duration	2	15	27	

Digits eclipsed 9 dig. 23 min.

S.

BATTLE OF ALGIER.

ON the 5th October, arrived at Plymouth, from Gibraltar, after a tedious passage of twenty days, his Majesty's ships *Impregnable*, Captain *Brace*, *Superb*, Captain *Ekins*, *Hebrus*, Captain *Palmer*, and *Belzebub* bomb, Captain *Kemphorne*, four of the gallant partakers in this desperate engagement, which were immediately put into quarantine. On returning to their station, the two former ships saluted the Port-Admiral, who gave them a similar compliment. One general joy pervaded the three towns; the Plymouth bells pealed merrily, and the Sound soon became covered with boats full of anxious inquirers for friends and relatives. On Wednesday the quarantine flag was lowered, and the *Impregnable* and *Superb* prepared to go up *Hamoaze*. On hearing the signal-gun, the inhabitants flocked from every direction to *Mutton Cove*, *Mount-Wise*, the *Hoe*, and other eminences around. The wind was peculiarly auspicious, and as the vessels passed the *Narrows* into *Hamoaze*, with all the grandeur of British sail of the line, apparently as if conscious of the laurels they had so nobly won, the welkin rung with cheers from thousands of voices on both shores, and on board the shipping, until the *Impregnable* came to anchor off the *Dock-yard*, and the *Superb* nearly opposite the *Gunwharf*. The *Belzebub* followed soon afterwards, leaving the *Hebrus* in the *Sound*, which came up the harbour on Thursday.

The *Impregnable* is almost riddled on the starboard side, having large shot in the hull, 233; foremast, 6; bowsprit, 3; foreyard, 1; jib-boom, 2; main-yard, 2; main-top-mast, 3; main-top-gallant-mast, 1; crotchet-yard, 1; gaff, 1; main-mast, 15. Total, 268. None less than a 24-pounder.

A considerable number of grape-shot were found sticking in different parts of the ship, all her rigging entirely shot away, and the sails very much cut.

The muzzle of one of the guns, and the arm of another, are knocked off; and eight or ten others, with their carriages, broken.

The *Impregnable* expended 400 barrels, or 18 tons, of powder; and 7000, or 100 tons of round shot, besides case, canister, and *Shrapnell* shells. One 18lb. shot entered her bulwark, passed through the heart of her main-mast, and went out at the opposite side. A 44lb. shot lodged in the ship, has been slung in the boatswain's store-room, with the following words painted on it:—

“ This was sent by the Dey of Algier on board H. M. S. *Impregnable*, as one of the advocates for slavery, but without effect, the 27th August, 1816.

The Impregnable remained at Gibraltar two days, during which time a new mainmast was taken in, and that valuable officer, Captain Brace, being determined to accompany his noble chief home to England, put to sea with the main-top-mast half rigged, and main-yard down. We subjoin a copy of the minutes from the log.

Minutes taken on board of his Majesty's Ship Impregnable, on the 27th of August, 1816, from the commencement to the end of the Action.

12 Noon—Fine clear weather, the squadron laying to off Algier, waiting the return of the flag of truce.

0. 15. P.M.—Answered general signal to prepare to anchor, and engage the enemy.

1. 35.—The flag of truce was annulled, and the commander-in-chief bore up and led in.

1. 40.—Bore up to take our station a-stern of the Superb.

2. 45.—Clewed up the fore and mizen-top-sails, enemy opened a most tremendous fire from the whole of their batteries, when our headmost ships commenced action.

2. 48.—Clewed up the main-top-sail, let go the sheet and stream anchors, and brought the ship up by the stern.

2. 49.—Let go the best bower anchor, and sprung the ship's starboard broadside to the lighthouse batteries of 3 tiers of guns, distance about 350 yards, the batteries to the S.E. of 2 tier, 2 other to the S.W. and 1 of four guns bearing on us.

2. 50.—Commenced action.

3. 20.—The enemy's fire considerably slackened; our squadron keeping up a very heavy and well-directed fire on the batteries and town; run out the kedge anchor on the starboard beam, to spring the ship's broadside more towards the enemy.

3. 30.—All the enemy's works much injured, their upper tiers totally abandoned, and the whole of their standards (but one) struck or shot away.

4. 0.—An explosion took place on the main-deck, occasioned by a shell from the enemy passing through the screen of the after hatchway in the admiral's cabin, which killed and wounded about fifty of our men.

4. 24.—Captain Powell went with a message to the commander-in-chief.

4. 30.—Sent the launch with a mortar, and the flat boat with rockets, to bombard the town.

6. 50.—A fire broke out amongst the enemy's ships in the Mole, our squadron keeping up a very heavy cannonade, the enemy's fire still slackening.

8. 40.—A boat came on board from the commander-in-chief, with orders to haul off, when the explosion vessel under our directions had blown up, as the object of the expedition was wholly completed. Admiral Milne sent Captain Powell in his gig to conduct the explosion vessel alongside of the forts [which he did, and it is but justice to this officer, who served as a volunteer, to mention the circumstance].

9. 10.—The explosion vessel blew up close under one of the forts, the whole of the enemy's ships and gun-boats now in flames, and most of their batteries destroyed.

9. 50.—The Mutine brig ran out a hawser, and laid down an anchor for the ship to haul out by, the whole of the squadron still keeping up a tremendous fire on the town and batteries.

10. 15.—Cut the cables and springs, and hauled out; sent the boats a-head to tow; bomb-vessels and the boats of the squadron continuing to throw shells and rockets; two of the enemy's frigates on fire drifting out, the others in the Mole still burning.

11. 15.—Came to an anchor in forty fathoms water, about $2\frac{1}{2}$ miles from the town, the squadron hawling out.

Found the hull, masts, yards, and rigging very much cut, upwards of fifty men killed, and about one hundred and ninety men wounded.

Midnight—Squally weather, with thunder, lightning, and heavy rain, the enemy's ships, and part of the town, still burning.

Particulars of the action between the combined squadrons of Britain and Holland, and the batteries of Algier, on the glorious 27th of August, 1816, taken from minutes on board H.M.S. Superb.

The morning of the 27th of August, 1816, presented to the view of the combined squadron the city of Algier about 6 leagues on the weather bow. Anxiety to combat was depicted on every countenance, and every bosom throbbed high to cover themselves with honour, and rescue their fellow Christians from ignominious slavery. Every sail was crowded with alacrity, and each ship of the combined squadrons cleared for action. At 7 observed a frigate standing out of the bay under French colours. At 9, the Severn went in with a flag of truce, the fleets beating to windward with light variable airs, under all possible sail. At 11, 30, the Admiral made the signal for dinner, to which we piped accordingly, and at 12, 25, P.M. we beat to quarters, out with boats and manned and armed them, eased the anchors down for letting go, &c. the Admiral having made the signal to prepare to anchor and engage the enemy. At $2\frac{1}{4}$ we bore up in the following order of battle; Queen Charlotte; Heron sloop as tender; Superb; Britomart tender; Impregnable; Mutine tender; Minden; Cordelia tender; Albion; Leander; Glasgow; Granicus; Severn; Hebrus, and Prometheus. At 2, 50, the Admiral anchored, and moored head and stern about sixty yards off the Mole Head. At 3, 10, being a cable's length from the Admiral and close under the batteries, we clewed up the topsails to the mast head, and let go two bower and two stern anchors, when the enemy fired a shot, supposed to be either at us or the Queen Charlotte. The Admiral instantly returned it with a broadside, and a most tremendous fire commenced from the whole of the batteries, the ships anchoring in succession and entering into a general action, with their starboard broadsides, except the Dutch ships which engaged on the larboard side. The Superb and Granicus were opposed to a battery of 18 and 32 pounders, about 60 in number. At 4 we observed that our shot made a considerable impression on the works, that they flinched in their upper tier, and had a great many guns disabled. At 5 observed the battery a-beam ceased firing their upper tier, their guns being dismantled: but the enemy still annoyed us from their lower tiers and with musketry, with as much fierceness as ever. At 6, 50, the whole of the enemy's flotilla, consisting of five frigates, six corvettes, brigs, schooners, gun and row boats, &c. were in one blaze, and the Queen Charlotte, to avoid danger, as they drifted out, was obliged to shift her berth northward. The upper tiers were now altogether silenced, and the lower much slackened, the enemy rallying at their guns at intervals, and teasing us with musketry from their embrasures. About 8, 30, from keeping up such a brisk and constant fire, we found our powder getting rather short. Orders, therefore, were given to fire only at these embrasures, which continued the action, and to spell some of our guns. During all this time the bombs and gun and rocket boats had performed their duty on the enemy's town and works, with visible effect. At 11, our Captain, first, third, and seventh Lieutenants being wounded, and the Admiral sending a boat for ships disabled to be taken in tow, we slipped our cables and our shattered state only allowing us

to set our mizen top sail, main top mast stay sail, and sprit sail, were towed out of gun shot by the Britomart, at the rate of about half a knot an hour, exposed with the other ships, to a raking fire from two solitary guns. On getting out of hostile range, we found our three lower masts and bowsprit, topmasts, lower and top sail yards, driver boom, and gaff, jib boom, &c. very severely injured, the rigging dreadfully cut up, our mainmast with nine large shot through the heart of it, besides being otherwise much cut up with grape and langridge, nine shot between wind and water, independent of many in the hull, and our loss in killed and wounded nearly 100. The appearance of the fleet standing out, with the glare of the enemy's burning ships and arsenal on their shattered masts and sails, added to heavy peals of thunder and vivid flashes of lightning, together with torrents of rain, combined altogether to form a scene awful and sublime beyond description. It seemed as if heaven itself was determined to pour down his vengeance and exterminate these savage barbarians. At 1, 30, A.M. we anchored, with our only remaining anchor, the rest being left behind, and after giving our wearied lads a few hours rest, we turned them up to clear the decks and repair damages. In the morning the Admiral sent in a flag of truce, and the Dey returned word by the Swedish Consul that he would comply with any terms. The day before he had told his principal officers that he would have us to whitewash his walls in less than half an hour after the commencement of the action!! But what could withstand a squadron led on by Exmouth, and supported by justice and humanity, and in an inspiring cause, well worthy of British seamen? At 1, P.M. on the 22th, we turned the hands up and read the Admiral's thanks for their noble and gallant behaviour, and told them that peace had been signed with the enemy on our own terms. Our tars received the welcome intelligence with three cheers, and then resumed their duty with that ready cheerfulness which ever characterizes the British sailor. On the ensuing day, the following correspondence took place between our ship and the Granicus.

Algier Bay, August 29, 1816.

“The ship's company of the *little frigate* that had the honour to lay between the Queen Charlotte and Superb, on the glorious 27th of August 1816, beg leave to express their high admiration of the noble fire kept up by these ships on that glorious day, by which, in a great measure, the enemy's fire was drawn from his Majesty's ship Granicus.”

SUPERB'S ANSWER.

Algier Bay, August 29, 1816.

“The ship's company of the Superb return their many thanks to the ship's company of the *little frigate* for the high compliment they have been pleased to pay them, and have only to hope that should they ever again go into action, they may have a Granicus to support them.”

The enemy were not very nice in their use of missiles. Broken glass, old nails, spikes, and other articles of a similar nature, were fired in profusion and did no little mischief. The number of the enemy's guns amounted to 1,001, of different calibres, one of them with seven bores on the Mole Gateway, while that of the attacking squadron, exclusive of six Dutch frigates, four bombs and five gun-boats, was only 702.

By enquiries as to the amount of loss on the part of the Algerines, it appeared, that in killed only, 5000 Janissaries and from 5 to 6000 Arabs fell, besides women and children. A shell thrown from one of the bombs burst in a house, where nine children were assembled, and unhappily killed the whole: and there was scarcely a house in the city, but what had received more or less injury from the bombardment.

An interesting event occurred on the beach, while the treaty with the Dey was pending. Mr. Aitcheson, a marine artillery officer, happening to meet a Frenchman, who had been in captivity for 15 years, asked him if he would like to return to France in the French ship which lay in the bay? He indignantly replied, that he felt ashamed of his country, but would go any where with the brave English, who had so kindly liberated him.

PLATE CCCCLXIX.

Plan of Algier, 1784.

[Continued from page 315.]

WE resume our translated extracts from the old French book entitled, *DAN'S History of Barbary and of its Corsairs* :—

“ Although the soil of Algier be for the greater part mountainous, it is, however, good and fertile enough, as well in the vallies as along the sea-coast. There are to be seen very fine gardens, and even vineyards, that the Moriscos have planted: insomuch, that for 8 and 10 leagues around, they reckon as many as eighteen thousand gardens which are denominated in the *lingua-franca* dialect, “ *maceries* ;” in which they maintain a number of slaves to till the earth, and keep their cattle. The city, of which all the buildings are whitened with lime, both inside and out, presents a fair appearance when approached by the sea: being built upon the slope of a hill; the houses rising gradually above each other, in the manner of an amphitheatre; and thereby not intercepting the marine prospect which is universally enjoyed from their flat terrace-like roofs. Its form is nearly square; but it seems to the eye to contract its width inland, compared with the extent it occupies at the water's edge, terminating like a pyramid: but this is a mere optical effect of the law of perspective. Its streets are mostly so narrow, that they will hardly admit of more than two persons to go abreast in them: those, however, are to be excepted, which lead from the town-gates. A reason for this narrowness is, that they may be cooler by excluding the sun's rays during the violent heats. The houses are only of one story high, built of brick or of (unburnt) earth, but plastered and white-washed, although without any ornamental architecture: nevertheless, withinside they are well enough. They are usually paved with small squares of different colored composition; a sort of mosaic work. The middle of the edifice is occupied by a quadrangular court, surrounded by four galleries or cloisters. The chambers are of oblong dimensions; some of those which look towards the street have small windows; but in general these apartments receive at once their light and air from the interior quadrangle through a large door, the whole height of the room; the buildings are so much crowded, that few or none have any gardens. This description applies to most of the other corsair-towns of Barbary, as well as to the city of Algier. The finest building is the palace of the Basha, or vice-roy, situated in the heart of the city: but this has little to distinguish it from the general run of houses, except that it has two external galleries, one above the other, sustained by a double row of marble and porphyry columns, and is enriched with some

mosaic ornaments. The palace also has two court-yards ; in the first and the most spacious, and surrounded by galleries, are holden the weekly *divans* or councils. Besides this edifice, there are nine other public buildings, sufficiently agreeable, which are called *casseries*, or *fundooks* ; these are the barracks of the janizaries, who are quartered therein, 8 to a chamber ; and although these inmates be numerous, yet they are so cleanly, that no filth is to be seen in their rooms. It is true that they have many slaves specially employed to keep them clean ; but the Turks must be acknowledged to be peculiarly neat in their apartments. The remaining public edifices consist of six large buildings called *bagnes*, (or *bagnios*) ; which are the prisons wherein the Christian slaves are shut up. A general enumeration would give about 15,000 for the total number of houses in Algier ; which are, as hath already been observed, extremely closely built, and crowded with inhabitants, so that 5 or 6 families are sometimes huddled together under one roof. I have been assured by many persons, that this city is peopled with not less than 100,000 Turks, Moors, Janizaries, Slaves, and Jews : of these last, there are reckoned about nine or ten thousand, who are allowed to have synagogues, and the free exercise of their religion. But for all that, they are not better treated here than throughout Christendom : for besides all the imposts which are laid upon them, every one, even Christians, is allowed to affront them with impunity. They are distinguished from the other sects by a black bonnet, which, as well as the rest of their apparel, they are obliged to wear of that color.

“ The circuit of the city is about a league and a quarter. Within the walls are five mosks, wherein the Mohamedans perform their public worship called “ *sala*.” * * * * *

“ As to hotels,* there are none ; so that strangers must seek for private hospitality : Turks or Moors among their countrymen ; while Christian traders must look for lodgings among the Jews, or else they can hire a house in any quarter of the town that may best suit them. But in place of inns, there are plenty of taverns and pot-houses, which Christian captives alone are allowed to keep : here are usually sold bread, meat, and wine : to these there habitually resort native Turks and renegados pell-mell ; for although the use of wine be expressly forbidden by their law, they care little about breaking it ; and few evenings pass without producing some drunkards among them, who treat insolently the Christians they may happen to meet there, even unto assaulting and sometimes wounding them.

“ There are 6 gates open, besides some others walled-up. The first is *Babason*, which leads towards the east : in its suburbs, the Moors and Arabs, who bring provisions to market, are accustomed to lodge. It was on this side that Charles V. beseged and battered the place. Here also is the place of execution for Turks, some of whom are generally to be seen suspended from hooks on the walls. The second is called the “ new gate ;” it is on the same side ; and leads to a castle called “ the emperor’s.” The third is the gate of *Aleussauc* ; † and is thus called because it is near that building, which is the military arsenal and grand magazine. The fourth is named *Babalouet*, and faces the west. Before this gate is a spot which these barbarians have destined as the place of execution for Christians ; where many have received, and still continue to receive, the crown of martyrdom. Without this same gate, is the Turkish cemetery, which has

* In the original, *hostelleries*. † Sic orig. Qu. *Al-kassar* ?—(Tr.)

about a league of extent; at the end of it, is that of the Jews, and hard by that of the Christians, extending towards the sea, by the waves of which it is often bathed. The fifth is the gate of the mole, thus called, because it leads directly thither. This mole is a great mass of stone-work, nearly semi-circular: its breadth is 6 or 7 paces;* its length, more than 300. This enormous structure forms the port, wherein in ordinary times are to be seen upwards of a hundred vessels, as well cruisers as others. They are so ill-sheltered in autumn and winter, that in the year 1619, no less than 25 were lost on a single day, by a gale of wind at north-east.† It is also called the custom-house-gate. The sixth and last gate, is by the water-side, over-against the naval arsenal, and is named *Piscaderia*, in the *lingua-franca* dialect. It is to be noticed, that at most of these gates are stationed three or four Turkish guards, with thick wooden clubs by way of weapons. These they but too often let fall upon the shoulders of the poor slaves who happen to pass that way, and this is done oftentimes out of mere wanton pastime, or from malice.

“ They reckon above a hundred fountains in Algier, for the most part constructed within these twenty-five years; whereas before there were only cisterns. They are supplied with water by an aqueduct 2 leagues long, the work of a morisco, one of those driven out of Spain, in the years 1610-11. It may well be believed that this work must have cost much sweat and suffering to the poor Christian captives, who worked thereon without ceasing in the most sultry heats, as they still do every day on the buildings at the Mole.

“ The city-walls are pretty good, partly of brick, partly of stone, with square towers, and some bastions, the best of which are placed near the Babason-gate, where there are deep fosses; and at the sea-side, the wall is founded on the rock, against which the waves break.

“ I come now to the forts, which are in good number, and regularly built in the modern way. The first fort is on the eastern side, placed towards the summit of a hill, whence the city might be battered very injuriously. It is called the “ Emperor’s Castle,” because it was begun by Charles V. when he besieged Algier in 1541; and has since been completed by the inhabitants. It now serves in some sort as a citadel, and has an ordinary garrison of 100 men, with several pieces of cannon. The second fort is called the “ new-castle,” or “ the seven cantons,” because its figure is heptagonal. This fort is between the city and the emperor’s castle, about 500 paces from the former towards the south. The third is the *Alcassane*,‡ which forms a part of the wall, and extends itself a good way inwards. The fourth is to the west, 300 paces from the *Babalouet* gate, upon a rocky pinnacle not far from the sea-shore. The fifth is a substantial bulwark, though small, near the mole gate towards the grand *casserie*. There are 5 remarkably great pieces of cannon, which bear upon the sea: but in particular there is one very fine cannon with 7 mouths, which serves to defend the entrance of the haven. The sixth is a small island on a rocky shoal in the middle of the mole: its figure is a pentagon, in the form of a tower, whereon are 5 heavy pieces of artillery for the defense of the mole. The seventh is another little tower, near the entrance of the port, at the end of the mole, where a guard is kept, and where a lantern is sometimes illuminated for the guidance of naviga-

* N. B. A pace is 2 steps.—(Fr.) † In the original: *Greco-tramontane*,

‡ See a former note on this road.

tors. The guard consists of 8 Moors, who act as sentinels on the mole, and of 8 others, who watch the entrance in a boat. On this mole are 66 pieces of brass cannon, great and small, but mostly unserviceable: in fact they have been placed there as trophies of a victory gained by the Algerines over the Tunisians in 1697. There are, however, 4 of middling size, very good, which came from a celebrated corsair, named Simon Dancer, a Fleming.

“ Now, although this city may seem well protected by all the forts we have enumerated, yet for all that it is commanded on every side but that towards the sea; it being surrounded by a quantity of mountains and hills, whence it can be battered to ruins. The different garrisons serve as guards for the city. Withal, the *Mesuar*, or executioner, followed by several assistants, fails not to go his rounds every night, and patrols the principal streets; for as to the lesser ones, they are closed by barriers as soon as it begins to grow dusk. If the *Mesuar* chances to alight on any one who cannot give a good account of himself, he seizes and lodges him in prison forthwith: on the morrow-morning he makes his report to the *divan*, or to the *kadhi*; and if the prisoner cannot satisfy the judge by his reasons, or appease the *mesuar* by dint of money, this rencounter sometimes costs two or three hundred bastonades, which can only be escaped by emptying the purse; so true is it, that here, as well as elsewhere, 'tis money makes the mare to go.*

“ Three sorts of languages are spoken at Algier, Tunis, Salé, and the other places belonging to the barbaric corsairs. The first is the arabic or moorish, which is that of the country: the second is the turkish, which has nothing in common with the first: † the third is called *lingua-franca* (or the frankish dialect), and is the most commonly used; it is a sort of jargon or gibberish, composed of French, Italian, and Spanish, equally pleasant and easy.

“ Every nation that entertains an ambassador at the *gate of the grand signor*, has a consul in this city; by whom all differences arising between folks of the same nation are determined. Each consul has, like the respective ambassadors, his chancery, together with a royal seal of office; and in the consular chancery, judicial acts are passed, and commercial affairs duly authenticated. The consul is remunerated by the payment of certain consular dues, which he is warranted in levying, after the rate of 3 per cent. upon all merchandize belonging to those trading under the flag of his country: but for this, the consul is not only bound to exercise the functions above described, but also to protect the traders under his jurisdiction from all the chicanery and oppression which the Turks and Arabs may practice against them. Similar establishments exist in all the other principal cities of corsairs.”

[To be continued.]

* The original says:—*là, aussi bien qu'ailleurs, l'or & l'argent sont de puissantes amercis.*

† Father Dan here is not quite at home in his philology. The Turkish has not only a considerable affinity to the Arabic, but is even indebted for perhaps a full quarter of its vocabulary to that language. In fact, the beautiful dialect called *turkic*, is composed of Arabic, Persian, Slavonic, and a few Greek technical terms, engrafted upon the Tartaric; but notwithstanding this composite formation, it is as regular, as free from puzzling anomalies, as if it had been digested by a committee of grammarians; as harmonious as the language of Petrarcha; as sonorous as that of Cervantes,—(Tr.)

PLATE CCCCLXXIII.

Capture of the Proserpine.

THE subject of the annexed plate will be best explained by the sub-joined narrative from an officer of the Proserpine. Of the plate itself it will be sufficient to say that—

No. 1. Is a view of the Proserpine, as seen by the enemy's frigates.

No. 2. Represents her at the time when the enemy was first seen from the Proserpine's L. Gangway.

Narrative of the Capture of the Proserpine, Captain CHARLES OTTER:

ON the evening of the 27th February, 1809, the Proserpine was at her station off Cape Sicie, and had in the day reconnoitered the French fleet in the roads and inner harbour; two frigates had been making a short excursion, and went in again towards dusk and anchored. Several sail of small coasting vessels were out, and running down along shore towards Marseilles, which induced Captain Otter to run in and endeavour to cut some of them off: failing, however, in that attempt, and having little wind, we stood off again for the night, and strict orders were given to keep a very sharp look out during the night, and to stand in again in time to catch some of them in the morning. Having the middle watch to keep, I went early to bed; the ship was nearly becalmed; at about five or six miles from the Cape, and on my relieving the deck, I found her, as near as I could guess, in the very same place, and not a breath of wind; it was as fine a moonlight morning as I ever saw; but the moon being to seaward, prevented us from seeing vessels that then might be running along shore, and our ship being between them and the moon, gave them decidedly the advantage. Mr. Brown, the master of the ship (and who died afterwards in France), was the officer of the watch, and kept a constant good look-out all the watch. Mr. Carslake, first lieutenant of the ship, had left orders for the men to scrub their hammocks on the main deck, and that the mate of the watch should occasionally attend to the same; this caused me sometimes to quit the deck for a few minutes.* At 4 o'clock, I asked Mr. Brown how I should mark the log; he answered, "head round the compass." I then called Mr. Rigby, second lieutenant, to relieve Mr. B. and on coming on deck, I heard a man at the look-out on the larboard gangway, sing out, "I think I see a vessel, Sir." Mr. Brown took a glass,

* When below superintending scrubbing hammocks, one of the men was scolding an old man who had two twin sons on board, for breaking his rest to wash for them, as he said they were big enough to do it themselves; he said, "Oh! they will grow up men soon, and then will not forget my doing this for them; and *provided that a shot does not take my head off*, they will treat me to many a glass for washing for them now." Less than two hours after he said the words, a shot actually took his head clean off, and the heart-rending scene I was a witness to, on the boys finding out that it was their father, would beggar all description; he was the only man killed outright,

and on looking, told me he thought she looked like a man of war: he ran down to the captain, and I went and called all the officers; when I got on deck again, I looked through my glass, and plainly discovered two ships, with all sail set, and very close to us, yet I could scarce make them out with the naked eye. All hands were immediately called, and we in vain (it being calm) attempted to escape the enemy, who was coming up fast, with a fine land breeze; we made the private night signals, but no answer.

At length we got a little breeze, and as Captain Otter knew the ship sailed faster by the stern, he ordered the two bow guns into the cabin, to answer the double purpose, I suppose, of stern-chasers and ballast. At about twenty minutes past four, one of the ships* ranged up on the larboard side, looking very large—her ports all up; lights on the main-deck fore and aft: she had shortened sail, and was perfectly ready for commencing the action; the other ship was coming up on our starboard side, when the wind entirely died away, leaving the poor little Proserpine in a very hopeless situation; as by this time we discovered two seventy-fours coming down to assist in this unequal combat. Captain Otter hailed one of the ships, and was answered by one gun. Captain Otter took the hint, and beat to quarters; when they heard our drum, they gave us a whole broadside, which salute we returned in as polite a manner as we could: the ship yawed a little, and left the other ship in a safe position astern, where she continued raking us all the action, without our being able to fire a gun at him, as the two bow guns had been left by those who were getting them aft, when we beat to quarters, and were no small nuisance, as on our larboard side two guns were disabled for twenty minutes by them, till they were got to their places; very fortunately they fired high in the ship astern, to prevent our escape by flight, as they had before witnessed that we could sail very fast: at a little after five the ship alongside piped *à la bordage!* and the cry of *Vive l'Empereur! à la bordage!* rent the air; a little breeze which sprung up would have favored them in this design, had not the captain called all the officers, and consulted with them; the result of which was, that as the Proserpine was almost a wreck, her rigging, masts, and sails cut to pieces, 41 hands short of complement, with no chance of being able to save the ship, and the two seventy-four's coming up fast, it was necessary to surrender, to save the lives of the crew: the colours were then ordered to be struck; after which they fired two broadsides at us, took possession of us, and carried us into Toulon: the two ships that took us were the Penelope and Pauline, 44-gun frigates, 360 men each; the Proserpine had one seaman killed outright, and another mortally wounded (died three days afterwards), and eleven

* Penelope.

The marine who was mortally wounded, knew his end was very fast approaching, and he seemed to die on board the Proserpine; but he was sent on shore to the hospital at Toulon, and although he could scarcely speak from his wounds, when he passed under the stern of Le Majestueux, Admiral Ganthelet's flag ship, seeing numbers on her poop looking at the boat, which was

seamen, marines, &c. slightly wounded. The French officers said they had no killed or wounded, but several of the crew secretly told us that they had several killed, and that there were many wounded men sent at night to the hospital. Thus the *Proserpine* was taken by a superiority of force, which is evident: she mounted in all 40 guns, and had, including sick, boys, women, and children, 214 persons on board; they mounted, in the whole, 102 guns, and had when they attacked us 720 men in good health. The action commenced at 25 minutes past 4, and ended at 10 minutes past 5 A.M. when, to our mortification, we saw an English frigate, which came on purpose to relieve us. This proved to be H. M. S. *Cambrian*.

PHILOSOPHICAL PAPER.

THE eclipse, on Tuesday morning, 19th November, 1816, was visible in London for nearly two hours, though interrupted a little with passing clouds. The following particulars of the lunar eclipse for December the 4th, are copied from the *Nautical Almanack*:—

Dec. 4. Moon eclipsed, visible at Greenwich—

Beginning of the eclipse	15 $\frac{1}{2}$ m. past 7 even.	
Middle	44 $\frac{1}{2}$	8
Ecliptic opposition	51 $\frac{1}{2}$	8
End of the Eclipse	14	10

Digits eclipsed 8° on the moon's south limb.

For more than six centuries past there has only been one *total eclipse* of the sun in Britain; viz. in 1715, and this was not total so far north as York; nor will there be a total one for at least two centuries to come. This being, therefore, so rare a phenomenon, our readers will be pleased to read an account of the *total eclipse* which took place on the 22d of April, 1715, at nine in the morning, which was accurately observed by Dr. Halley, in London, and under his direction in different parts of the kingdom. There had not previously been a total eclipse at London since the year 1140; and Dr. Halley remarks, this is the first which has been observed with the attention which the dignity of the phenomenon requires.

the *Proserpine's* cutter, he made an effort to raise himself up in his cot, and sung out aloud,

“ You Frenchmen, don't talk of your fighting,
 Nor boast of this deed you have done ;
 Don't think that Old England you'll frighten,
 So easy as Holland and Spain.”

He then attempted to sing God save the King, but could not, from loss of blood and exertions, being too faint; this poor fellow was firm and collected to his last moments, and is a proof of that sterling and truly British heroism for which our brave seamen and marines have ever been noted.

“ When about 10 digits were eclipsed, the face and colour of the sky began to change from perfect serene azure blue to a more dusky livid colour, having an eye of purple internixed, and grew darker and darker, till the total immersion of the sun, which happened about nine minutes afterwards. This moment was determinable with great nicety, the sun’s light being extinguished *at once*; and yet that of the emersion was more so, as the sun *came out in an instant* with so much light that it surprised the beholders, and *in a moment restored the day*. Dr. Halley’s eye could not endure the splendour of the emerging beams from the first moment. The sun was totally obscured for three minutes and twenty-three seconds at London, but for near four minutes at places in the centre of the eclipse. For the space of a quarter of a minute before the total immersion, a small piece of the remaining part of the sun seemed to be cut off from the rest by a good interval; which appearance could proceed from no other cause but the inequalities of the moon’s surface. A few seconds before the sun was all hid, and during the immersion, there appeared round the moon a luminous ring of a pale whiteness, or rather pearl colour, a little tinged with the colours of the Iris; which Dr. Halley rather conjectured to be the moon’s atmosphere. During the whole of the time of the total eclipse, there were perpetual flashes or corruscations of light, which seemed for a moment to dart out from behind the moon on all sides. The parts of the hemisphere under the sun had a crepuscular brightness; and so much of the segment of the atmosphere as was without the cone of the moon’s shadow was more or less enlightened by the sun’s beams; and its reflection gave a diffused light, which made the air seem hazy. As to the degree of darkness, Jupiter, Mercury, and Venus, were all seen. Dr. Halley did not hear that any one in town saw more than Capella and Aldebaran of the fixed stars; but near the centre of the eclipse about twenty stars were visible. A chill and damp attended the darkness, of which most spectators were sensible; and a concern appeared in all sorts of animals, birds, beasts, and fishes, on the extinction of the sun; which we ourselves (says Dr. Halley), could not behold without some sense of horror.”

The Astronomical Observer states, that the principal eclipses that will occur during the present century will be as follows:—

1820, Sept. 5,	10½ digits.
1842, July 8,	10 —
1847, Oct. 9,	11½ —

The eclipse of 1847 will be *central* and *annular*, but not *total*, as the moon’s apparent diameter will be less than that of the sun. Half a digit, or a 24th part of the sun, will remain visible; and it appears, from Dr. Halley’s report of the total eclipse of 1715, that, when any part of the sun’s disk is visible, it continues to give considerable light; for he describes the sun’s light as “extinguished at once,” and his coming out “in an instant restored the day.” The central eclipse, in 1847, will not, therefore, be attended with that darkness and appearance of stars which distinguish a total eclipse.

HYDROGRAPHY, PILOTAGE, &c.

[Continued from page 323.]

8.

Sailing directions to accompany the Chart of Salo Sound, in Sweden.

THE harbour of Kongshamn, or Salo Sound, lies N. 15 leagues from Winga beacon, and N. E. $\frac{1}{4}$ E. from the Scaw. It is easily known by a beacon resembling that of Winga, and may be seen about the same distance.

In steering for the harbour, bring the beacon to bear N.N.E. until you come within two or two-and-a-half miles of it; then steer N.E. b. E. or E.N.E. until you open the wind-mill, near Smewrn, to the eastward of a small beacon, like a gibbet, on the south end of Hallo island, bearing N.E. b. N. when you will have the entrance of the harbour open; then steer in between this beacon and the one on the island of Steensia, both of which point into the harbour. Continue your course about N.E. until you bring a red-tiled house with two white chimnies open in a gap between the island marked A and the high land to the eastward of it, bearing N.E. b. N.* Steering in with this mark, you will leave several small islands or rocks on your larboard hand: the first or outermost is called Rockabon, and appears about two feet above the surface of the water; it has a flat all round it, about 15 fathoms, except on the S.W. side, where it is 40 fathoms. You may anchor S.E. of the rock in about 14 fathoms, muddy bottom: but if you will run higher up the harbour, you must be careful to keep the red-tiled house to the eastward of the island marked A, to avoid a sunken rock with only 3 feet water thereon. The marks for this rock are—the red-tiled house just touching the east end of the island marked A, and Rockabon one-fourth of the way from the *small* beacon on Hallo to that on Steensia, also the point of the island marked B bearing S.E. b. E. Here the channel is not more than 120 fathoms wide.

Steering in with the marks above-mentioned, you must pass the rock C, when you may anchor between that and island A (the wind-mill N. b. W.) in 10 or 12 fathoms.

There is also another anchorage above the town of Kongshamn, large enough to contain between thirty and forty sail of vessels. In proceeding for it, after having passed the rock marked C, haul over to the land where the wind-mill is, and steer midway between that and the island marked A; and, as you draw towards the north end of the island A, give the opposite point a good berth, as there are rocks extending about 30 fathoms from it. When you are above this, you may anchor any where in from 9 to 5 fathoms, land-locked, and quite secure from any wind. This, and the anchorage of the outer harbour, will contain a convoy of about 100 or 120 sail.

* As seen in the view on the chart.

There are three passages into the harbour, to the northward of Salo beacon, for small vessels not drawing more than 10 feet, but would not be safe for large ones, as the soundings are so very irregular, being in some places not more than 2 fathoms.

No vessel ought to anchor to the westward of the rocks in the middle of the harbour, as the ground is very foul.

Small ships, or merchant vessels, may find water on several of the islands, but it is not to be found in sufficient quantities for line-of-battle ships.

(Signed)

Nath. Squires,

*H. M. Hired Cutter Hero, Salo Sound,
October 25, 1810.*

Master in the Navy.

9.

Directions for sailing in, and anchoring under, the Island of Hano.

Being off the island of Bornholm, and bound to the island of Hano, your course will be N.N.E. and the distance about 43 miles. When you approach the island, you may go either to the northward or southward, as circumstances may occur; and may come within half a mile of any part of it, being bold all round. N.E. at the distance of one mile from the high part of the island of Hano, lies a small rock, called the Malquern, which has a small reef running to the S.W. from it about 3 cables' length; every other part is steep to, having 7 fathoms within half a cable's length. Should occasion require it, you may pass between the two islands, keeping near the Hano side, where you will have from 8 to 12 fathoms water.

If you are coming in to the northward of Hano, your best leading mark will be, to keep the white steeple of Carlsham a sail's breadth open to the northward of the north end of that island, bearing N.N.E. which will run you in a good direction until you get within 3 or 4 cables' length of the island; after which you may steer along it about 2 or 3 cables distant.

Between Lester-head and the small village of Helvick, near one-third of the channel over from the main land, is a sand, called the Stone Boat-ground, in a N.E. and S.W. direction, about three miles in length, and two cables in breadth, having 3 fathoms on its shoalest part. Mark for the south-west end is, the south end of Hano bearing east. Marks for the north-east part are, the Malquern rocks bearing east, and about half a cable's length open to the northward of Hano, the south end at the same time bearing S.E. $\frac{1}{2}$ E. and the N.E. point of Lester-head N. $\frac{1}{2}$ E. If you have a turning wind on this side of the island, you may stand to the bank into 9 or 8 fathoms, and to the island within 2 or 3 cables' length; your depth of water will be from 9, 10, 11, 12, 13, 14, 15, 16, and 17 fathoms, deepest near the island.

Three black buoys have been placed on the bank, one at each end, and the other in the middle, which, in coming from the southward, must all be left on the larboard hand, and *vice versa*.

The best marks for anchoring in this roadstead are, to bring the north end of the island of Hano to bear S.E. Hellwick Point W.S.W. and the high land of Lester-head N.W. b. W. ; you will there be in 14 or 15 fathoms, good holding ground.

(Signed)

James Squire,

Victory, 17th June, 1810.

Master of the Fleet.

10.

Sailing Directions for the Harbour of Matvik, on the Coast of Sweden.

The entrance to this harbour is between two and three miles to the N.E. of Terno Island. Therefore, when coming from the westward to Matvik, after having passed Terno, you must continue to steer to the N.E. at a distance not exceeding two miles from the shore, observing to keep the high land of Lester-head a sail's breadth open to the southward of Terno, which mark will carry you clear of all the rocks, and into a fair berth off the harbour's mouth.

The opening to Matvik may be easily distinguished by two houses on one of the small islands forming the east side of the entrance named *Miou*, (or *Pilot's Island*), one of them having a white square chimney, and the other a red one. To sail into the anchorage, you must bring the above two houses to bear about north, and steer for the opening formed between the two islands of *Miou* and *Bocko*, keeping mid-channel :—a good mark for doing which, is to bring a single wooden house, on a small island at the upper part of the harbour, to bear N.b.W. $\frac{3}{4}$ W. and steer for it; or by keeping the house a large sail's breadth open of a remarkable bluff point on the eastern side of the harbour, which mark will carry you abreast of, or between, the two outer points of *Bocko* and *Miou*, forming the narrow part of the entrance into the harbour, and are distant from each other very little more than half a mile; in doing which you will carry from 15 to 10 fathoms water. The above house cannot easily be mistaken, as it is the eastern one in sight, stands high, and apparently has no chimney. After passing the above-mentioned points, your eye will be the best guide, observing, at the same time, to keep close to, or within a cable's length of the rocks on one side or the other, to avoid a shoal that has not more than $3\frac{1}{2}$ fathoms. This rock lies abreast of the two inner points of the narrow part of the entrance, and nearly in the middle of the channel, being rather more than one-third of the width of the channel from the east side, and something less than two-thirds from the west side; so that, by keeping close to the rocks on either side, you will go clear of it; and when three remarkable trees, which stand within a very small distance of each other, come open to the northward of a long, low, stony point, bearing W. b. S. you are within it, and may haul up N.W. for the middle of the harbour, and anchor in 9 fathoms good clay ground, and about three cables' length from the nearest shore.

The Resolution anchored on the 13th of June, 1810, with the following marks:—*viz.* A single remarkable tree on with the pilot's house, which

has the white chimney, bearing E.S.E.; and a village on with a small low island, bearing S.S.W. $\frac{1}{2}$ W. in $9\frac{1}{2}$ fathoms water.

To the northward of the small village of Matvik, and at the distance of about a mile and a half from the anchorage, is a small rivulet of most excellent fresh water, with sufficient depth to admit your boats, where you may fill your casks, and raft them down as you may think proper.

(Signed as the preceding.)

H. M. S. Victory, 16th June, 1810.

[N.B.—The bearings are by compass.]

11.

Directions for the N.W. entrance of Matvik harbour, in Sweden.

Being in the harbour of Matvik, and the wind so far to the southward that you cannot sail out at the eastern passage, you may run to the northward, and pass between the islands of Ferholmen and East Boko; and when you have run so far to the northward as to get the western passage open, you may steer W. b. N. or W. for the north point of West Boko, keeping a mid-channel, where your depth of water will be from 5 to 7 fathoms. Between the north point of West Boko and the opposite side, the channel is not more than 130 fathoms wide; but it is steep to on both sides, having 7 fathoms within two boats' length on the Boko side, and 5 within the same distance on the main.

After passing West Boko, you must steer down west, still keeping a mid-channel, and bring the three red houses or brick-kilns at Mara Tegen on with the low point of West Boko, taking care at the same time to keep the southernmost house of the three to the northward of the northernmost tree on that island. This mark will run you between the north point of Nastenso island and the rock which lies midway between it and the opposite side. This rock has not more than 4 or 5 feet on its shallowest part; but by keeping close to Nastenso island, and at the same time attending to the foregoing directions, you will go to the southward of it; here the channel is not more than a cable's length wide, with not less than 7 or 8 fathoms water in it.

After passing Nastenso island, you may steer for the island of Eneskar, keeping the houses as before directed, which will lead you between that island and Point Waggia, with from 7 to 12 fathoms depth of water. When you get the length of the island of Eneskar (which you must leave on the left-hand side, and may pass, if you think proper, within a cable's length), you must continue your course west until you have got the white steeple of Carlsham's sail's breadth open of the west end of the trees; after which you may change your course as you think proper, either for Terno Hano, or Carlsham.

If you are coming from the southward and westward, bound into the western passage of Matvik, you must bring the white steeple of Carlsham to bear N.W., and steer directly for it until you get between the islands

of Eneskar and Swartskar; these two islands form the narrow part of the passage to Carlsham: and when the island of Eneskar bears E.S.E. you may steer east for the entrance of Matvik; and then, by attending to the foregoing directions reversed, you will pass clear of every danger.—*N.B.* All the small rocks that you see above water (near you) between Nastenso island and Eneskar, must be left on your starboard hand going out of the harbour, and the contrary coming in, but they may be passed very close.

Nearly midway between West Boko and Nastenso island lies a shoal, which must be left on the larboard hand going out, having only 5 feet water on some parts; but keeping the south point of Sterno (to the westward of Carlsham) open with the north point of Nastenso island, you will pass to the northward of it in 7 or 8 fathoms water.

The marks for the shoal are as follows; *viz.*—The house on Sterno on with the north point of Nastenso island, bearing W.N.W.; a small rock to the southward of Nastenso island on with the south point of Hano, bearing S.W. $\frac{1}{2}$ S.; and the north point of West Boko a sail's breadth open to the southward of the opposite woody point, bearing E. b. N. $\frac{1}{2}$ N. There is also another shoal midway between Nastenso island and Eneskar, with 5 or 6 feet water on it, which must also be left on the larboard hand coming out; the marks for the north part of which are—The south point of Sterno nearly on with the middle of the island of Eneskar, bearing W. $\frac{1}{2}$ N.; and a small house in the valley on with a small rock, bearing N.N.E. But keeping the south end of Sterno open to the northward of the island of Eneskar, will carry you clear to the northward of it, either going in or coming out.

(Signed as the preceding.)

Victory, 2d July, 1810.

12.

Remarks for Faro Sound.

Should a ship have occasion to anchor in the south entrance of Faro Sound, situated between the S.W. extremity of Faro island and the N.E. end of Gothland (which may easily be known by its being the highest land, and appearing at first like an island), bring it to bear N.N.W. and keep it in that direction until you see the small island of Bangee; then steer in midchannel between that island and the N.E. end of Gothland, and anchor in $5\frac{1}{2}$ fathoms, good sandy bottom, within the island of Bangee, and about midway between Gothland and Faro, taking care not to go too high up, as then the ground begins to be both rocky and shallow. Anchor as it were under the lee of Bangee island.

(Signed)

Charles Dashwood, Captain.

John Jenkins, Master.

Pyramus, 1st July, 1810.

13.

Remarks for Slito road and harbour in the island of Gothland.

In running in for Slito road, you will see a large church on the main land, with a black steeple and a white front; bring it to bear N.W. b. W. : keep it in that direction until Magee island bears N.E. or N.E. b. E. and anchor in from 6 to 9 fathoms, sandy bottom. In turning in you may stand towards the south end of Magee island pretty close, having 6 and $6\frac{1}{2}$ fathoms to within a cable's length of the shore; but there is a small bank of 3 fathoms S.W. from the middle of the island, and about 3 cables' length from the shore, having 5 fathoms within and 6 without. There is also a reef of small stones extended from the N.W. end, of about $2\frac{1}{2}$ or 3 cables in length.

It will be necessary to give these a good berth, particularly the 3-fathom bank, as the reef does not lie so much in the way. In standing to the westward, you will observe a large stone windmill on the main land, which, when it bears N. $\frac{1}{2}$ E. or when it is on with the east gable end of the westernmost red-tiled house in the town, it will be time to tack, as you will then be tolerably near the shore, in $6\frac{1}{2}$ or 6 fathoms; but your lead will be your best guide, as it shoals gradually, only giving yourself room to wear in the event of missing stays.

There is a kind of middle ground, about half a cable's length in width, extending in a S.S.W. direction from Castle Island, on which you will not have less than 6 fathoms, strong muddy ground; on either side you will have 7 and 8 fathoms, sand. There is a reef of large stones that runs south from Castle island, which, to appearance, seems very dangerous; but you will have 5 fathoms within a cable's length of it, and the whole is seen above water. Abreast of, and a little above this reef, and between it and the main land, is very good anchorage. By keeping the aforesaid windmill just open with the easternmost part of the town, and by bordering nearer to Castle island than the main, will lead you into a good berth in 5 and 6 fathoms, sandy bottom; the island bearing E.N.E.

Slito harbour is within Castle island. Although there is a passage on either side, I should prefer going to the eastward of Castle island, first giving the 3-fathoms bank a tolerably good berth, and then steer in about midway between Castle and Grandle islands, bordering nearer to the former than the latter, in 5 and $5\frac{1}{2}$ fathoms; and be not apprehensive of the reef of large stones to the south of Castle Island, for it is bold to.

After passing the Narrows, give the N. and N.E. end of Castle island a berth of 1 $\frac{1}{2}$ cable's length, by keeping to the eastward of them; and when you bring that island to bear S.W. b. S. and the town N.W. b. W. you may anchor in 5 and $4\frac{1}{2}$ fathoms, perfectly sheltered from all winds. Slito harbour is good anchorage for frigates in winter, or in the event of being disabled; but the entrance is narrow, and I would not recommend a ship of that description to proceed so high up without first gaining better

information by sounding, unless driven thereto by necessity. All around this anchorage, abreast of, and a little above the town, is admirably calculated for merchant ships, and will contain a fleet of 200 sail.

There is a small tank and one well of water on Castle island, but in which you will find but little water, and when once emptied it will recover itself but slowly; nor could we discover any place where there was a probability of finding any. Wood for fuel and small spars are in abundance. The inhabitants appeared willing to be civil, in their communication with us.

(Signed as the preceding.)

Pyramus, 1st July, 1810.

14.

Remarks on Ostergarn, bay of Liugarn, Nygarn, and Sandvik.

Ostergarn is a low island, extending about a mile and a quarter in a N.W. and S.E. direction, and half a mile north and south, and has neither water nor wood upon it; there are a few huts which the fishermen make use of in summer, and several poles and heaps of stones erected as marks for placing their nets: its distance from the island of Gothland is about one mile and a half. As there is anchorage on every side from 8 to 12 fathoms, except off the E.N.E. point, I should think it a safe place for any ship to run for, or even a small convoy, who would be enabled, if they parted, to run either into the bay of Kathammers, Sandhammer, or Slito; and there are but few winds which would prevent them from lying off the shore, either upon one tack or the other. Ships intending to anchor there should be cautious, in approaching it from the northward, not to go within six miles of Gothland, as there is a dangerous rocky shoal extending near three miles, bearing N.W. from Ostergarn, distant about five miles, on which there is in some parts only three feet water: but the soundings to it shoal gradually. With the island of Ostergarn bearing S.S.E. you may steer direct for it, and anchor about three quarters of a mile from the shore, except off the E.N.E. point, where there are three rocks, bearing E.N.E. from the island—the first one is half a mile distant, the others much further, but near the same bearings. There is a good passage between the first one and the island, in which you will have from 9 to 5 fathoms: in approaching it from the southward, you may steer direct for it; but if you have occasion to anchor on the north side, it would be advisable to go round it on the west side between Gothland and it, keeping near to the island, which is steep to, to avoid the three rocks that lie off the E.N.E. part.

The bay of Liugarn is a large deep bay, sheltered from N.E. to S.S.E. in which you may lie in from 6 to 9 fathoms water, and smaller vessels in 5. In coming from the N.E. run down within two miles of the shore; and when you bring the little village and lime-kiln to bear W. b. N. and the southernmost church at the bottom of the bay S.W. b. W. you will

have the best berth in 6 or 7 fathoms. In coming from the southward, you must give the three little islands of Landsholm a good berth, as a shoal runs off to the southward, near two miles from the northernmost island, but on the west side there is 6 fathoms close to it: there is no fresh water to be had at this place in any quantity.

Nygarn, or Kathammers Vik.—When Ostergarn bears S.S.E. distant about three miles, you will see a small town in a bay on Gothland, bearing S.W. where you may get plenty of water, anchoring with the town to the S.W. distant three miles, and the centre of Ostergarn S.E. in 9 fathoms: the soundings are regular all round, but deeper towards the rocky bluff which you lie about a mile and a half from: smaller ships may go into less water nearer to the town.

Sandvik is a small bay to the southward of Ostergarn, about five miles (called on the English charts Sysne): there is good anchorage off it in 8 and 10 fathoms; and a little within the bay for small ships, in 6 fathoms. The water shoals gradually to a sandy beach at the top of the bay, where there are two small rivers, with plenty of fresh water, close to the beach. Sysne Point, which forms the east side of the bay, is a low rocky point, with a lime-kiln within it; on the opposite side of the bay to this point, there is a low rocky point, which runs some way off. A large white house, with a red roof, open with Sysne Point, you will have from 8 to 10 fathoms, and the best anchorage. You may run down from Ostergarn within a mile and a half from the shore, and will have regular soundings from 3 to 10 and 11 fathoms.

(Signed)

George Acklom, Commander.

H. M. S. Ranger.

15.

Remarks and directions for sailing into Wormso road, in the gulph of Finland.

Ships bound into Wormso road from the eastward, should bring Oden-sholm light-house to bear E. b. N. $\frac{1}{2}$ N. and steer W. b. S. $\frac{1}{2}$ S. with a free wind; or should the wind be scant to the southward, may steer W. S. W.; which courses will keep them within the Apollo-ground and a good berth without Wormso reef: on the above courses the soundings are laid down in the charts pretty correct, and you will soon see the island of Wormso, which is covered with trees; as you draw to the S.W. you will see them quite thick for a considerable distance from the S.W. end; to the eastward of which, they are lower and much thinner: you will also see the island of Dago a-head. When the island of Wormso is made plain out, stand on as above, until the S.W. part of the island is brought to bear S. S. E.; you may then steer right for it, keeping the above bearing, until you make out some low thin trees to the S.W. of it; you will then be nearly the length of the outer part of the reef: soon after, you will make

out a red-tiled house, near the above low thin trees, which you should bring to bear S. b. E. $\frac{3}{4}$ E. and steer for it until you are within the Beo or Middle-ground, which you may know, by observing (when at the outer part of the reef) a remarkable long red-tiled house on Dago, lying in a N.W. and S.E. direction, and without chimneys, and may be plainly seen from hence. When this house bears S.W. b. W. and the point of Dago to the east of Simperness W. b. N. you are the length of the outer part of the Middle-ground; and when the house bears W.S.W. it will begin to be shut in with some trees to the eastward of it, you are then just within the above ground, and should steer S. b. E. or S. $\frac{1}{2}$ E. until a remarkable tuft of trees on the extreme S.W. point of the island (which is very low) bears S.S.E.; keep this bearing on until the N.E. point of the island bears E. b. N. or E. b. N. $\frac{1}{2}$ N. you are then in a very good anchoring berth, in 8 or $8\frac{1}{2}$ fathoms of water, good clay ground, and within a mile and a half of Wormso. On the above courses, you will find 11, 10, $9\frac{1}{2}$, $8\frac{1}{2}$, 7, $7\frac{1}{2}$, $8\frac{1}{2}$ fathoms, to the anchorage as above: you should not come nearer the reef, or Middle-ground, than 7 fathoms, the distance between which depths appears to be about a mile and a half, with 9, 10, and 11 fathoms between.

Ships coming for these roads from the westward, after rounding the shoals to the eastward of Dagerort, should bring Simperness to bear S. b. W. between two and three leagues distance, and steer E.S.E. until the S.W. end of Wormso bears S.S.E.; they may then follow the above directions for going in from the eastward, being careful not to bring the point on Dago (which is to the eastward of Simperness) to the westward of W. $\frac{1}{2}$ S. until the S.W. part of Wormso is on the above bearing.

Soundings on the Reef and Middle-ground.

The soundings on the reef are very irregular, being stony all the way out from the middle of the reef, where I found 2, $2\frac{1}{2}$, $3\frac{1}{2}$, 3, 4, $3\frac{1}{2}$, 4, 5, $5\frac{1}{2}$, $6\frac{1}{2}$, 7, 6, $6\frac{1}{2}$, 7, $7\frac{1}{2}$ fathoms, from whence the soundings are regular across to the westward, with clay bottom; and this continues from within half a mile of the island to the outer end of the reef, near which there is only 7 feet water.

On the middle ground the soundings are, from 2, 3, $3\frac{1}{2}$, 4, 5, to 7, $6\frac{1}{2}$, 6, 7, $7\frac{1}{2}$, whence it deepens regularly, with muddy bottom, across to the eastward.

(Signed) *Thomas Jones*, Master.

H. M. S. Loire, July, 1810.

NAVAL LITERATURE.

The Life and Adventures of PETER WILKINS, a Cornish Man: taken from his own Mouth, in his Passage to England, from off Cape Horn in America, in the Ship Hector.—By R. S., a Passenger in the Hector. In 2 Vols. London, 1816.

[Continued from page 313.]

“ **W**E had now got into a very low, close, swampy country, and our goat’s flesh began to be very stale through the heat, not only of the sun, but the muleto’s back: however, we pleased ourselves we should have one more meal of it before it was too bad to eat; so having travelled about three miles from the river, we took up our lodging on a little rising, and tied our muleto in a valley about half a furlong below us, where he made as good a meal in his way as we did in ours.

“ We had but just supped, and were sauntering about to find the easiest spot to sleep on, when we heard a rustling and a grumbling noise in a small thicket just on our right; which seeming to approach nearer and nearer, Glanlipze roused himself, and was on his legs just time enough to see a lioness, and a small whelp which accompanied her, within thirty yards of us, making towards us, as we afterwards guessed, for the sake of our goat’s flesh, which now smelt very strong. Glanlipze whipped on the contrary side of the fire to that where the goat’s flesh lay, and fell to kicking the fire about at a great rate, which being made of dry wood, caused innumerable sparks to fly about us; but the beasts still approaching in a couchant manner, and seizing the ribs of the goat, and other bones (for we had only cut the flesh off), and grumbling and cracking them like rotten twigs, Glanlipze snatched up a firebrand, flaring, in each hand, and made towards them; which sight so terrified the creatures, that they fled with great precipitation to the thicket again.

“ Glanlipze was a little uneasy at the thoughts of quitting so good a lodging as we had found, but yet held it best to move farther; for as the lions had left the bones behind them, we must expect another visit if we staid there, and could hope for no rest; and above all, we might possibly lose our muleto; so we removed our quarters two miles farther, where we slept with great tranquility.

“ Reflections on the nature of mankind have often astonished me. I told you at first my thoughts concerning prayer, in my journey to Bristol, and of the benefit I received from it, and how fully I was convinced of its necessity; which one would think was a sufficient motive to a reasonable creature to be constant in it; and yet it is too true, that notwithstanding the difficulties I had laboured under, and the hardships I had undergone, and the danger of starving at sea, or being murdered for food by my fellows, when there was as urgent a necessity of begging divine assistance as can be conceived, I never once thought of it, nor of the Object of it, nor returned thanks for my being delivered, till the lioness had just left me; and then I felt near the same force, urging me to return thanks for my escape, as I had impelling me to prayer before; and I think I did so with great sincerity.

“ I shall not trouble you with a relation of the common accidents of our journey, which lasted two months and better, nor with the different methods we

used to get subsistence : but shall at once conduct you to Quamis ; only mentioning that we were sometimes obliged to go about, and were once stopped by a cut that my guide and companion received by a ragged stone in his foot, which growing very bad, almost deprived me of the hopes of his life ; but by rest, and constant sucking and licking it, which was the only remedy we had to apply, except green leaves chewed, that I laid to it by his direction, to supple and cool it, he soon began to be able to ride upon the muletto, and sometimes to walk a little.

“ We arrived at Quamis, a small place on a river of that name, where Glanlipze had a neat dwelling, and left a wife and five children when he went out to the wars. We were very near the town when the day closed ; and as it is soon dark there after sunset, you could but just see your hand at our entrance into it. We met nobody in the way, but I went directly to Glanlipze’s door, by his direction, and struck two or three strokes hard against it with my stick. On this there came a woman to it stark naked. I asked her in her own language, if she knew one Glanlipze. She told me, with a deep sigh, that once she did. I asked then where he was. She said with their ancestors she hoped, for he was the greatest warrior in the world ; but if he was not dead he was in slavery. Now you must know, Glanlipze had a mind to hear how his wife took his death or slavery, and had put me upon asking these questions before he discovered himself. I proceeded then to tell her I brought some news of Glanlipze, and was lately come from him, and by his order. ‘ And does my dear Glanlipze live ! ’ says she, flying upon my neck, and almost smothering me with caresses, till I begged her to forbear, or she would strangle me, and I had a great deal more to tell her ; then ringing for a light, when she saw I was a white man she seemed in the utmost confusion at her own nakedness ; and immediately retiring, she threw a cloth round her waist, and came to me again. I then repeated to her, that her husband was alive and well, but wanted a ransom to redeem himself, and had sent me to see what she could any ways raise for that purpose. She told me she and her children had lived very hardly ever since he went from her, and she had nothing to sell, or make money of, but her five children ; that as this was the time for the slave trade, she would see what she could raise by them, and if that would not do she would sell herself, and send him the money, if he would let her know how to do it.

“ Glanlipze, who heard every word that passed, finding so strong a proof of his wife’s affection, could hold out no longer ; but bursting into the room, clasped her in his arms, crying, ‘ No, Zulika ! ’ (for that was her name) ‘ I am free ; there will be no occasion for your or my dear children’s slavery ; and rather than have purchased my freedom at that rate, I would willingly have died a slave myself. But my own ears have heard the tender sentiments my Zulika has for me.’ Then, drowned in tears of joy, they embraced each other so close, and so long, that I thought it impertinent to be seen with them, till their first transports were over. So I retired without the house till Glanlipze called me in, which was not in less than full half an hour. I admired the love and constancy of the persons I had just left behind me ; ‘ Good Heaven,’ thought I to myself, with a sigh, ‘ how happy has this our escape rendered Glanlipze and his wife ! what a mutual felicity do they feel ! And what is the cause of all this ? Is it that he has brought home great treasures from the wars ?—Nothing like it ; he is come naked. Is it, that having escaped slavery and poverty, he is returned to an opulent wife, abounding with the good things of life ? No such thing. What then can be the cause of this excess of satisfaction, this alternate joy, that

Patty and I could not have been as happy with each other? Why, it was *my* pride that interposed and prevented it. But what am I like to get by it, and by all this travel, and these hazards? Is this the way to make a fortune, to get an estate? No, surely, the very contrary. I could not, forsooth, labour for Patty and her children, where I was known; but am I any better for labouring here, where I am not known, where I have nobody to assist me, than I could have been where I am known, and where there would have been my friends about me, at least, if they could have afforded no great assistance? I have been deceived then, and have travelled so many thousand miles, and undergone so many dangers, only to know at last, I had been happier at home; and have doubled my misery, for want of consideration, that very consideration which, impartially taken, would have convinced me I ought to have made the best of my bad circumstances, and to have laid hold of every commendable method of improving them. Did I come hither to avoid daily labour or voluntary servitude at home? I have had it in abundance. Did I come hither to avoid poverty and contempt? Here I have met with them ten-fold.—And now, after all, was I to return home empty and naked, as Glanlipze has done, should I meet a wife, as bare as myself, so ready to die in my embraces, and to be a slave herself with her children, for my sake only? I fear not!

“These and the like reflections had taken possession of me, when Glanlipze called me in; where I found his wife, in her manner, preparing our supper, with all that cheerfulness which gives a true lustre to innocence.

“The bustle we made had by this time awakened the children; who, naked as they were born, both boys and girls, came crawling out from behind a curtain at the farther end of the room, which was very long. The father, as yet, had only inquired after them; but, upon sight of them, he fell into an ecstasy, kissing one, stroking another, dandling a third, for the eldest was scarce fourteen; but not one of them knew him, for seven years makes a great chasm in young memories. The more I saw of this, the stronger impression Patty and my own children made upon me. My mind had been so much employed on my own distresses, that those dear ideas were almost effaced; but this moving scene introduced them afresh, and imprinted them deeply on my imagination, which cherished the sweet remembrance.”

After various and surprising adventures, Peter arrives in the wonderful country of Graundolet, and obtains his flying wife Youwarkee, as thus related.—

“I passed the summer (though I had never yet seen the sun’s body) very much to my satisfaction; partly in the work I had been describing [extracting oil]; partly in building me a chimney in my anti-chamber of mud and earth burnt on my own hearth into a sort of brick; in making a window at one end of the above said chamber, to let in what little light would come through the trees, when I did not chuse to open my door; in moulding an earthen lamp for my oil; and finally in providing and laying in stores, fresh and salt (for I had now cured and dried many more fish), against winter. These I say were my summer employments at home, intermixed with many agreeable excursions. But now the winter coming on, and the days growing very short, or indeed there being no day properly speaking, but a kind of twilight, I kept mostly in my habitation, though not so much as I had done the winter before, when I had no light within doors, and slept or at least lay still great part of my time; for now my lamp was never out. I also turned two of my beast-fish skins into a rug to cover

my bed, and the third into a cushion, which I always sat upon, and a very soft and warm cushion it made. All this together rendered my life very easy, nay even comfortable.

“ An indifferent person would now be apt to ask, ‘ What would this man desire more than he had? To this I answer, that I was contented while my condition was such as I have been describing : but a little while after the darkness or twilight came on, I frequently heard the voices again; sometimes a few only at a time as it seemed, and then again in great numbers. This threw me into new fears, and I became as uneasy as ever, even to the degree of growing quite melancholy; though otherwise I never received the least injury from any thing. I foolishly attempted several times by looking out of my window, to discover what these odd sounds proceeded from, though I knew it was too dark to see any thing there.

“ I was now fully convinced by a more deliberate attention to them, that they could not be uttered by the beast-fish as I had before conjectured, but only by beings capable of articulate speech; but then what or where they were it galled me to be ignorant of.

“ At length, one night or day, I cannot say which, hearing the voices very distinctly, and praying very earnestly to be either delivered from the uncertainty they had put me under, or to have them removed from me, I took courage, and arming myself with gun, pistols, and cutlass, I went out of my grotto, and crept down the wood. I then heard them plainer than before, and was able to judge from what point of the compass they proceeded. Hereupon I went forward towards the sound, till I came to the verge of the wood, where I could see the lake very well by the dazzle of the water. Thereon as I thought, I beheld a fleet of boats covering a large compass, and not far from the bridge. I was shocked hereat beyond expression. I could not conceive where they came from, or whither they would go; but supposed there must be some other passage to the lake than I had found in my voyage through the cavern, and that for certain they came that way, and from some place of which as yet I had no manner of knowledge.

“ Whilst I was entertaining myself with this speculation, I heard the people in the boats laughing and talking very merrily, though I was too distant to distinguish the words. I discerned soon after all the boats (as I still supposed them) draw up, and push for the bridge; presently after, though I was sure no boat entered the arch, I saw a multitude of people on the opposite shore, all marching towards the bridge; and what was the strangest of all, there was not the least sign of a boat now left upon the whole lake. I then was in a greater consternation than before; but was still much more so, when I saw the whole posse of people that as I have just said were marching towards the bridge, coming over it to my side of the lake. At this my heart failed, and I was just going to run to my grotto for shelter; but taking one look more, I plainly discovered, that the people leaping one after another, from the top of the bridge as if into the water, and then rising again, flew in a long train over the lake, the lengthways of it, quite out of my sight, laughing, hallooing, and sporting together; so that looking back again to the bridge, and on the lake, I could neither see person nor boat, nor any thing else, nor hear the least noise or stir afterwards for that time.

“ I returned to my grotto brim-full of this amazing adventure, bemoaning my misfortune in being at a place where I was like to remain ignorant of what was doing about me. ‘ For,’ said I, ‘ if I am in a land of spirits, as now I have little room to doubt, there is no guarding against them. I am never safe even in my

grotto; for that can be no security against such beings as can sail on the water in no boats, and fly in the air on no wings, as the case now appears to me, who can be here and there and wherever they please. What a miserable state I say am I fallen to! I should have been glad to have had human converse, and to have found inhabitants in this place; but there being none as I supposed hitherto, I contented myself with thinking I was at least safe from all those evils mankind in society are obnoxious to: 'But now, what may be the consequence of the next hour I know not; nay, I am not able to say, but whilst I speak and shew my discontent, they may at a distance conceive my thoughts, and be hatching revenge against me for my dislike of them.'

"The pressure of my spirits inclining me to repose, I laid me down, but could get no rest; nor could all my serious thoughts even of the Almighty Providence, give me relief under my present anxiety: and all this was only from my state of uncertainty concerning the reality of what I had heard and seen; and from the earnestness with which I coveted a satisfactory knowledge of those beings who had just taken their flight from me.

"I really believe, the fiercest wild beast, or the most savage of mankind that had met me, and put me upon my defence, would not have given me half the trouble that then lay upon me; and the more for that I had no seeming possibility of ever being rid of my apprehensions: so finding I could not sleep I got up again; but as I could not fly from myself, all the art I could use with myself, was but in vain to obtain me any quiet.

"In the height of my distress, I had recourse to prayer, with no small benefit; begging that if it pleased not the Almighty Power to remove the object of my fears, at least to resolve my doubts about them, and to render them rather helpful than hurtful to me. I hereupon, as I always did on such occasions, found myself much more placid and easy, and began to hope the best, till I had almost persuaded myself that I was out of danger; and then laying myself down, I rested very sweetly, till I was awakened by the impulse of the following dream.

"Methought I was in Cornwall, at my wife's aunt's; and inquiring after her and my children, the old gentlewoman informed me, both my wife and children had been dead some time, and that my wife, before her departure, desired her (that is her aunt) immediately upon my arrival, to tell me, she was only gone to the lake, where I should be sure to see her, and be happy with her ever after. I then, as I fancied, ran to the lake to find her. In my passage, she stopped me, crying, 'Whither so fast, Peter? I am your wife, your Patty.' Methought I did not know her, she was so altered; but observing her voice, and looking more wistfully at her, she appeared to me as the most beautiful creature I ever beheld. I then went to seize her in my arms; but the hurry of my spirits weakened me.

"When I got up I kept at home, not caring even to look out at my door. My dream ran strangely in my head, and I had now nothing but Patty in my mind. 'Oh!' cries I, 'how happy could I be with her, though I had only her in this solitude. Oh! that this was but a reality, and not a dream.' And indeed, though it was but a dream, I could scarce refrain from running to the lake to meet my Patty. But then I checked my folly, and reasoned myself into some degree of temper again. However, I could not forbear crying out, 'What a solitary life to converse with? Nobody to assist! comfort, or counsel me! This is a melancholy situation indeed.' Thus I ran on lamenting, till I was almost weary; when, on a sudden, I again heard the voices, 'Hark!' says I, 'here they come again. Well I am now resolved to face them; come life, come death!

It is not to be alone I thus dread ; but to have company about me, and not know who or what, is death to me worse than I can suffer from them, be they who or what they will.'

" During my soliloquy the voices increased, and then by degrees diminished as usual ; but I had scarce got my gun in my hand to pursue my resolution of shewing myself to those who uttered them, when I felt such a thump upon the roof of my anti-chamber, as shook the whole fabric, and set me all over into a tremor ; I then heard a sort of shriek and a rustle near the door of my apartment ; all which together seemed very terrible. But I having before determined to see what and who it was, resolutely opened my door, and leaped out. I saw nobody ; all was quite silent, and nothing that I could perceive but my own fears a moving. I went then softly to the corner of the building, and there looking down by the glimmer of my lamp, which stood in the window, I saw something in human shape lying at my feet, I gave the word, 'Who's there ?' Still no one answered. My heart was ready to force a way through my side. I was for a while fixed to the earth like a statue. At length, recovering, I stepped in, fetched my lamp, and returning, saw the very beautiful face my Patty appeared under in my dream ; and not considering that it was only a dream, I verily thought I had my Patty before me, but she seemed to be stone dead. Upon viewing her other parts (for I had never yet removed my eyes from her face), I found she had a sort of brown chaplet like lace round her head, under and about which her hair was tucked up and twined ; and she seemed to me to be clothed in a thin hair-coloured silk garment, which, upon trying to raise her, I found to be quite warm, and therefore hoped there was life in the body it contained. I then took her into my arms, and treading a step backwards with her, I put out my lamp ; however, having her in my arms, I conveyed her through the door-way in the dark into my grotto ; here I laid her upon my bed, and then ran out for my lamp.

" ' This,' thinks I, ' is an amazing adventure. How could Patty come here, and dressed in silk and whalebone too ? sure that is not the reigning fashion in England now ? But my dream said she was dead. Why, truly, so she seems to be. But be it so, she is warm. Whether this is the place for persons to inhabit after death or not, I can't tell (for I see there are people here, though I don't know them) ; but be it as it will, she feels as flesh and blood ; and if I can but bring her to stir and act again as my wife, what matters it to me what she is ! it will be a great blessing and comfort to me ; for she never would have come to this very spot but for my good.'

" Top-full of these thoughts, I re-entered my grotto, shut my door, and lighted my lamp ; when going to my Patty (as I delighted to fancy her) I thought I saw her eyes stir a little. I then set the lamp farther off, for fear of offending them if she should look up ; and warming the last glass I had reserved of my Madeira, I carried it to her, but she never stirred. I now supposed the fall had absolutely killed her, and was prodigiously grieved ; when laying my hand on her breast, I perceived the fountain of life had some motion. This gave me infinite pleasure ; so not despairing, I dipped my finger in the wine, and moistened her lips with it two or three times, and I imagined they opened a little. Upon this I bethought me, and taking a tea-spoon, I gently poured a few drops of the wine by that means into her mouth. Finding she swallowed it, I poured in another spoonful, and another, till I brought her to herself so well as to be able to sit up. All this I did by a glimmering light, which the lamp afforded from a distant part of the room where I had placed it, as I have said, out of her sight,

" I then spoke to her, and asked divers questions, as if she had really been Patty, and understood me ; in return of which she uttered a language I had no idea of, though in the most musical tone, and with the sweetest accent I ever heard. It grieved me I could not understand her. However, thinking she might like to be on her feet, I went to lift her off the bed, when she felt to my touch in the oddest manner imaginable : for while in one respect it was as though she had been cased up in whalebone, it was at the same time as soft and warm as if she had been naked.

" I then took her in my arms, and carried her into my anti-chamber again ; where I would fain have entered into conversation, but found she and I could make nothing of it together, unless we could understand one another's speech. It is very strange my dream should have prepossessed me so of Patty, and of the alteration of her countenance, that I could by no means persuade myself the person I had with me was not she : though, upon a deliberate comparison, Patty, as pleasing as she always was to my taste, would no more come up to this fair creature, than a coarse ale-wife would to Venus herself.

" You may imagine we stared heartily at each other, and I doubted not but she wondered as much as I, by what means we came so near each other. I offered her every thing in my grotto which I thought might please her ; some of which she gratefully received, as appeared by her looks and behaviour. But she avoided my lamp, and always placed her back toward it. I observing that, and ascribing it to her modesty in my company, let her have her will, and took care to set it in such a position myself as seemed agreeable to her, though it deprived me of a prospect I very much admired.

" After we had sat a good while, now and then I may say chattering to one another, she got up, and took a turn or two about the room. When I saw her in that attitude, her grace and motion perfectly charmed me, and her shape was incomparable ; but the strangeness of her dress put me to a loss to conceive either what it was, or how it was put on.

" Well, we supped together, and I set the best of every thing I had before her, nor could either of us forbear speaking in our own tongue, though we were sensible neither of us understood the other. After supper, I gave her some of my cordials, for which she shewed great tokens of thankfulness, and often in her way, by signs and gestures, which were very far from being insignificant, expressed her gratitude for my kindness. When supper had been some time over, I shewed her my bed, and made signs for her to go to it ; but she seemed very shy of that, till I shewed her where I meant to lie myself, by pointing to myself, then to that, and again pointing to her and to my bed. When at length I had made this matter intelligible to her, she lay down very composedly ; and after I had taken care of my fire, and set the things I had been using for supper in their places, I laid myself down too : for I could have no suspicious thoughts or fear of danger from a form so excellent.

" I treated her for some time with all the respect imaginable, and never suffered her to do the least part of my work. It was very inconvenient to both of us only to know each other's meaning by signs ; but I could not be otherwise than pleased, to see that she endeavoured all in her power to learn to talk like me. Indeed I was not behind hand with her in that respect, striving all I could to imitate her. What I all the while wondered at was, she never shewed the least inquiet at her confinement ; for I kept my door shut at first through fear of losing her, thinking she would have taken an opportunity to run away from me ; for little did I then think she could fly."

[To be continued.]

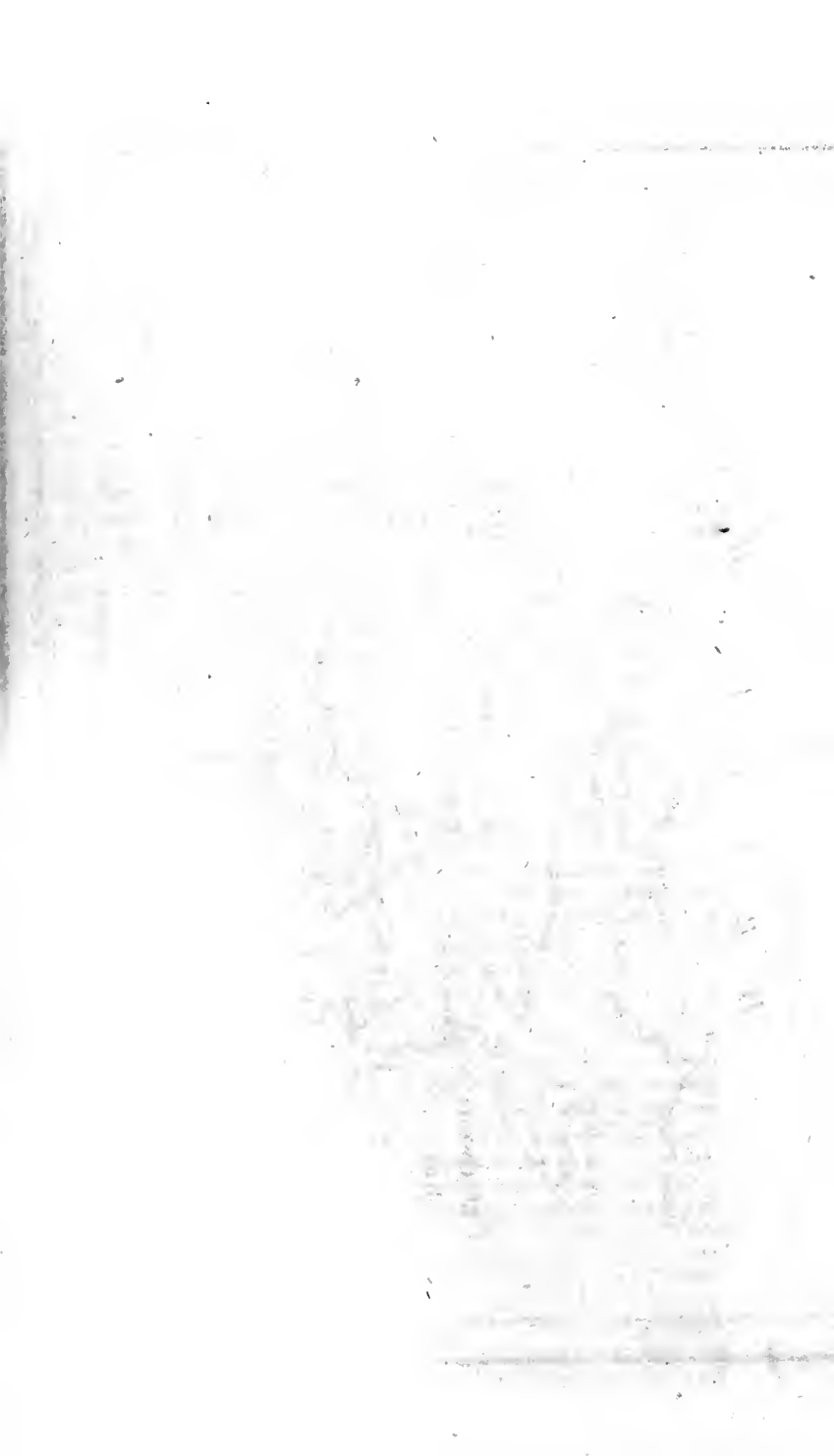


PLATE CCCCLXXIV.

*Jersey Isle.**

JERSEY is 3 leagues in length from east to west, and nearly 2 leagues in breadth. Its N.W. point lies S.E. $\frac{1}{2}$ S. from St. Martin's point in Guernsey, about 5 leagues; its S.W. point 11 leagues N. b. W. $\frac{1}{3}$ W. from St. Malo; its distance from the coast of Normandy is from 3 to 4 leagues, and with a good wind, you pass from one to the other in two hours. This island, like Guernsey, is surrounded with rocks, which render the access both difficult and dangerous.

St. Helier is the principal town in Jersey; it is situated in the bay St. Aubin, almost in the middle of the southern side; and has the best road in the whole island, but yet dangerous on account of the numerous rocks scattered round the entrance. The town and bay are defended by several batteries, but chiefly by Castle Elizabeth, built in the bay, on a large rock, to which you may go at low-water quite dry. With northerly winds you may anchor about a league without this bay, in 15 and 20 fathoms water, clear of any danger from the rocks.

The west side of Jersey forms another large bay, called St. Owen's bay, wherein large vessels may anchor in 12 and 15 fathoms water, sheltered from easterly winds. Westward of this bay, about 1 league and $\frac{1}{2}$, is a bank, called the Great Bank, extending 4 or 5 miles N.W. b. N. and S.E. b. S. where you may cast anchor in 12 fathoms.

On the eastern part is the bay St. Catherine, where the anchorage and the hold are good. St. Clement's Point (the S.E. point of the island) is to the south of this road, and must not be approached nearer than a large league, because of a ledge of rocks, called Banc de Vilet, which runs from it towards the S.E. b. E.

The tides set very strong through the rocks, and run, as we have already observed † in speaking of the other islands, the whole circuit of the compass in 12 hours; an E. W. ♀ makes high-water about these places.

The two most remarkable ledges of rocks, on the north side of Jersey, are the Pater-Nosters, and the Ecreho rocks; the west end of the Pater-Nosters lie about $2\frac{1}{2}$ miles N.N.E. from Grosnez, from whence they stretch upwards of two miles east. N.E. b. N. 6 miles from the N.E. point of Jersey, lie the middle of Ecreho rocks; they extend from thence west 2 miles, and S.S.E. about 2 miles. Both the ledges consist of a multitude of rocks, several of which are above water.

The Grelets Bank.—S. 5 miles from Noirmont point in Jersey, lies the west end of the Grelets bank, it thence extends east and E. b. S. 4 or 5 miles, and is 2 miles in breadth, its easternmost end lies south 7 miles from St. Clement's point.

* B. C. vi, 105; xiii, 78.

† Page 331.

The Minquiers.—South of Jersey 3 or 4 leagues, lie the Minquiers, a chain of rocks lying E.N.E. and W.S.W. 3 leagues in length, and 4 miles in breadth. They are very dangerous, for the tide sets strong across them. The greatest part of them are under water; those which shew themselves are called Les Maisons, and bear S. b. W. from St. Clement's point near 4 leagues, and N. b. E. $\frac{1}{2}$ E. 6 leagues from Cape Frehel. The westernmost of the Minquiers, called the Derée, bears from the S.W. point of Jersey south westerly above 4 leagues, is always above water, and appears detached from the rest.—(*Le Petit Neptune Français.*)

Jersey is twelve miles long and six broad. The north side is composed of rocky cliffs, forty to fifty fathoms high, while the south shore is nearly level with the sea; a ridge of hills runs through the centre, whose sides are covered with orchards, from whose produce 24,000 hogsheads of cyder have been made in one year. The other industrial pursuit is the rearing cattle, particularly sheep, whose wool, together with cyder, form the only exports, and the island is obliged to import corn from France and England. The number of inhabitants is 20,000.

The two towns of Jersey are St. Helier and St. Aubin. The former is the chief place, and is situated in the bay of St. Aubin, nearly in the middle of the south side, the best road of the island, but still dangerous, from numerous rocks scattered round the entrance.

The town consists of several good streets, and is defended by numerous batteries, but chiefly by Elizabeth-castle, on a rock insulated at high water, but accessible at low.

On the west side of the island is St. Owen's bay, and on the east St. Catherine's bay, which are safe roads according to the wind. All the accessible parts of the island are defended by batteries and towers.—(*Werner's Maritime Geography.*)

Jersey Island, in the English Channel, is about 6 leagues to the W. of the coast of Normandy in France, that coast there trending nearly due N. and S. and about 26 leagues to the S. of Portland on the coast of Dorset in England. The length is about 12 miles, and the breadth 6; but it is surrounded by rocks and quicksands, which form a natural defense to it. The cliffs on the N. side are from 40 to 50 fathoms high, and render it totally inaccessible on that side; but the shore on the S. side is almost level with the water. The coast of this island is very subject to storms by westerly winds, from which they have no land to shelter them; and there is a vast chain of rocks about the island, among which the tides and currents are so strong and rapid, that the navigation is extremely dangerous to vessels who are not perfectly acquainted with the coast. They send a considerable number of ships annually to Newfoundland, from whence they proceed to the Mediterranean to dispose of their fish. There is a large tract of land in the W. part of the island that is entirely barren and desert, while the remainder is very well cultivated, and in a good state of fertility; this

change has been occasioned by the prevalence of westerly winds, which have thrown up vast quantities of sand from the bottom to the top of the highest cliffs.

This island is about N. b. W. at the distance of 8 leagues from St. Malo, and S.W. b. W. 6 leagues from Cape la Hague,* and the same distance of 4 leagues at S.E. from the island of Guernsey. Round towers, with embrasures on the tops for small cannon, and loop-holes on their sides for small arms, have been built on this island, at all the accessible places on the coast, since the year 1781; at which time it was surprised by a body of French, under the Baron de RULLECOURT, who paid dear for their rashness, being every one killed, wounded, or made prisoners, though with the loss of some lives, particularly of the gallant Major FRANCIS PIERSON. The entrance to these towers is by a door, so high up in the wall, as to be out of the reach of man, and only to be ascended by a ladder, to be drawn up when the defendants are got safely within the buildings. In many places are pieces of large cannon mounted, with storehouses near them for powder and ball.

There are good roads at divers places round the island, and anchorage all along the N. side in 10 or 11 fathoms water. At the N. side near the W. point are some great rocks, a good way distant from the shore, called the Paternosters, or Pierres de Leck; and there are also many rocks a great way off into the sea, at the S.W. point. To the northward of these last, between them and the westernmost point on the W. side of the island, is anchorage in divers places, in 10, 11, and 12 fathoms water; and at the E. side of the island there is a good road for N. and N.N.W. winds. Catharine's Bay, which is to the northward of Mount-Orgueil Castle, on the E. shore, is a very good road also for westerly winds. This island may be generally laid down, as in lat. $49^{\circ} 7' N.$ and long. $2^{\circ} 11' W.$ and has high-water on full and change \AA days at half-past 12 o'clock.—(MALHAM'S *Gazetteer*.)

Poetry.

ON LORD EXMOUTH'S DESTRUCTION OF THE ALGERINE FLEET.

HARK! how the thunder's awe-diffusing voice,
Loudly rebellows from the arched air!
Night does not shroud the flaming earth,
Nor storms† obscure the rippling sea.

* Cape La-Hague, the N.W. promontory of Normandy, is on certain chests corruptly written Hogue; and is erroneously confounded by some mariners with La-Hogue, where the French fleet, under TOURVILLE was attacked and destroyed by the English, under RUSSELL, in 1692.

† A thunder storm happened at the time of the action.

What splenders sparkle on my dazzled view,
 And gleam along the far-illumined sky!
 The pirates' navy now is all on fire!
 It soon will vanish far away!
 Thou matchless fleet of England! from whose guns,
 Swifter than arrows from the twanging bow,
 Unnumber'd light'ning shafts
 Flash dreadful through the air:
 Thy presence bids the admiring world perceive
 How soon the sons of Afric's power is gone,
 Their ships reduc'd to ashes,
 And Slavery's reign o'erthrown!
 Exmouth! disarmer of the pirates bands,
 With force Promethean snatch'd the weak* away.
 His voice the seamen know,
 And love to hear its swell.
 Daring, yet merciful, he spar'd the lives of men,
 Spar'd the defenceless, while his uplifted arm
 The vollied light'ning calls,
 The thunder strikes, and all again is still!
 Fear not, that time shall blot thy well-earn'd praise:
 Thou, great deliv'rer of the human race,
 While men thy blessings feel,
 Shalt live in *grateful hearts*.



THE TURBOT.

A TALE.

LORD ENDLESS, walking to the Hall,
 Saw a fine Turbot on a stall.—
 “How much d’ye ask, friend, for this fish!”
 “Two guineas, sir.”—“Two guineas! pish!”
 He paused, he thought, “Two guineas! zounds!”
 “Few fish to-day, sir”—“Come, take pounds.”
 “Send it up quick to Bedford-square,
 “Here’s a pound note;—now mind, when there,
 “Ask for one pound, and say that’s all—
 “My Lady’s economical.”

The fish was sent, my Lady thought it
 Superfluous, but—my Lord had bought it.
 She paid one pound, and cried, “Od rat it!”
 Yet could not think the fish dear at it.

* Captives.

A knock announces Lady Tatter,
 Come for an hour to sit and chatter ;
 At length—" My darling Lady E.
 " I'm so distress'd—you know Lord T.
 " Can't dine without fish, and, 'tis funny,
 " There's none to-day for love or money."

" Bless us," cried Lady E. " two hours
 " Ago, a turbot came, 'tis your's ;
 " I paid but thirty shillings for it,
 " You'd say 'twas dirt cheap if you saw it."

The bargain struck—cash paid—fish gone.—
 My Lord and dinner came anon,
 He stared to see my Lady smile,
 'Twas what he had not seen some while,
 There was hash'd beef, and leeks a boat full,
 But Turbot none—my Lord looked doubtful—
 " My dear!—I think—Is no fish come?"
 " There is, love,—leave the room, John, mum!—
 " I sold the fish, you silly man,
 " I make a bargain when I can ;
 " The fish, which cost us shillings twenty,
 " I sold for thirty! to content ye—
 " For one pound ten to Lady Tatter—'
 " Lord! how you stare! why, what's the matter?
 My Lord stared wide with both his eyes,
 Down knife and fork dropt with surprize,
 " For one pound ten to Lady Tatter!!
 " If she was flat, ma'am you were flatter,
 " Two pounds the turbot cost——'tis true—
 " One pound I paid, and one pound you."

" Two pounds! Good Heavens! Why then, say,
 " It cost but one pound?"—" Nay, ma'am, nay,
 " I said not so—said nought about it ;
 " So, madam, you were free to doubt it."
 " Two pounds! Good Heavens! Why, who could doubt
 " That the fish cost what I laid out?
 " 'I would have been madness (you may rate)
 " In such a case so hesitate."——
 " 'Tis never madness," he replies,
 " To doubt. I doubt my very eyes.
 " Had you but doubted the prime cost,
 " Ten shillings would not have been lost.
 " Though you and all the world may rate,
 " You see 'tis best to hesitate."

Marine Law.

ADMIRALTY SESSIONS.

OLD BAILEY, NOV. 18.

Robert Smith and *Charles Furney* stood capitally indicted for the murder of Captain Thomas Johnson, of the schooner *Creole*, on the 21st of July. It was stated in the indictment, that the prisoner Smith had struck the deceased on the head with a handspike, and Furney had cut his throat with a knife; and that afterwards both the prisoners had thrown him overboard into the sea.—The prisoner Smith pleaded guilty to the charge, and the learned Judge (HOLROYD) apprised him of the consequences, and that his plea of guilty would make no difference as to the punishment. He still persisted in his plea, saying, that otherwise he would be perjured, and was in consequence removed from the bar.

Charles Furney, the other prisoner, pleaded guilty as an accessory, but not guilty as a principal; observing, that none but himself and Smith knew how the crime had been committed. After some observations on the part of the Court, the prisoner pleaded generally, Not Guilty.

James Balman was mate on board the *Creole* schooner, in June and July last, which sailed on the 22d of June from Smyrna for London; the master was Thomas Johnson; the prisoner and Robert Smith were two of the crew, and William Mason and Daniel Reading the two others, being six in all with the master. There were on board a box and two tin cases of dollars, and that fact was known to the prisoner, who heard the Captain ask witness the amount of the cabin freight, and was told there was so much for mohair yarn, so much for silk, for opium, for oakum, and for doubloons. On Sunday the 1st of July, it was the witness's turn to keep watch, there being two watches on board; the Captain, Smith, and Furney, made one watch, and witness, Mason, and Reading, the other; witness was relieved at four in the morning on Sunday 21st July; Cape Fidellas, on the coast of Barbary, being the nearest land, at the distance of twenty miles, and Algier at the distance of seventy or eighty; the witness went below, and the Captain, Smith, and the prisoner, came upon the watch; Smith went to the helm, the prisoner walked the main and the Captain the quarter-deck; Mason and Reading also went below; about seven minutes after eight, witness was awoke by a noise of driving nails, and looking through the door, saw the prisoner was the person who was driving them, but had then no suspicion that he meant to fasten the door, but bade him leave off, and not disturb him till he rose; the prisoner then went on deck, and witness tried to open the side door of the cabin, but found it fastened; still he supposed all to be a joke upon him for lying too long; witness then called to the prisoner to let him out, and was told that the witness was a prisoner as well as himself, and that he would shew him more by and by; still he thought it a joke, and said he would not be tired sooner than they, and continued to lie down some time longer. At last he became uneasy, and said he would

burst the door if they did not open it; he accordingly tried to force the door, when the prisoner shut the folding door of the cabin, so that the witness could not come on deck. Witness remained three quarters of an hour in the cabin, till the companion door was opened, and the boy came below, crying, and in five minutes was followed by Smith. About ten o'clock the prisoner came and asked for the Captain's journal, and to be told by the witness the longitude and latitude of the day before; witness told him that no journal was kept by the Captain, but that he (the witness) had an abstract of a journal upon a shelf, and also if let out would shew where the ship was. The prisoner said he could not without asking Smith, and went away for that purpose. The witness was then brought out, and shewed them the place of the ship on the chart, and was asked if he would take the ship to some small port in Barbary? Witness made choice of a small bay at the distance of 40 miles off to the east of Cape Fidellas; witness then told the prisoner that he could not shew his face in England, who said he did not intend it, and that there was a sure refuge where he was, by turning Turk. The prisoner then said he had saved witness's life in the morning, as Smith had intended to hang him, but that he would allow no injury to the witness if he only kept quiet. About half after eleven they made land, and witness was told that he must be made fast on deck, and was ordered to go to the larboard side, and the prisoner tied his hands behind his back, and fastened the witness to a stanchion with a rope round his middle; Smith then had a sword in his hand. Prisoner and Smith consulted together, and prisoner asked witness if he knew of the money on board; witness said there could be no doubt there was money on board, but did not know where it was kept by the Captain; Mason was then at the helm, and Reading on the quarter deck, but had no hand in fastening the witness; prisoner and Reading went below, and witness heard the prisoner call to Smith—"Here is a box of money for you." The box was then hauled up, and broken open by Smith, and had two bags of doubloons in it; there were also two tin cases brought up filled with doubloons; they were emptied, and the contents divided into four parts, one for each person; Smith and the prisoner took their shares, and the other shares were put into a hat and a cap, and left upon deck. The prisoner then dressed himself in the Captain's best suit of clothes, and the witness was released; that was about one o'clock, and all four went to dinner, and witness obtained leave to walk the deck. The Captain's writing-desk was then handed up, and opened by Smith, who took dollars out of it; prisoner had some of them, and having overhauled the papers, asked witness which of them would be most useful to enable him to pass for a shipwrecked Captain, and witness told him, some of the homeward bills of lading and some cockets. Smith then put on one of the Captain's best check shirts, and threw his owa overboard, saying that was the third shirt that he had torn since the signing of Captain Johnson's death warrant. Smith then called all hands to take an oath not to tell what had that day happened on board the ship, and produced a book in the presence of the prisoner. Witness said he would take one part of the oath, to

stand off the land, but would not take the other by which he was to be bound to secrecy as to what had taken place on board the ship. Smith said that would not do for him, that he had once before been concerned in a similar affair, and had been deceived; and that there should no tell-tales be left behind. Smith then called the boy to turn the grind-stone while he ground the sword, saying he would have it sharp enough to do the business, and this was done in the presence of the prisoner, the ship being then a mile and a half off Cape Fidellas. Prisoner and Smith then began to dispute about the boat, as the prisoner wished to go ashore, and Smith to go eastward of the Cape. Witness sided with the prisoner, saying it was dangerous to run the ship ashore, as she was a very sharp vessel, and might capsize; witness wished they might quarrel, and made a sign to Mason with his head, who shewed that he understood him, and went and told the prisoner that if he could get the sword from Smith, they two would take the boat, and make Smith do as they liked. The prisoner took the sword from Smith, and then gave it up to Mason. Witness seized a musket that Mason had loaded unknown to the others, and said to Smith that he would blow his brains out if he made the least resistance. Witness then asked the prisoner to assist to seize Smith, which was done accordingly, and he was put below. Prisoner then begged hard to be put on shore, weeping and saying he was a dead man, but the witness would not allow a boat to go from the ship; witness said that the prisoner might save himself by turning King's evidence. The ship was then put off the land, and the money was collected; the prisoner was ordered to go to bed, and the door was locked upon him at eight at night. Witness had been offered 18 doubloons, but left them on the table. Smith and the prisoner had drank freely that day of wine. On Monday the 22d of July, witness saw marks of blood upon the deck and on the cable-bend, and on an oar, and missed the square sail. On the same day the witness told the prisoner that he would certainly be hanged, and should therefore prepare for another world.

The prisoner (being asked if he had any questions to put to the witness) said, that he had perjured his soul, and had got his task like a schoolboy, and that the witness had promised to save his life.

W. Mason and D. Reading were also examined.

Mr. Justice HOLROYD then summed up the evidence, and the Jury immediately returned a verdict of *Guilty*—DEATH.

Robert Smith, the other prisoner, was then put to the bar; and the prisoners being asked what they had to say why sentence should not be executed, the prisoner Smith said nothing, and Furney said he would reserve his defence for his God.

Sir W. SCOTT then, in the most impressive manner, pronounced the sentence of the law; and the prisoners were ordered for execution on the following Wednesday,

The trial lasted the whole day.

NOVEMBER 20.

ASSAULT.

John Stavers was indicted for having committed different assaults (nine in number) on Thomas Benjamin Gibson, a boy on board his ship.

The prosecutor in this case was the father of the boy, (who died on board the ship) and the defendant having been examined at the Shadwell Police Office, had been allowed to go at large upon bail.

Mr. Walford stated the case for the prosecution, and then called the witnesses.

J. E. Pizey, was a sailor on board the Thames, merchant ship, of which the defendant was master; and the deceased had been also on board. The ship was bound to Peru, and set sail on the 29th of May. When leaving Madeira, there had been a scuffle between the deceased and a boy of the name of Duncan; the deceased had been taken down into the cabin for ten minutes, when witness heard him cry out, and the Captain said he had given him a small taste of it. On the 15th of August, some bread had been spoilt accidentally by the boy Gibson, (the deceased) and another; when the captain had tied him hand and foot to a gun, and gave him a dozen with a cat-o'-nine-tails, the marks of which appeared on his body. In November, 1814, some more bread had been spoiled, the ship being off the Coast of Peru, when the deceased had been flogged by order of the Captain, who stood over him while another boy flogged, whom the Captain flogged when he did not lay it on hard enough. The deceased received fifteen lashes, and the blood came, and he and the other boys were made to eat the bread that had been spoiled. The boys were then made to sit in the spanker boom, with a crow bar in their hands, for the space of three hours. In the month of May, 1815, when the ship was off the Gallipago Islands, some dirty clothes of the deceased were found below, and laid upon the capstan, for this he was tied up to a starboard gun, and had four dozen lashes with a cat-o'-nine-tails, by the Captain himself; that drew blood; he was then tied to the spanker boom, with a crow bar in his hand, when he fell off upon the sky-light, and the Captain started him up again with a rope's-end, till he got upon the boom. When he came down, the Captain sent him to stow the flying gib, and to wait till he came. To stow the gib, he must go to the end of the bow-sprit. In the month of June the boy had a blubber boil upon the knee, and on the 10th the Captain gave him a severe starting with a rope (here the witness produced the rope), and chased him round the deck; the boy at the time had a complaint in the leg.—On July the 6th, the binnacle lamp had not been trimmed, which it was the duty of the deceased to do, along with the other boys in his turn, and the Captain gave the deceased a starting, and beat him to the after hatchway, when the boy fell from weakness. The Captain then struck him with a rope many times, and beat him all manner of colours, and the boy died on the 18th or 19th of July; was brought on deck the morning before he died, and could not eat his dinner, when the Captain

took the cat-o'-nine-tails, and said he should flog him if he did not eat. The doctor was then present, and the deceased held his hand out, and the Captain said, "I'll see you d—d first!" and struck him over the arm. The boy was brought down in his bed-clothes about five or six o'clock by the Captain, in a dying state, and next morning was found dead in his hammock by the witness. The body having marks all over it from the beating.

A man of the name of Templeton, the carpenter, gave two letters to the Captain, who read one of them, tore it, and threw it overboard.

On his re-examination said that he kept a journal. Captain had punished the witness and most of the crew; had punished witness on a charge of stealing mutton, which was false. His father had brought an action against the Captain, which witness had dropped. Had seen in the papers that the Captain had been examined at Shadwell Police Office, but was then eighty miles from London; had not seen the account of the examination before his father brought the action against the captain.

The witness was here shewn two letters; the back of one of them he believed to be the hand writing of the deceased, of the other he could not form an opinion.

Mr. R. Gibson, the father of the deceased, had had no communication from the Captain of the death of his son.

Mr. Andrews addressed the Jury for the defendant, and then proceeded to call his witnesses.

Mr. John Younger, formerly surgeon of the ship, stated that the deceased had been treated with all care in his sickness, and had wine and nourishing food. Witness had made some soup for him the day before he died. The deceased had made no complaint to witness of being severely treated.

On his re-examination would not swear that the boy had not been severely flogged, as he had not been present, it not being the custom in South Sea ships for the surgeon to be present at the flogging of the men.

Henry Grant, cooper, said that the boy had not been used with any cruelty.

William Templeton, the carpenter, gave evidence to the same effect. The boy was very dirty in his habits. Witness had received a letter from the boy to send home, and had told the father of the death of his son, and that no cruelty had been used.

Mr. Gibson, the father of the deceased, stated that the last witness was the first who had told him of the cruel usage that his son had received, in consequence of which the present prosecution had been commenced.

A number of witnesses were called, who gave the prisoner a character for humanity.

Mr. Justice Holroyd summed up the evidence, and the Jury almost instantly returned a verdict of—*Guilty*.

John Baxter, the mate, who was indicted upon a similar charge, retracted his plea, and pleaded guilty.

Mr. W. Scott pronounced the sentence of the court—that the prisoner,

John Stavers, should pay a fine of 50*l.* to the King, and be imprisoned a year in Newgate, and till the fine be paid; and that John Baxter pay a fine of 20*l.* and enter into recognizances to keep the peace for a year.

The trial lasted till nine o'clock.

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

IT is far from our inclination to detract in the smallest degree, from the honour of our late victory at Algier. The Noble Lord who commanded the expedition, so skilfully conducted the attack, and so bravely maintained it, is, with all his brave companions, intitled to unqualified praise. But we have from the first intimation of hostilities in that quarter insisted on the necessity of depriving that enemy of any future means of aggression to the utmost of our power. Instead of which, we have only the promise of a man, who may have neither the inclination nor ability to make it good, that Christian slavery shall be abolished at Algier for ever, and if reports be true, the promise is already broken. We do not see any possibility of effecting this desired abolition, but by keeping an armed Naval force in the Mediterranean, in hostility against the capture of Christians on any other principle than as prisoners of war, and this force should be a confederated one of all the Christian powers of Europe, the charge of such a force would then be divided, and lightly felt—as to the tenure of the treaty we conceive nothing more frail, for it is with those who hold in abomination all faith with Christians. The bond of fear is the only one that can be effectual in our dealings with the Barbary States, and especially with that of Algier. On this subject we do not hold an exclusive opinion.

“From various accounts,” says one of our journals, “received from the Continent, independent of those from France, which may be suspected of partiality, we are much afraid a long time will not elapse before we hear of new atrocities committed by the Algerines. Ministers should have been more explicit in their instructions to Lord Exmouth.—A *sine qua non* of those instructions ought to have been the rasure of a fortification which has ever served, and will serve again, to foster and nourish a system of robbery and piracy upon the ships of all nations; and of barbarous cruelty against all of our faith who may fall in the power of such a bauditti. Our late victory, still leaving such means in their power, will only tend to sharpen and render more fierce the deadly hatreds which are borne towards our race. Algier should have been “*a warlike city*” no more! This would have been the best guarantee of the “abolition of Christian Slavery for ever.”

By a recent Order in Council, it will be recollected, a new regulation is to take place in all seizures of contraband goods, &c. by his Majesty's vessels and revenue cruisers. They now share in the same way as prizes taken in time of war from the enemy.—The commander-in-chief, under whose command such men of war and revenue cruisers are, takes an eighth.—If a revenue cruiser takes any thing in sight of a vessel of war, then the lieutenant commanding such revenue cruiser shares with the lieutenants of the king's ship. The Act of 1764 is annulled, and the above regulations take place from the 1st of July, 1816. The boy's half a share; and many other minor regulations are comprehended in the same order.

The under-mentioned quantity of powder and shot was expended on board the *Leander* in the attack on Algier:—Powder, 22,800lb.; round shot, 42 pounders, 1616; tin case, 148; grape, 151; round, 24 pounders, 2400; tin case, 190; grape, 200; double headed, 34; round 12 pounders, 30; grape, 24; tin case, 24; round 18 pounders, 20.

The *Impregnable* is ordered to be refitted for a Guard ship at Plymouth, and is intended to bear the flag of Admiral Sir J. T. Duckworth. The repair of her hull only, is estimated to require 10,600l.; and her masts, yards, and rigging, must be totally new.—The Bomb of the *Belzebub* was fired every ten minutes during the attack on Algier. Sixty-nine shot passed through the main-top-sail of the *Superb*, during the engagement. Mr. Howard, Midshipman of the *Queen Charlotte*, was not killed in the action by a shot, but by a block falling from aloft, while repairing damages.

American Papers are received to the 18th ult. The *New Orleans Gazette* of the 13th September, gives a long detail of the capture of the American ship *Firebrand*, by the Spanish squadron, consisting of the *Diana*, 24 guns, and two of 18. The account is not official: it is written by a person who was on board; his name or profession is not given; he states, that immediately on the Spanish squadron approaching, they fired several guns at the American, ordering the captain, in a very furious tone, to come on board, where a scene of very vulgar abuse ensued—every epithet was used that could disgrace persons entrusted with command for the American States, their officers imprisoned, men flogged, &c. It, however, appears, that the Spanish commander would not take the sword of Captain Cunningham, who offered it to him on coming on board, as a signal of his capture. No account is given of their quitting the Spanish squadron. It is asserted, that the whole Gulph of Mexico is ordered under blockade, to prevent the Americans from assisting the cause of the independents. The above paper, in giving these details, mentions, that a war is almost inevitable, and that a meeting of the inhabitants of the town was fixed, to address the American government on this interesting subject.

Official intelligence has been received in America, of Carthagena having been declared a *free port*.

Three vessels that were lately receiving ships, and on board of which the Warrant Officers are to continue, will be employed nightly as a River Police: one is to be stationed at Blackwall, one at Limehouse, and another above London-bridge; each is to have a complement of seven surveyors and twenty-four watermen. Four boats from each ship are to be rowing all night.

A METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,
From October 25th to November 25th, 1816.

1816.	Winds.	BAROMETER.			THERMOMETER.			Evap.	Rain.
		Max.	Min.	Med.	Max.	Min.	Med.		
		In.	In.	In.	°	°	°		
Oct. 26	E. b. S. to S. b. E.	29.76	29.68	29.720	58	41	49.5	—	—
27	E. by N.	29.70	29.70	29.700	60	51	55.5	—	—
28	E. by S.	29.68	29.68	29.680	63	48	55.5	0.06	—
29	S.S.E. to E. b. N.	29.68	29.52	29.600	60	49	54.5	—	0.02
30	S. to S.W.	29.30	29.25	29.275	61	43	52	—	0.52
31	S. to S.W.	29.40	29.33	29.265	60	42	51	0.04	0.11
Nov. 1	N. to W.	29.54	29.40	29.470	56	38	47	—	0.33
2	E.N.E. to S.S.W.	29.49	29.37	29.430	55	41	48	—	0.46
3	W. b. N. to E. N. E.	29.71	29.47	29.590	52	43	47.5	0.06	—
4	N. N. E.	29.81	29.76	29.785	54	46	50	—	—
5	N. to S.	29.81	29.74	29.775	54	45	49.5	—	0.18
6	E. N. E. to W.	29.58	29.54	29.560	54	38	46	—	—
7	N. W.	29.53	29.52	29.525	44	30	37	0.05	—
8	E. N. E. to S. W.	29.63	29.52	29.575	48	42	45	—	0.27
9	W.	29.13	28.97	29.050	52	36	44	—	0.11
10	N. N. W.	29.70	29.48	29.590	42	25!	33.5	—	—
11	W. b. N. to S. W.	29.90	29.50	29.700	49	41	45	0.12	0.46
12	N. W. to W.	29.97	29.43	29.700	50	40	45	—	—
13	W. b. N. to W.	29.96	29.94	29.950	58	44	51	—	—
14	W. b. N.	29.90	29.75	29.825	49	31	40	0.09	—
15	N. b. W.	29.80	29.62	29.710	39	26	32.5	—	0.03
16	W. b. N. to N. N. W.	30.09	29.94	30.015	41	28	34.5	—	—
17	N. N. W. to S. W.	30.20	30.13	30.165	42	40	41	—	—
18	S. S. W. to W. b. N.	29.88	29.82	29.850	50	38	44	0.11	0.58
19	N. N. W. to S. b. W.	30.05	29.92	29.985	53	45	49	—	—
20	S. b. W.	30.15	30.10	30.125	54	43	48.5	—	—
21	S. E.	30.10	29.98	30.040	47	39	43	0.10	—
22	E.	29.87	29.82	29.845	41	28	34.5	—	—
23	E. N. E.	29.93	29.80	29.865	38	27	32.5	—	—
24	E. N. E. to E.	30.06	30.00	30.030	36	31	33.5	—	—
25	S. S. W. to S.	30.06	30.06	30.060	46	44	45	0.09	0.15
		30.20	28.97	29.724	63	25	44.6	0.72	2.20

The temperature from the 26th to the 31st of October has been ascertained with a Six's Self-registering Thermometer, placed in a northern aspect, out of the rays of the sun, and about 20 feet above the level of the sea.

N.B. The observations in each line of this Table, are for a period of 24 hours beginning at 9 A.M.

Remarks on the Weather.

Days.

A clear sky.....	3
Fine, with different modifications of light clouds.....	7
Cloudy and overcast.....	7
Hazy and foggy.....	2
Rain, more or less, sometimes accompanied with squalls and heavy gales of wind	12

RESULTS.

Inches.

BAROMETER { Maximum.. 30.20 Nov. 17th, Wind W. b. N.
 { Minimum.. 28.97 Nov. 9th, Ditto W.

Mean barometrical pressure 29.724

THERMOMETER { Maximum.. 63° Oct. 28th, Ditto E. b. S.
 { Minimum.. 25° Nov. 10th, Ditto W. b. N. ;

Mean temperature 44.6°

Evaporation during the period.. 0.72 inches.

Rain Ditto Ditto .. 3.22 Ditto

Winds, for the first part of the period, Easterly; and, for the latter, Westerly and Easterly.

COMPARISON of the TEMPERATURE of the following Months in 1815 and 1816, as also of the quantity of RAIN which fell in those months; with the Cause and Consequence of the difference.

BY SIX'S THERMOMETER.				Rain in Inches &c.	BY S X'S THERMOMETER.				Rain in Inches, &c.
1815.	Max.	Min.	Med.		1816.	Max.	Min.	Med.	
April..	70°	29°	48·58°	2·09	April..	72°	26°	45·22°	1·80
Nay ..	80	35	58·42	1·12	May ..	74	30	51·63	1·21
June ..	80	39	60·14	1·84	June ..	78	38	57·50	1·91
July ..	79	43	61·24	1·36	July ..	76	46	59·60	5·08
August	78	45	61·14	2·40	August	74	47	57·50	1·65
Sept...	76	33	55·46	0·65	Sept...	75	36	54·60	1·68
			57·49	9·46				54·34	13·33

Thus, the mean temperature is 3·15° more for each of the above months in 1815, than for the same months in 1816; and the depth of rain fallen in the months of the former year, is 3·87 inches less than those of the latter: besides, the rain this year has been very frequently attended with cold winds. These differences, added, to the imbecility and frequent absence of the solar rays during the last Summer months (occasioned probably by the unusual number of large opaque spots which have been seen on the sun), may account for the general lateness of the harvest.

SOLAR SPOTS.

In addition to those described in your last Number, four bodies have since appeared on the sun's disc.

The *first* entered in a S. E. direction the latter end of last month; it is opaque, and in the form of an ellipse, with a protuberance on one side: at present it is near the centre of the north limb.

The *second* entered in an E.N.E. direction on or about the 2d instant; this spot is also opaque, and rather elliptical, and surrounded by an umbra or faint shade: it has now travelled in a horizontal direction to the central part of the disc, and preserves its opacity.

The third entered in an E. direction, and the fourth E.N.E. about the 6th instant. The *third* is a little bent, and round at the ends; it is almost in a perpendicular direction on the equator, its upper end inclining a little to the right, and formed of two light lines without, and three dark ones within, each conforming to the shape of the body.

The *fourth*, nearest the South limb, is semicircular, with its arc upwards, and round at the ends; it is bounded by dark curved lines, both under and over the arc, inside of which are three other black and two light curved lines, with three small bright circular spots near the N.E. end.

The third and fourth advanced but a few degrees on the sun's disc, and on the 11st they had totally disappeared.

Promotions and Appointments.

Captains, &c. appointed.

Rear-admiral Plamplin has hoisted his flag in H.M. ship *Conqueror*, as commander-in-chief at St. Helena, the Cape, &c.

Captain Robert Moorsom, to the *Prometheus*

Captain Hanchett, R.N. is appointed to the superintendance of all the Custom House boats on the coast of England.

Captains R. M. Fowler, to the *Conqueror*; Sir James Gordon, to the *Meander*; are promoted to the rank of post captains.

Lieutenants J. Burgess, P. Richards, R. Fleming, John Davis (B), of the *Queen Charlotte*; T. Revans, and R. Hay, of the *Albion*; T. Sanders, are promoted to the rank of commanders.

Capt. Arthur Fanshawe, D. Lawrence, R. H. Rogers, are promoted to the rank of post captains; James Nash, to the *Impregnable*.

Mr. Charles Martyr, to be Agent of the Royal Naval Hospital at Halifax, vice Mr. Eppes, superseded for irregularity in his accounts.

Dr. Alexander Copland Hutchenion, late Surgeon of the Royal Hospital at Deal, is appointed one of the Surgeons extraordinary to his Royal Highness the Duke of Clarence.

Captains J. Wright, and C. T. Burton, of the Royal Marines, are promoted, for their gallant conduct at Algier, to the brevet rank of Major in the army. Major James Vallack, to be Lieut.-colonel for the same service.

Lieutenants, &c. appointed.

Messrs. Simon T. Ogilvie, John Whitfield, Edward Actchison, Edward Hawes, James Crutchley, Edward Morres, James Everard, A. Sainthill, Walter B. Stocker, Wm. Radcliffe, Thomas Strange, H. Seymour, Hon. Wm. Waldegrave, James Thorn, John H. Wolsley, Archibald Maclean, Richard S. Friscott, John S. Jago, Charles S. Cochrane, Wynne Baird, Wm. Sweeting, George Hales, Charles Ware, James Strong, Charles March, John Healey, Edward Hillman, John Barber, David B. Innes, G. W. Pew, Francis Barrs, Aaron S. Symes, are promoted to the rank of Lieutenants; Lieutenant J. W. Prowse, to the *Conqueror*; John James Onslow, to ditto; William Russel, to ditto; Joddrell Leigh, to the *Falmouth*; W. N. Glasscock, to the *Meander*; Francis A. Stewart Sydney King, to ditto; James Crouch, A. N. Napier, to the *Impregnable*; Robert Holman, to ditto; John Reeve, to the *Queen Charlotte*; T. Herbert, to the *Impregnable*; Mark Anthony, Richard Ward, Charles Inglis, Wade Blake, James Avery, C. Brererton, to the *Queen Charlotte*; Alexander Robertson, to the *Ramillies*; Richard Bunce, to the *Superb*; Richard M. Teed, to the *Malta*; F. R. Cogblan, to the *Prometheus*; Gideon Nicholson, to the *Northumberland*.

Masters appointed.

Wm. Farley, to the *Meander*; John Lewis, to the *Alban*; J. Andrews, to the *Conqueror*; S. Douglas, to the *Pelican*; R. Cubison, to the *Prometheus*; E. Hankin, to the *Hope*; J. Allen, to the *Larne*.

Surgeons, &c. appointed.

Walter Gray, Alexander Linton, to the *Queen Charlotte*; Matthew Little, Charles Roberts, to the *Impregnable*; Wm. Strang, to the *Superb*; James Armstrong, to the *Leander*; James Skeock, to the *Conqueror*; Jeremiah Riordan, to ditto; James Litle, to the *Impregnable*; George

Bellamy, to the *Conqueror*; Griffith Griffiths, to the *Queen Charlotte*; Messrs. Andrew Henderson, James Lindsay, Robert Whitelow; Peter Fairburn, Oliver Sproule, Alexander Stewart, Robert Johnstone, are promoted to the rank of Surgeons, James Hall (2) to the *Briseis*, T. H. Edman, to the *Thais*.

Midshipmen passed for Lieutenants.

Sheerness.—Spencer Drake, W. Mansell, Wm. Duke, Charles Bentham.

Portsmouth.—T. M'Namara, E. I. Dwaris, R. Morgan, R. Chamberlayne.

Plymouth.—R. L. Baynes, W. Mills, James Parlby, G. Pollock, J. Loring.

DEATHS.

Lately, at Holloway Farm, near Exeter, Mr. John Harris, late Purser, R.N. Date of first warrant, 29th January, 1806.

Lately, at Trafalgar-place, Captain Knight, R.N. aged forty years.—Same day Mr. James Knight, his brother

Lately, at Milverton, Lieut. D. Ivie, R.N. Date of commission, July 1st, 1794.

Lately, at the Mauritius, Lieut. W. Cooke, first of H.M. ship *Thais*. Date of commission, October 12, 1812.

Lately, Lieut. C. Robinson, of H.M. ship, *Leda*, during the passage of that ship from St. Helena, to England. Date of commission, November 13, 1809.

On the 21st September, at Antigua, Lieut. J. Adamson of the Royal Marines. Date of commission, April 2, 1811.

On the 3th November, at Portsmouth, Capt. Edward Coxe, of the Royal Marines. Date of commission, Aug. 15, 1805.

On the 6th November, at his son's house at Charlton, in Kent, in the 53d year of his age, John Pinhorn, Esq. Assistant of H.M. Dock Yard, at Deptford.

On 11th November, at Plymouth, Vice-admiral Charles Boyles.

On the 12th of November, by the upsetting of a boat in Plymouth Harbour, Mr. Ibbetson, Midshipman of the *Cornwallis*, was unfortunately drowned.

On 13th November, at the house of his grandfather, Sir George Dallas, Bart. St. Margaret's, Titchfield, of the *Croup*, aged two years and nine months, George Parker, third son of the late Sir Peter Parker, Bart. Captain of H.M. ship, *Menelaus*.

On 14th November, at his father's house at Portsmouth, Mr. John Ryan, Purser R.N. Date of first warrant, April 30, 1810.

On 14th November, at his seat, Gatcombe, near Portsmouth, Admiral Sir Roger Curtis, Bart. and G.C.B.—an officer whose eminent qualifications and brilliant career of services raised him, unaided by the powerful hand of interest, to the highest rank of that profession of which he was so long an ornament. Not the least, however, of Sir Roger Curtis's services, is the being selected to preside at the Board for the revision of all the Rules and Regulations of every Department of the Navy. This distinguished ornament of the service is succeeded in his Title and Estates by his only son, Captain (now Sir Lucius) Curtis, of the royal navy.* Date of last commission, April 23, 1814.

* *Ibid* B. C. Vol. vi. p. 261, for portrait and memoir of Sir R. Curtis.

BIOGRAPHICAL MEMOIR

OF THE LATE

ROBERT CAMPBELL, Esq.

CAPTAIN IN THE ROYAL NAVY.

“ Why dost thou build the hall, son of the winged days?
Thou lookest from thy towers to day; yet a few years,
And the blast of the desert comes,—————
It howls in thy empty court, and whistles round thy half-worn shield ! !
But let the blast of the desert come !
We shall be renowned in our day :
And our fame shall survive us.”—————*OSSTIAN's Carthon.*

A REVIEW of the late wars, in which the character of British prowess has been so eminently exalted, naturally induces an ardent desire to be acquainted with the brave commanders under whom, and by whom, those gallant exertions have been made, to which the honour, and by consequence the interest, of the country owe their support. It is for the gratification of this laudable desire, that we have been so urgent in our solicitations of biographical information; of the gentlemen named in our last instance of request, we have been favored with the following memoir of the late Captain Robert Campbell.

This gentleman was born about the year 1770, at Pennycuick, in the shire of Edinburgh. His father, the Reverend ——— Campbell, was minister of that parish, and afterwards of Lilliesleaf, near the braes of Yarrow, in Selkirk-shire; he was a preacher of considerable reputation, and descended from a collateral branch of the ancient and honorable house of Argyle.

It is matter of regret that an entrance into the navy seems necessarily to require a considerable sacrifice of literary education. This sacrifice was made to the youthful ardor and early inclination of Mr. Campbell for a maritime and martial life. In his advance to riper years, however, he made up the deficiency, by intense application, and inherent capacity, beyond the expectation of all who knew his active disposition, a disposition ill-guided to the study of abstruse or complex subjects, although it

had, conjoined with a vigorous constitution, advanced him at an early age to a perfect knowledge of his professional duties as a sea officer.

The period of his entering the royal navy was about the close of the American war, at which time he must have been 12 or 13 years old. His first patron was John Campbell, Esq.* vice-admiral of the white, and, in the year 1783, commander-in-chief and governor of Newfoundland. But although it was under the patronage of that gentleman that Mr. Campbell entered the navy, it is believed he did not sail under his immediate command.

A time of peace is not that in which the qualities of a naval officer may be most advantageously displayed. Mr. Campbell, however, passed his gradations with such credit to himself, that in the Spanish armament which took place in the summer of 1790, he was promoted to the rank of lieutenant, and appointed to one of the ships then under equipment, the name of which we cannot ascertain, and in which he did not long remain, as we find him shortly afterwards serving as junior lieutenant on board the *Illustrions*, of 74 guns, commanded by Captain Thomas Lenox Frederick.

The prevention of active hostilities at that time, by negotiation, closed his prospects of further advancement by any instances of ardent service. France, it is true, was in a state of agitation, but her affairs had not then reached to that extremity of disturbance, that could warrant a hostile declaration against her on

* This officer died vice-admiral of the red on the 16th of December, 1790. He was a midshipman on board the *Centurion*, when she made her voyage round the world, under the late Lord Anson. His character for valour was established in the memorable defeat of the Marquis De Conflans in 1759, when he served as captain to Sir Edward Hawke.* Captain Campbell was, on that occasion, despatched to England with intelligence of that glorious victory. He was a man of modest unassuming disposition, and preserved his original simplicity of manners, although living in habits of association with the first people in the kingdom. It is this gentleman of whom the humorous anecdote has been told, that upon this or some similar occasion, Lord Anson, as they were going in his lordship's carriage to carry the news to the King, said, "Captain Campbell, the King will knight you, if you think proper."—"Troth, my Lord," said the captain, who retained his Scotch dialect as long as he lived, "I ken nae use that will be to me!"—"But your Lady may like it," replied his Lordship. "Weel then," rejoined the captain, "his Majesty may knight her if he pleases."

* See a short and memoir of Lord Hawke, *vide* B. C. vol. vii, p. 453.

the part of England. We therefore meet with nothing noticeable in the career of Mr. Campbell, until the year 1795, when, in the action of the 14th March, that year, in the Mediterranean, between the British fleet commanded by Admiral Hotham, and the Toulon fleet,* he deservedly, by the most creditable exertions, shared in the honors of the day, which terminated in the capture of the *Ca-Ira*, of 80 guns, and the *Censeur*, of 74. †

In this contest, the *Illustrious* was stationed in the van of the British fleet, and having lost her main and mizen-masts, it caused her to drift so considerably to leeward of her own fleet, that the admiral was under the necessity of directing the *Meleagar* to take her in tow. Additional officers and men being required for the preservation of the *Ca-Ira*, then in a sinking state, the senior lieutenant, with a petty officer and 50 men, were sent accordingly; the *Illustrious* being at the same time deprived of the services of 20 killed, and 69 wounded, imposed upon Mr. Campbell, who succeeded to the executive duty, a task of no small difficulty. At length the situation of the *Illustrious* became perilous in the extreme, and little probability of her safety existed.

In this state of imminent danger, the utmost exertions of every officer and man were called forth, and Mr. Campbell exhibited the greatest skill, diligence, and perseverance. But notwithstanding the united zeal and exertions of the gallant Captain Frederick, his officers and crew, the *Illustrious*, in a strong gale of wind at south-east, and a heavy sea, on the 20th following drove on shore in the bay of Valenza, near to port La Spezza, between Leghorn and Genoa.

The conduct of Mr. Campbell upon this calamitous event is beyond all praise. He laboured without remission night and day, in saving the stores, provisions, and ship's company; the former being deposited in tartans sent from Leghorn by the British consul, and the latter sent on board British frigates.

On the 29th of March, the ship having been thus cleared, Captain Frederick, by an order from the commander-in-chief, set

* *Vide* *R. T.* vol. xxvi, pp. 184, 185, 186.

† The *Ca-Ira* was shortly afterwards burned by accident in St. Fiorenza bay, Corsica. The *Censeur*, commanded by John Gore, Esq. (now Sir John Gore, K. C. B.) was captured by the French admiral Richere. Mr. Richard Deschamp was first lieutenant,

fire to her, in person, and by six o'clock on the following morning she was consumed. In this awful catastrophe, the present Admiral Sir Benjamin Hallowell, then captain of the *Courageux*,* with his characteristic kindness and benevolence, rendered every possible assistance.

In consequence of the loss of this ship, a court martial was held upon Captain Frederick, his officers and ship's company, who were all most honorably acquitted.

On the 16th of August following, Captain Frederick was appointed to command his Majesty's ship *Blenheim*, of 90 guns, *vice* John Bazely,† Esq. promoted to the rank of rear-admiral; and, on the 30th following, Mr. Campbell joined the *Blenheim*, by commission, as first lieutenant; in which station he served during the whole of the arduous blockade of Toulon, by the British fleet under the command of Sir John Jervis, with great diligence, ability, and zeal, both as an officer, a gentleman, and skilful seaman.

In the month of October, 1796, that restless and turbulent spirit which pervades the very nature of a Corsican, began to evince itself throughout the island of Corsica, in a disposition to relinquish their recently-professed allegiance to our venerable sovereign, and by the co-operation of a party of French troops who had made good their landing, they were enabled to proceed in their design.

Their combined force became in a short time so formidable and troublesome, that Sir Gilbert Elliot, the viceroy, in conjunction with the admiral, deemed it proper to withdraw his Majesty's forces and stores, and leave them to their former masters. Accordingly, the boats of each ship received directions to that effect, which were instantly put in execution; but the quantity of stores was so great, including the cannon ‡ and ammunition, that the service was not completed in less than three days, during the whole of which time Mr. Campbell was indefatigable, and contri-

* Now Rear-admiral of the White, and K.C.B.

† For portrait and memoir of this gentleman, *vide* *B. C.* vol. xiv. p. 177.

‡ Mr. John Trenholm, master's mate, with the crew of the *Blenheim's* launch, spiked the guns of the sea battery in front of St. Fiorenza town, and threw them over the breast-work into the sea, just as the enemy entered the town. He died a lieutenant.

buted much by his exertion to the accomplishment of the embarkation.

In addition to this duty, that of blowing up one of the martello towers * was assigned to the officers and boats of the *Blenheim*, all which services, though constantly harassed by the musketry of those midnight assassins, were completed by the 25th of October, 1796. On the 2d of November, the fleet and transports departed from Martello bay, gulf of St. Fiorenza, for Gibraltar, where they anchored on the 1st of December following.

It was now necessary to refit the fleet, during which time there arose a violent gale on the night of the 11th, when several vessels were drove on shore, and many put to sea, one of which was his Majesty's ship the *Courageux*, commanded by Captain B. Hallowell, but who was at that time attending a court martial, and it blew so hard, that he could not get on board; by which circumstance the life of a brave and valuable officer has been preserved to his country, in whose aid he has always evinced the utmost zeal and ability. †

During this dreadful night, Mr. Campbell's exertions were unremitting, in the various internal and external duties that pressed upon him, preserving the most exemplary coolness and presence of mind. The *Blenheim* rode out the storm, without damage, but her boats, which had been sent with anchors and hawsers to assist ships in distress, were less fortunate, one of the cutters being drove on shore was stove to pieces, the launch much damaged, and some of the people narrowly escaped drowning.

The fleet was at this time reduced to ten sail of the line, exclusive of frigates; but that did not deter the gallant Sir John Jervis from cruising off the enemy's coast, in hopes of falling in with the Spanish fleet, which was hourly expected from the Mediterranean.

On the sixth of February, 1797, the admiral was joined by Rear-admiral W. Parker, from England, with five sail of the line. This accession of strength did not make Sir John's fleet equal in number to that of the enemy; but he relied on the superior

* For view of a Martello tower, *vide* *R. C.* vol. xxii, p. 107.

† The *Courageux* struck upon a rock on the coast of Barbary, and was dashed to pieces, attended by the loss of near 500 brave fellows, some of whom were on board the *Illustrious* when she was wrecked, and not more than 124 survived to relate the unhappy fate of their companions.

gallantry of the officers and men in the fleet he commanded, as a counterbalance to the disparity in point of force.

On the 11th, at night, Commodore Nelson,* in *La Minerve* frigate, fell in with, and was chased by the Spanish fleet off the Mouth of the Straits. Having effected his escape, he joined on the 13th, and informed the admiral, and on the same day shifted his broad pendant to the *Captain*, of 74 guns. At night, by general signal, the *Blenheim* was cleared for action—at the very moment the signal guns of the enemy were distinctly heard. This was followed by the signal for the British fleet to prepare for action. The fleet was then formed in the most complete order of sailing, in two lines. The *Blenheim* leading the weather line next to the *Victory*.†

It is here due to departed merit to state, that the zeal and assiduity of Mr. Campbell, as executive officer in the preparative arrangements for the ensuing day, were of the most active and exemplary nature, and deserving of honorable record.

The morning of Valentine's Day was hazy, and it was not until a quarter past seven o'clock, that Captain Frederick discovered the enemy's fleet in a cluster through the haze.

At 8 o'clock the squadron was directed to form in close order, and in a few minutes the signal was repeated to prepare for battle.

At 9. 20. the admiral made signal to the *Blenheim*, *Culloden*, and *Prince George*, to chase south and by west, when a press of sail was made for that purpose; the enemy's fleet endeavoring to form on the larboard tack.

At 10. 53. the whole of the British fleet in chase; twenty-five ships of the line composing the enemy's fleet were distinctly counted from the *Blenheim's* bowsprit; but apparently in great confusion, with their heads in different directions, and still making an effort to form in line on the larboard tack.

At 11. the admiral made the signal to the fleet to form in line of battle a-head and stern, as most convenient; and that the *Victory* would take her station astern of the *Colossus*; in the

* For Biographical memoir and portrait of the late Admiral Viscount Nelson, see *Encyclopædia Britannica*, vol. iii, p. 157; and for further particulars of that great man, see *Index*.

† Captain Frederick was senior captain in the fleet, and next officer in rank to Commodore Nelson.

general chase the Culloden (Captain Troubridge),* headed the Blenheim (which ship sailed remarkably well), followed by the Irresistible, Prince George, and Orion, all closing fast upon the enemy.

At 11. 30. the admiral made the signal that he meant to pass between the enemy's fleet, and engage them to leeward. At this moment, five sail of the line, and three frigates of the enemy, were at some distance to leeward (about one mile and a quarter) of their main body (wind W. b. S.) which were bearing down in some disorder to join the separated ships : this object of the Spanish admiral was frustrated by the prompt and decisive conduct of Captains Troubridge and Frederick, nobly supported by the Prince George and Orion.

At 11. 42. the Culloden opened her fire on the rear of the main body of the enemy's fleet, and in two minutes after the Blenheim did the same, keeping up a regular and animated discharge of their cannon ; which was but feebly returned by the enemy to windward, and reduced the Spanish admiral to the necessity of bringing his fleet to the wind on the larboard tack.

At 11. 56. the Blenheim opened her larboard (or lee) guns on a Spanish vice-admiral in a three-decked ship, apparently in great confusion, and nearly unsupported by the other four ships of the enemy's separated squadron, and which was kept up, until she had passed to too great a distance upon opposite tacks.

At 12. 8. P. M. the Blenheim tacked, and closed with the Culloden in the pursuit of the main body of the enemy, who, on passing the rear of the British fleet, kept edging away N. b. E.

At 12. 21. Commodore Nelson, in the Captain, being in the rear division astern of the Namur, discovered that the intention of the Spanish admiral was to effect a junction with the separate squadron ; he therefore immediately wore, and stood towards the enemy.

At 12. 43. the Culloden and Blenheim opened a vigorous and well-directed fire upon the enemy's fleet, which was returned ; and in seven minutes his Majesty's ship Captain was observed to have taken her station a-head of the Culloden, in close action with a four-decked ship, the Santissima Trinidad, of 136 guns. Captain Schomberg, in his Naval Chronology, says—

* For memoir and portrait of Sir Thomas Troubridge, *vide* D. C. vol. xxiii. p. 1.

“ Notwithstanding this immense disparity, the gallant officer did not shrink from the contest, though the Spaniard was ably supported by her two seconds ahead and astern, each of which was a three-decker. While he sustained, however, this unequal conflict, his friends were eagerly pressing to his assistance, the enemy’s attention was, therefore, soon directed to the Culloden, Captain Troubridge, and the Blenheim, Captain Frederick; the able support afforded to Commodore Nelson by these vessels, and the fast approach of Rear-admiral Parker, &c. &c. made the Spaniards haul their wind, and make sail on the larboard tack!!!”*

The result of this gallant action was, the capture of four of the enemy’s ships; two first rates, a ship of 80 guns and another of 74. In this memorable encounter, the Blenheim suffered considerable damage, with the loss of 12 killed, and 47 badly wounded; six of which died of their wounds soon after.

The gallant conduct of Mr. Campbell was conspicuous throughout the whole of that glorious day, and obtained him the lasting friendship and esteem of his heroic captain. Mr. Campbell was, with the other first lieutenants of the fleet, promoted by the Admiralty to the rank of commander, and his Majesty was on this occasion pleased to order a promotion of flag officers, in which were included Commodore Nelson, and Captain Frederick of the gallant *fifteen*.

The Admiral, who had earned, and was deservedly honored with a peerage, by the title of Earl St. Vincent, appointed the Comet fire-ship, of 14 guns, commanded by Thomas Middleton, Esq.† to carry Admiral Frederick to England, with such of the officers recently promoted as chose to avail themselves of the opportunity, and Captain Campbell accompanied him.

As the promotion of Captain Campbell was not followed by any immediate appointment, he retired upon half-pay, a situation which must have been irksome in the highest degree to an officer of his ardent disposition, and for so many years accustomed to a life of adventurous action.

* *Vide D.C.* vol. iv. p. 35.

† This officer died commander of the Comet, on the 25th of May, 1797, at North Yarmouth Roads, by the bursting of a blood vessel. He was formerly first lieutenant on the Britannia; and at the evacuation of Toulon in 1793, burned the mast-house and some of the enemy’s ships, under the directions of Sir Sidney Smith, which service has been erroneously attributed to another officer of the name of Middleton, who commanded the Flora frigate in 1797. *Vide D.C.* vol. ii. pp. 291, 295.

But the conduct of Mr. Campbell, as first lieutenant of the *Blenheim*, had carried with it too strong a recommendation to be forgotten, or himself neglected, by his late captain. On the 3d of November, the same year, Rear-admiral Frederick hoisted his flag, by Admiralty order, on board the *Flora*, Captain R. Gambier Middleton, at Spithead, and he solicited the Admiralty to appoint Captain Campbell to be his captain. This request was readily granted; Lord Spencer, duly appreciating the services of Captain Campbell, immediately promoted him to post rank, by commission bearing date the 30th October, 1797, and appointed him to command the *Blenheim*—an instance of rapid promotion, no less rare in itself than honorable to Captain Campbell, who had then been but eight months a commander, and on half-pay.

Admiral Frederick sailed for Lisbon; and on the 9th of February, 1798, shifted his flag to his old ship the *Blenheim*, and Captain Campbell took the command, *vice* Captain Philip.* The officers and crew of the *Blenheim* received back their old captain and first lieutenant with the most lively and exulting enthusiasm, and almost forgetting their rank, heartily congratulated them and themselves on so happy an event. This brings to our recollection the manner in which Lord Nelson was received by the fleet, on his assuming the command prior to the battle of Trafalgar.

It being deemed necessary to form a strict blockade of the port of Cadiz, the fleet accordingly proceeded thither, and anchored in the bay, nearly in the form of an obtuse angle—the *Blenheim* being next ship to the commander-in-chief in the centre, and repeating ship; a station which, in a British fleet, requires of the signal officer, &c. an attentive ear, and the eye of an eagle, particularly under a commander so vigilant as was Earl St. Vincent.

Notwithstanding the approximation of the fleet to the enemy's port, the services of the boats were rendered indispensable, from the rapid ingress and egress of their small craft, which often became formidable opponents, thereby rendering this duty not only a most fatiguing, but hazardous service, a share of which frequently

* This officer was formerly Governor of New South Wales, consequently he held a command prior to receiving his flag in 1801. *Vide* N. C. vol. xxvii. p. 9.

fell to the boats of the *Blenheim*, and was always directed with consummate judgment by her captain; the consequent exploits were, if not of a brilliant, at least of a very spirited nature.

At this period of the war, the British navy was threatened with very serious evils—a spirit of discontent had been excited, pregnant with the most fatal consequences to the navy and to the nation—the subversion of all naval discipline was threatened; yet in the *Blenheim's* ship's company there was not a man tainted with this mania of insubordination, a circumstance no less gratifying to Captain Campbell, than honorable to his crew; and which may be considered as the result of a rigid, although not tyrannical, system of discipline.

Toward the end of the year 1798, Earl St. Vincent having thought it necessary, for the good of his Majesty's service, to make some removals and re-arrangement of the commanding officers, Captain Campbell was appointed to his Majesty's ship *Hector*, of 74 guns.* From the *Hector*, Captain Campbell was, not long after, removed to the *Ville de Paris*, as a supernumerary captain, in which station he was honored with the marked attention of the commander-in-chief, as one in whose resources his Lordship placed the greatest reliance.

On the 6th of February, 1799, the *Santa Teresa* frigate, of 42 guns, was captured near Majorca, by the *Argo*, of 44 guns, Captain J. Bowen, (the *Leviathan*, 74, in sight); and in the month of March or April, Captain Campbell was appointed to command her, an advantage to which he was preferred by Earl St. Vincent, as a testimony of his high estimation of him.

The *Santa Teresa* was immediately attached to a flying squadron, under the command of Captain Markham, of the *Centaur*,† and gallantly assisted in the capture of the French frigates *La Junon* (since *Princess Charlotte*), of 40 guns, *L'Alceste*, 36, *Coura-*

* It happened unfortunately at this time, that some difference of opinion on public service led to a separation between Admiral Frederick and Captain Campbell.

† *Li. Bellona*, 74, Sir T. B. Thompson; * *Captain*, 74, Sir R. J. Strachan, Bart.; *Santa Tereza*, 42, Captain R. Campbell; and *Emerald*, 36, Captain T. M. Waller.

* For portrait and memoir of this gentleman, *vide* N. C. vol. xiv. p. 1.

geux, 32, La Salamina brig, 18, and L'Alerte brig (since Minorca), of 14 guns, bound from Jaffa to Toulon.

The command of this ship we believe Captain Campbell held during the remaining period of the war, and at the peace of Amiens, he retired to the tranquillity of domestic society, to augment the happiness of which he soon after led to the altar Miss Edgar, daughter of Rear-admiral Alexander Edgar.*

His next and last appointment was to the Tremendous, of 74 guns, and the date of his commission, 27th November, 1810, in which he was ordered to the Mediterranean station, and placed under the command of that distinguished admiral, the present Viscount Exmouth.† For some time previous to the peace of 1815, Captain Campbell appears to have had the command of a detached squadron; during which, and as his final act of service, he obtained the surrender of the city of Naples, and fleet of the nation, for their legitimate sovereign; he then returned to England in the Tremendous, which ship being paid off, Captain Campbell arrived in London, and on the 2d of November, 1815, died at his lodgings in New Bond street, deeply lamented by his family, and regretted by his numerous friends.

It is unnecessary, after what has been already related, to say more concerning his public character, than that his modesty, generally the concomitant of real worth, always led him to undervalue his own services, and that we presume it sufficiently evident, even from the slight sketch we have given of them, that by his death an excellent officer has been lost to his king and country.

In his private character, his sense of religion was deep, but unostentatious. He was attached to his family by the most cordial affection—constant in his friendships—and a zealous patron to those of his friends to whom his patronage could be serviceable—nor was generosity the least prominent trait of his character, as the following blunt anecdote will prove:—

A young officer serving under the command of Captain Campbell, once neglected to make his appearance on the quarter-deck,

* We have been informed that Captain Campbell formerly served under the command of Admiral Edgar, when he was captain of the *Illustrious*, in 1790.

† For biographical memoir of Lord Exmouth, then Sir Edward Pellew, Bart. *vide* N. C. vol. xxiii, p. 411; and vol. xix, p. 33.

according to certain etiquette. Captain C. demanded the reason why he thus neglected his duty, and the standing orders of the ship: "Because, Captain," replied the Officer, "I was trying to make three corners to my hat!"—"Do you want money, Sir," said the Captain. "Money, Sir," replied the Officer, "would do me no harm."—"Then," rejoined the Captain, "here are twelve dollars." At a subsequent period, prize-money was paid to the officers and crew of the ship, upon the capstern head!!—When the young officer above alluded to receiving for his share just twelve and a half Spanish dollars, hastened to the Captain's cabin, and very honourably tendered the debt. "What do you say, Sir," said the Captain. "Here is the money, Sir, that you were so kind as to lend me." The Captain, swelling out his cheeks, upon which he displayed formidable *rousses moustaches*, and making an ineffectual attempt to rise, roared out in a loud voice, "Be gone, Sir, or I will break your bones!" It is needless to say, that the young gentleman made his exit in quick time, never again offering to return the money; nor was it ever demanded, or intended so to be.

It must be here understood, that a cocked hat was indispensable, and the young officer was not in possession of one at the time.

Captain Campbell has left issue a daughter, born the 8th of December, 1810. Miss Campbell, sister to the late Captain, married — Scott, Esq. of the faculty of Advocates in Edinburgh, by whom there is issue several children.

HERALDRY.

We believe Captain Campbell bore the arms of the Campbells of Argyle, which are—

ARMS.—1st and 4th Gyronny of eight, *or*, and *sable*; 2d and 3d, *argent*; a galley, *sable*; sails furled, flags flying, and oars in action.

CREST.—Underneath a *Bour's head coupé or*.

MOTTO.—"*Fix ea nostra voco.*"

NAUTICAL ANECDOTES AND SELECTIONS.

MODEL OF A GRAND NAVAL AND MILITARY NATIONAL MONUMENT.

A VARIETY of plans, it is said, have been transmitted to the Noble Secretary for the Home Department, containing proposals, &c. for the Grand Naval and Military Monument, which is to commemorate the glories of the late war.

Some of these are for the erection of a military trophy, distinct from the naval one; but Mr. M. Wyatt has more properly submitted a plan on a grand scale, suited to the splendour of the occasion. It will embrace the commemoration of both services, on the most extended scale. Mr. Wyatt has selected the pyramidal shape as best calculated for a work of such supreme magnificence.

This Pyramid, which is intended to record the brilliant achievements of the navy and army during the entire of the late war, will be of stupendous dimensions, being intended to exceed the Cathedral of St. Paul's, in height, about ten feet. It is divided into twenty-two equal tiers, denoting the number of years of the war, and forming, on the whole, a complete chronological table of events during this memorable period, by bas reliefs in bronze.

The four entrances in the base are each surmounted by a triumphal car. The car of *Britannia* is over the grand door-way, and contains a statue of his Royal Highness the Prince Regent, holding the reins of government; his horses led by *Wisdom* and *Fortitude*. The figures surrounding the car represent the great officers of state, as at a Coronation.

The car, on the reverse side of the Model, contains a statue of his Royal Highness the Duke of York; his horses led by *Justice* and *Discrimination*. The figures surrounding the car represent the heads of the Military Department at Home.

The car on the right from the grand entrance, contains a statue of the Duke of Wellington; his horses led by *Victory* and *Valour*. The figures surrounding the car represent the Officers of his Grace's Staff, not designated elsewhere on the Monument.

The car on the left, contains a statue of Lord Viscount Nelson; his horses led by *Oceanus* and *Thetis*. The figures surrounding the car represent the heads of Naval Departments at home, and other characters distinguished in our naval annals.

The equestrian statues, on the terrace of the Model, represent the General Officers who have commanded armies during the war, and some of the Generals of Division.

The niches in the base contain statues representing the Admirals who commanded fleets during the same period. The figures at the angles of the tiers represent those Generals and Admirals who distinguished themselves, with a figure of *Victory* crowning each of them.

Three of the uppermost tiers will be particularly appropriated to the representation of the three days' battle at and near Waterloo. The fourth and last tier represents the triumphal entry of the British army into Paris. Around these tiers are placed statues of all the Generals in those actions. Medallions of all the Commanders and Field Officers of Corps, and the name of every British Officer and private soldier engaged, will be engraved in letters of gold under the bas reliefs.

The summit of the Pyramid is crowned by a magnificent Temple of Fame, of Corinthian architecture. In this temple is placed a single statue in white marble of the King, surrounded by busts and medallions of the great Civil Characters of this era.

At the angles of the Temple are four allegorical figures, representing the four quarters of the globe.

The four fountains at the angles of the base represent, by allegorical figures, the four great national rivers of the empire; *viz.* the *Thames*, the *Shannon*, the *Tweed*, and the *Dee*.

The lions placed on the lower terrace, are emblematical of Great Britain, represented in a peaceful but watchful posture.

The four first Prime Ministers during this period are represented by statues in the niches round the grand door-way. Statues of the Prime Minister and remaining Cabinet Ministers of the present day, are placed on the tier immediately over the Prince Regent.

The Pyramid is ascended by inward stairs between each gallery at the door-ways; the uppermost tier is as easy of ascent as the lowest, each tier having a space of eight feet footway all round, and a covered way of four feet, formed by the succeeding tier.

Interior.

For the purposes of strength and space, the interior of this Pyramid will be constructed in the form of a cone, and will admit of numerous compartments. Saloons, galleries, &c. for every national object, may be arranged and established within its spacious area.

Whatever plan may be ultimately determined upon, we trust it will be alike worthy of the heroes whose valour it is meant to commemorate, and the nation that records their glory.

A CROWN OF THORNS.

The following is an extract of a letter from a French Nobleman, at Paris:—

“The best answers I can give to questions about Louis XVIII. is to relate, as nearly as possible, his own remarks, at an audience with which I was honoured, after my return from an exile of 24 years. To my congratulations on his Majesty's restoration, he said,

“My friend, I wear indeed the Crown of my ancestors, but it is changed into a Crown of Thorns, the pangs of which are only known to, as they are only felt by, its unfortunate bearer. The most abused of my predecessors have been praised for some good traits, while I am blamed without mercy

by every one, though it is the study of my life to do nothing but what my conscience approves as just and praiseworthy. If I select my counsellors among the Revolutionists, because I think them best acquainted with the present state of France, I am reproached by the Royalists with worse than ingratitude. If I appoint a Royalist council, the Revolutionists create an alarm by accusing me of an intention to subvert the Constitution. If I have a mixed ministry, as at present, their jealousy and disunion leave me no quiet; and, to thwart each other, they display either an untimely severity or a dangerous weakness.—Having a firm belief in the religion of my ancestors, I only do my duty in observing strictly its precepts; but having solemnly promised a religious toleration, I also leave all my subjects a full liberty of conscience. Well, the Catholics therefore suspect me of infidelity, while the Protestants represent me as a superstitious bigot. Though I am unable to satisfy at once all the sufferers in my cause by the Revolution, all are impatient for immediate reward: those whom I can remunerate blame me for not doing enough, while the other pretenders hold me out both as unjust and unfeeling. If I think any particular merit deserves particular distinction, favoritism is the general cry; while, when I disregard some unmerited claims, I am accused either of envy, or ignorance, or neglect.—My situation is not less unfortunate with regard to foreigners. Russia has one idea of governing France, England has another, Austria differs from both, and Prussia differs from the three other allies. When therefore I please one, I am sure to displease the other, and I am equally tormented with their projects, and humbled by their menaces and pretensions. From Rome and Madrid I am reproached for not introducing religious intolerance; while I am libelled in England and America for not admitting democratic licentiousness, under the name of liberty; and anti-social doctrines, under the name of liberty of the press. If I punish a traitor, I am styled a merciless tyrant; if I pardon him, I am ridiculed as a trembling imbecile. Had I pardoned the three Englishmen, other foreigners would have reproached me with partiality to England; while the French and English factions would have asserted, that fear and not clemency was my motive. Even in my own family, opinions are divided about my public acts: some of my relatives seem to think, that I sway too much like a successor of a revolutionary upstart; while on the other hand, the Duke of O—— and his party appear discontented, because I do not govern enough like a revolutionary usurper. After these lamentable facts, you cannot doubt of my sincerity when I affirm, that I long for the moment when my Creator will retake this my Crown of Thorns, by exchanging my throne in this palace of the Thuilleries for my tomb in the abbey of St. Denis.'

“ During the whole time his Majesty thus condescended speaking to me, tears were in his eyes, and his whole countenance bespoke a grief which must have been so much the more poignant, as policy must generally require its concealment. I am convinced this good Prince would never have reigned so long, had he not considered it as a duty Providence has imposed on him by his birth.”

MR. PITT, AFTERWARDS CREATED EARL OF CHATHAM, AND THE DUKE OF NEWCASTLE.

THESE two great men frequently differed in opinion, but Mr. Pitt always carried his point in spite of the Duke. A curious scene occurred on one of those occasions :—It had been proposed to send Admiral Hawke to sea in pursuit of M. De Conflans. The season was unfavorable, and even dangerous for a fleet to sail, being the month of November. Mr. Pitt was at this time confined to his bed by the gout, and was obliged to receive all visitors in his chamber, in which he could not bear to have a fire. The Duke of Newcastle waited on him while in this situation, to discuss the affairs of this fleet, which he was of opinion ought not to sail in such a stormy season. Scarcely had he entered the chamber, when, shivering with cold, he said, “What, have you no fire?”—“No,” replied Mr. Pitt, “I never can bear the fire when I have the gout.” The Duke sat down by the side of the invalid, wrapped up in his cloak, and began to enter on the subject of his visit. There was a second bed in the room, and the Duke, unable to endure the cold, at length said, “With your leave, I’ll warm myself in the other bed;” and, without taking off his cloak, he actually stepped into Lady Ester Pitt’s, and then resumed the debate.

The Duke was entirely against exposing the fleet to hazard in the month of November, and Mr. Pitt was as positively determined it should put to sea. “The fleet must immediately sail,” said Mr. Pitt, accompanying his words with the most animating gesture.—“It is impossible,” said the Duke, making a thousand contortions, “it will certainly be lost.” Sir Charles Frederick, of the Ordnance department, just arriving at that time, found them both in this laughable posture; and had the greatest difficulty to preserve his gravity, at seeing two ministers of state deliberating on an object so important, in such a ludicrous situation.

The fleet, however, did put to sea, and Mr. Pitt was justified by the event; for Admiral Hawke defeated M. De Conflans, and the victory was more decisive in favor of the English than any other that was obtained over France during the war.

CAPTAIN COOK,* THE CIRCUMNAVIGATOR.

THIS celebrated officer, when a boy, was apprenticed in the small town of Steers, in Yorkshire, to what is termed a general shopkeeper; it happened one day, that a young woman purchased an article at this shop, and in payment offered a shining new shilling. The master of the shop having seen the girl pay this new shilling, and not finding it amongst the cash in the till, accused young Cook of purloining his property. The young hero, indignant at this charge upon his probity, said it was false; that the new shilling was certainly in his pocket, but that he had replaced it with another. Unable to brook his master’s accusation, he the next day ran away, went to sea, and from this simple circumstance the world is indebted for his great discoveries as a navigator, which has greatly endeared his memory to his countrymen, as well as to all others who study navigation.

* For life and portrait, see *D. C.* vol. ix. p. 1.

OBSERVATIONS ON ECLIPSES.

A TOTAL eclipse of the sun happened before the captivity of the Ten Tribes by the Assyrians; before the captivity of the Jews in Babylon; at the death of Christ; about forty-seven years and a half before the last destruction of Jerusalem, and about the same number of years before the slaughter of 600,000 Jews under Adrian; before the conquest of the Babylonians by the Medes; and before the fall of the Mede, Persian, Grecian, and Roman empires. Mr. Whiston supposes a total eclipse of the sun to precede the first grand breach upon these empires, and a total eclipse of the moon to precede their total overthrow. Thus, a total eclipse of the sun happened before the first grand breach of the Assyrian empire, by the miraculous destruction of 185,000 Assyrians, in the days of Hezekiah; a total eclipse of the moon before the total overthrow of the Assyrian empire: a total eclipse of the sun before the first grand breach of the Persian empire, by the Xerxes in Greece; a total eclipse of the moon before its final overthrow by Alexander the Great: a total eclipse of the sun before the grand breach upon the Grecian empire; a total eclipse of the moon the night before its total overthrow by the Romans: a total eclipse of the sun, visible from Scotland to the Euphrates, before the destruction of the Roman empire under Augustus; &c. &c.—Known unto God are all his works from the beginning!

THE LATE CAPTAIN WRIGHT.

FROM the recently published work of Dr. Warden, late surgeon of the Northumberland, we are induced to quote the following conversation of that gentleman with Buonaparte, on the subject of Captain Wright's death, respecting which we have ourselves been so copious of testimony. For the accuracy of this conversation we cannot vouch; it is, however, likely that Buonaparte would adopt that mode of denial, for it is a crime too infamous to be confessed, were he even still on the throne of France. With equal coolness we find him justifying the murders at Jaffa, and all his other murders. It is well for him if he can salve his conscience with such anodyne persuasions.

After an absence of six weeks from Longwood, it appears that Dr. Warden visited him, and found him lying at full length on a sofa, with some volumes on the French Revolution before him, a mirror in which he might view himself *alone* with perhaps but little satisfaction, if any thing like *reflection* attended the view. He was, however, good humoured and lively, either the consequence of affectation, or gross insensibility; and it led to a free communication—for, says Dr. Warden, I was resolved to speak my sentiments with freedom, and you may now think, my good friend, that I did not baulk my resolution. My caudid sentiments and unreserved language appeared, however, to meet my auditor's approbation; and he asked me, to my great surprise, if I remembered the history of Captain Wright. I answered—"Perfectly well; and it is a prevailing opinion in England, that you ordered him to be murdered in the Temple." With the utmost rapidity of speech he replied—"For what object? Of all men, he

was the person whom I should have most desired to live. Whence could I have procured so valuable an evidence as he would have proved on the trial of the conspirators in and about Paris. The heads of it he himself had landed on the French coast." My curiosity was at this moment such as to be betrayed in my looks. "Listen," continued Napoleon, "and you shall hear. The English brig of war, commanded by Captain Wright, was employed by your government in landing traitors and spies on the west coast of France. Seventy of the number had actually reached Paris; and so mysterious were their proceedings, so veiled in impenetrable concealment, that although General Ryal, of the Police, gave me this information, the name or place of their resort could not be discovered. I received daily assurances that my life would be attempted, and though I did not give entire credit to them, I took every precaution for my preservation. The brig was afterwards taken near L'Orient, with Captain Wright, its commander, who was carried before the Prefect of the Department of Morbeau, at Vannes. Gen. Julian, then Prefect, had accompanied me in the expedition to Egypt, and recognised Captain Wright on the first view of him. Intelligence of this circumstance was instantly transmitted to Paris, and instructions were expeditiously returned to interrogate the crew separately, and transfer their testimonies to the Minister of Police. The purport of their examination was at first very unsatisfactory; but at length, on the examination of one of the crew, some light was thrown on the subject. He stated that the brig had landed several Frenchmen, and among them he particularly remembered one, a very merry fellow, who was called Pichegru. Thus a clue was found that led to the discovery of a plot which, had it succeeded, would have thrown the French nation a second time into a state of revolution. Captain Wright was accordingly conveyed to Paris, and confined in the Temple; there to remain till it was found convenient to bring the formidable accessories of this treasonable design to trial. The law of France would have subjected Wright to the punishment of death; but he was of minor consideration. My grand object was to secure the principals, and I considered the English captain's evidence of the utmost consequence towards completing my object."—He again and again most solemnly asserted, that Captain Wright died in the Temple by his own hand, as described in the *Moniteur*, and at a much earlier period than has been generally believed.*—At the same time he stated, that his assertions were founded on documents which he had since examined. The cause of this inquiry arose from the visit, I think he said, of Lord Ebrington to Elba; and he added—"That nobleman appeared to be perfectly satisfied with the account which was given him of this mysterious business."—I was so far encouraged by the easy, communicative manner of the Ex-emperor, that I continued my observations without reserve: I therefore did not hesitate to express my doubts respecting the time that Captain Wright remained in the Temple previous to his death. To satisfy me in this particular, Napoleon turned over a long succession of pages in a late publica-

* This asserted anachronism might suit the purpose of denial in Buonaparte, but the time is too clearly marked by the official registers of the *procès verbal* and his burial, to be doubted.—*Fide* memoir, pp. 94, 97, 98.

sign of Mr. Goldsmith, which had been brought him by Sir Hudson Lowe. I do not recollect the title, which is probably familiar to you, who have suffered nothing that relates to the government of France to have escaped you: but I could perceive, that it consisted of extracts from the *Moniteur*, &c. during the Imperial reign. As he referred to the index, he frequently pointed out the name of Wright, spelled *Right*, and with a confident expectation, as it certainly appeared to me, of finding some document that would confirm his account. The author, however, either had not been able to discover any written testimony, to mark the precise time of Captain Wright's death, or had intentionally withheld it; and the latter Buonaparte repeatedly and firmly insisted must have been the cause of any doubt remaining as to the truth of his assertion.

CURIOUS BRIDGE.

THE Wire Bridge, at the falls of Schuylkill, in Pennsylvania, is supported by six wires, each 2-8ths of an inch in diameter—three on each side of the bridge. These wires extend (forming a curve) from the garret windows of the Wire Factory to a tree on the opposite shore, which is braced by wires in three directions. The floor timbers are two feet long, one inch by three, suspended in a horizontal line by stirraps of No. 6 wire, at the ends of the bridge, and No. 9 in the centre, from the curved wires. The floor is 13 inches wide, of inch board, secured to the floor timbers by nails, except where the ends of two boards meet; here, in addition to the nails, the boards are kept from separating by wire ties. There is a board six inches wide on its edge on each side of the bridge, to which the floor timbers are likewise secured by wires. Three wires stretched on each side of the bridge along the stirraps, form a barrier to prevent persons from falling off. The floor is sixteen feet from the water, and 400 feet in length. The distance between the two points of suspension of the bridge is 480 feet.

The whole weight of the wire is..... 1,314 lbs.

Do. do. wood work..... 3,330

do. wrought nails..... 8

Total weight of the bridge..... 4,702

Four men would do the work of a similar bridge in two weeks of good weather, and the whole expense would be about 300 dollars.

THE RED FLAG.

AN idea has been long entertained, that the Red Flag had been taken or stolen from the mast of the Admiral's ship in the Downs; and that the Dutch obtained that trophy in the Downs, in one of the battles between Blake and Van Tromp. To correct such a mistaken notion, our readers will understand, that the Red Flag has never been taken or surrendered to the enemy. The last officer that hoisted such flag was Sir G. Rooke, when he was admiral of the fleet, and commander-in-chief of the combined force of England and Holland in the Mediterranean, in 1703. And that upon the union of England with Scotland, the Red Flag was discontinued as to be worn, and the Union Jack became the distinguishing flag of the

Admiral of the Fleet: thus the Red Flag at the main was superseded by the use of the Union Jack in its stead.

ORDER RELATIVE TO THE RANK OF MASTERS IN THE ROYAL NAVY.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland.

HIS MAJESTY having been pleased by his order in council of the 28th ultimo (a copy of which is annexed) to confer upon masters of his royal navy the rank of lieutenant, according to the following regulation; *viz.* That they shall take rank in the ships of which they shall be warranted masters, immediately after the junior lieutenant of such ships, and shall have precedence in rank of surgeons; you are hereby required and directed to cause the said regulation to be duly observed.

Given under our hands the 1st October, 1808.

R. Bickerton.

Wm. Johnstone Hope.

Wm. Domett.

To the respective Flag Officers, Captains, Commanders, and Officers commanding his Majesty's Ships and Vessels.

By Command of their Lordships,

W. W. Pole.

At the Court at the Queen's Palace, the 28th of September, 1808,

PRESENT,

The King's Most Excellent Majesty, in Council.

Whereas there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 27th of this instant, in the words following; *viz.*

“MAY IT PLEASE YOUR MAJESTY,

“The several masters of the royal navy, who have had the misfortune to become prisoners of war in France, by the ships to which they belonged having been captured, or cast away upon the coasts of the enemy, have represented to us that they are classed with, and in all respects subject to the treatment of, foremast-men, in consequence of their not possessing the rank of commissioned officers in your Majesty's service:

“The Memorial presented to us on this subject has been referred to the Commissioners for transports, for the purpose of such measures being taken by them, as might tend to redress the evil complained of; the said Commissioners have in their report to us, relative to this matter, stated,

that they had many months since made a full representation on the subject to the proper officer in the department of the French marine; and that they are of opinion, nothing effectual can be done in favor of the masters of British men of war, while prisoners in France, unless they shall have professional rank conferred on them by your Majesty in Council.

“ We do therefore most humbly propose to your Majesty, in order to secure the masters of your Majesty’s navy from the improper treatment before-mentioned, that your Majesty will be graciously pleased to confer upon this useful class of officers, the rank of lieutenant, according to the following regulation; viz. That they shall take rank in the ships of which they shall be warranted masters, immediately after the junior lieutenant of such ships.

“ And as your Majesty was pleased, by your order in council of the 23d January, 1805, to direct, that the surgeons in your Majesty’s naval service should have a similar rank with officers of the same class in the land service, subordinate, however, to that of the lieutenants of your Majesty’s ships and vessels, we do further propose, that masters may have precedence in rank of surgeons, which, from the nature of the duty a master has to execute, is essentially necessary.”

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of his Privy Council, to approve of what is therein proposed; and his Majesty is hereby pleased to order, that the masters of the royal navy do take rank in the ships of which they shall be warranted masters, immediately after the junior lieutenant of such ships; and that they have precedence in rank of surgeons. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

W. Fawkener.

AQUATIC ANIMAL.

LATELY, some fishermen enclosed in their net, in Chester River, near Parkgate, an uncommonly curious non-descript aquatic animal. When caught, it immediately rolled itself up. In length, it is about six inches, and in shape not unlike the variegated hair caterpillar, called “the Tailor.” Its back is covered with a very fine dark hair, and small black prickly substances, resembling the pen-feathers on a young bird. The hair on its sides is beautifully variegated, and the belly is of a light color, approaching to white. It has 56 feet, and on each foot several black points, appearing as claws. The head, in proportion to the body, is very small.

AQUATIC POSTMAN.

THE Baron de Humboldt, in his Travels through South America, describes an extraordinary mode of carrying on communications between different parts of Peru; viz. by means of a *swimming postman*. This unparalleled arrangement takes place during two days of the postman’s course, while going down a part of the river Chamaya, and afterwards a part of the great river of the Amazons. The former river is not navigable,

on account of a great number of small cataracts. The postman wraps the few letters, of which he is the bearer every month, sometimes in an handkerchief, sometimes in a kind of drawers, which he winds as a turban round his head. This turban contains also the great knife with which every Indian is armed, rather to cut his way through the forests than as a weapon of defence. In order to fatigue himself less in descending the river, he supports himself on a log of bombax or ochramo, trees of very light wood. It is very seldom that letters are either lost or wetted during the passage.

CORRESPONDENCE.

Breaking the Line.

MR. EDITOR,

OBSERVING that Mr. Clark claimed the credit of his having first intimated to Admiral Sir G. B. Rodney, that point of naval tactics which is denominated breaking of the line of battle, and that it was first practised by that gallant admiral with success, I have taken the liberty to send you a copy of an old manuscript in my possession, which seems to indicate that it had been put in execution anterior to the period alluded to, and with good success too.

“ 1784. Note.—I think an idea prevails, that the bold and decisive manœuvre of breaking the enemy’s line of battle, has been lately introduced into our naval tactics, and particularly attributed to the gallant decision of Admiral Rodney, on the 12th of April last year; but I read in *Gillingswater’s* account of the famous engagement off Lowestoft, June the 3d; 1665. between the British fleet, commanded by the Duke of York, and that of the Dutch, by Admiral Opdam: he says, ‘The fight began about three o’clock in the morning, and, for some time, victory was doubtful; but, about noon, the brave *Earl of Sandwich*, with the blue squadron, forced himself into the centre of the Dutch fleet, broke their line, divided it into two parts, and began that confusion which ended in a total defeat of the enemy.’”*

Your’s, &c.

Thessaly.

Novel and increasing Abuse in our Commercial Marine.

MR. EDITOR,

24th November, 1816:

IT is of much importance to the lives and interests of those invaluable subjects, our seamen, engaged in the merchant service, the deep-sea fisheries, &c. &c. that the attention of the legislature and courts of law (particularly the Admiralty Court), should be directed to a novel and increasing abuse in our commercial marine. No less than the infliction of

* *Vide* also N. C. vol. xxv. p. 401.

very severe corporeal punishment, at the sole command of the ship-masters, many of which persons seem to appear desirous of thus aping (as they imagine) a "man of war."

Though several instances have been of late before the public, this communication is chiefly induced by the very recent flagrant case and conviction of *Stavers** (master of the ship *Thames*), at the Admiralty Sessions on the 20th instant, for a brutal assault; in other words, for great cruelty to a boy (Gibson) on board that vessel; for which offence, it appears, the learned judge sentenced him to pay a fine of 50*l.* and be imprisoned twelve months in Newgate.—It will be seen, on reference to the report, that the surgeon of this vessel (*who was not present at the infliction*), being asked in court, whether he did not consider *four dozen lashes!* too severe for a boy of fourteen years of age, replied, that "He should not like it himself."—The boy died.

I am aware, Sir, that about seventeen years ago (a time of war) an act of parliament passed, rendering the crews of all vessels, bearing *letters of marque*, amenable to the naval articles of war; and that in pursuance of this act, offenders have, in repeated instances of mutiny, &c. been carried from such vessels before a naval court martial, on a foreign station, formed as usual on board one of his Majesty's ships. But though I believe all East Indiamen, and all our Southern Whalers, amongst various other descriptions of vessels, have *letters of marque* in time of war, there can exist no *letters of marque* in a time of peace; and therefore earnestly trust you will permit me to inquire of any of your legal, or other correspondents, possessing sufficient information, *by what authority* these ship-masters assume this power of inflicting, at their own will and pleasure, severe corporeal punishments with a cat-o'-nine tails, under colour of being justified in so doing? Or who will point out the extent to which the law warrants them in doing so (if to any); and otherwise set the whole matter in a clear light.

No person, Mr. Editor, can feel a more thorough conviction than myself, of the absolute necessity of due subordination, and a proper degree of good order on board our merchant vessels, as otherwise there could be no safety for either lives or property; and in order to this, it must be clear that the ship-masters should be invested by law with due authority; and moreover, should be vigilantly protected against vexatious suits, and litigious proceedings, originating in malignity, or other bad motives; the commerce of the country, and the public interest, alike require these. But, on the other hand, without meaning to imply any thing illiberal of any description of persons, I may be permitted to add, that however indispensable summary justice and strict discipline may be in our *navy*, yet they cannot, in the nature of things, be equally so in our commercial marine, as to make it necessary to entrust, in the hands of merchant *ship-masters*, a discretionary power, infinitely exceeding any thing known in the practice of our civil jurisprudence.

It will be seen, that in the case of *Stavers* (master of the *Thames*) above referred to, he had actually caused his own brother to be flogged during the voyage. To men *practically acquainted* with this description of per-

* Vide page 435.

sous, this instance will be very far from furnishing any proof of impartiality, or of strict integrity of conduct.

In the anxious hope that this letter will meet attention on the part of some of the correspondents of your valuable publication, who are competent to throw light on the general subject in both a legal and practical point of view, I am, Sir, your obedient humble servant,

Quæstor.

Battle of the 12th April, 1782.

MR. EDITOR,

Plymouth, 29th November, 1816.

LOOKING over my port-folio, I found the enclosed letter from the first captain to Admiral Sir G. B. Rodney, addressed to the Russian Admiral Greg, giving a description of the battle of the 12th of April, 1782. Should you deem it worthy of a place in your miscellany, you will oblige your very humble servant,

Thessaly.

Extract from a Letter written by Sir CHARLES DOUGLAS, Bart. to his Excellency Admiral GREG, Admiral of All the Russias; giving an Account of the Actions on the 9th and 12th of April, 1782, between the British and French Fleets, commanded by Sir GEORGE BRIDGES RODNEY, Knight of the Bath, and the COUNT DE GRASSE.*

ON Monday, the 8th of April, 1782, the fleets of Great Britain and France sailed from their respective stations, the one from Fort Royal Bay, in the island of Martinique, to cover an intended invasion of the island of Jamaica, by a numerous combination of the French and Spanish forces: the other from Gros Islet Bay, in the island of St. Lucia, to render that design abortive.

Sir George Rodney having weighed with great celerity, the moment the signal was made by the *Andromache* (one of our cruisers) that the French fleet was getting under sail, soon got sight of the sternmost ships thereof, standing to the northward under the lee of Martinique. His Majesty's fleet followed them all night, under as much canvas as could prudently be carried, the wind blowing very fresh at N. E. by E. At 2 A. M. of the 9th, we were aware of our not being at any considerable distance from them, from the frequent nocturnal signals we heard and saw made, and very shortly after we actually got sight of them: at 3 A. M. we brought-to by signal on the starboard tack, the north end of *Dominique* bearing N. by E. $\frac{1}{2}$ E. 5 or 6 leagues; at $\frac{1}{2}$ past 5 A. M. made the signal to prepare for battle, and to form the line-of-battle a-head; as also to fill and stand on; between the hours of nine and ten the *Ville de Paris* fired the first shot upon the *Alfred*, whereupon the signal for battle was displayed; thus began that day's partial engagement, between about one half of his Majesty's fleet, and the whole of that of France, consisting of 34 sail of the line;

* For Lord Rodney's biographical memoir, see N. C. vol. i, p. 353; for *port-folio*, vol. xxv, p. 400.

which bereaved Great Britain of that excellent citizen and officer, Captain William Bayne, the gallant commander of the ship before mentioned: I say partial engagement, the whole of our rear, and most of the sternmost half of our centre division, having lain quite becalmed, insomuch as never to have had it in their power to come in for any share of that day's cannonade; while the fleet of France enjoyed a commanding breeze, within the limits whereof, and to windward of us, they kept themselves with scrupulous attention at their much-loved long cannonading distance. Nevertheless, divers ships on both sides were roughly handled, those of our van division having had to cope with so many more than ought to have fallen to their share. After having endeavoured to keep our fleet to windward, in order to bring on a second engagement, and having transposed in the line of battle and in the order of sailing, the van and rear divisions, because of the damages the former had sustained, to the end our next attack might have its full vigour, if ever the enemy should give us opportunity.—On the 11th, in the morning, two of Monsieur De Grasse's ships were discovered to windward, repairing the damages they had received on the 9th; whereupon the signal was made for a general chase, and the whole fleet eagerly chased accordingly, in order to draw the French fleet down to leeward, to save the ships in question, and thereby yet bring on a general and decisive engagement.

Late in the evening, some of our weathermost ships gained ground so fast on the two mutilated ships of the enemy alluded to, that they began to make signal of their danger; whereupon Count De Grasse, with his whole fleet, bore down to interpose: our weathermost chasers still threatening their game, until some of the Count's headmost ships got very near to them, when they, as well as all the rest of the fleet, were called into the close sailing order by signal, and closed accordingly: in which close order of sailing we turned to windward all night, with as much sail as we could prudently carry. On the 12th, at the very first break of day, the enemy's fleet was discovered to be very near us, and broad on our lee bow, the wind being E.S.E. and we upon the starboard tack.

The moment this situation of the enemy was announced to Sir George Rodney, he ordered the signal to be made for Rear-admiral Drake (now appointed to lead the fleet) to make more sail, and very soon after to form the line-of-battle a-head, at the distance of one cable's length asunder; and so exactly had the divisions kept themselves during the night in the close and excellent order of sailing prescribed, that within the space of ten or fifteen minutes after the signal for forming was thrown out, thirty-six sail were drawn up in one of the best lines of battle I ever saw, and already standing towards the enemy's. The French now also forming the line, and extending themselves on the larboard tack: thus standing towards each other upon contrary tacks, the wind being moderate, the weather clear, and the water perfectly smooth. The Marlborough being the leading ship of Rear-admiral Drake's division, fetched in with the sixth or seventh ship, counting from the headmost of the Count De Grasse's line, and at $\frac{1}{2}$ past seven was fired upon; whereupon the signals for battle and

close battle were made, our said leading ship supported by the quick and well-directed fire of her followers, sailing in due and close succession, now leading large, sliding slowly and closely down along under the enemy's lee. The Formidable was first fired upon by the 8th or 9th ship of Monsieur De Grasse's line, but did not immediately return it, the distance being too great; but standing a little farther on, the fire of our centre, which consisted of three three-deckers, was to the enemy irresistible; availing himself whereof, and moreover of the vigorous impression Rear-admiral Drake's division had made, our commander-in-chief keeping his wind, broke through the enemy's line, quite close under the lee quarter of the Glorieux, she being the 4th ship a-stern of the Ville de Paris; her immediate followers hereupon putting their helms a-weather, got together in a heap, to the number of four or five, composing now only one large single object to be fired at; and were fired upon accordingly by the Duke, our second a-head, the Namur, our second a-stern, and others; and by the Formidable, wearing round upon her keel; for the instant the enemy's order of battle was thus broken, the signal for the line was hauled down (although the signals for battle and close battle were still kept a-broad), and the signal was made for Rear-admiral Drake to tack and gain the wind of the enemy, in order to secure the victory, by uniting his division to the body of the fleet. From the moment the Formidable led, as is before described, through Monsieur De Grasse's line, victory declared for us; the Count, finding himself separated from the dismasted Glorieux, and all the ships which were stationed a-stern of her in his *line* of battle, and all being consequently a *scene* of confusion and disorder from end to end throughout his fleet, so as to render impossible the *re-union* of its parts. Towards the final close of daylight, the French admiral's flag at the main-top-gallant-mast head of the shattered and surrounded Ville de Paris, a ship of one hundred and two guns, was hauled down! Whereupon Sir George Rodney (several of the enemy's ships having been seen to strike their colours), having gained a most complete, a most glorious, and a most decisive victory, ordered the signal for battle to be hauled down (lest his ships, I presume, should scatter too much, and moreover possibly offend each other in the dark); which was hauled down accordingly; and then the field being thus beyond a doubt secured, the nocturnal signal was made for the fleet to bring to, and lie by on the starboard tack.

The Ville de Paris contained upwards of thirteen hundred men, of whom a very great slaughter was made; the last shot fired at her, which was from the St. Alban's, having, as I have been informed, killed her sixteen.

Any further resistance on the part of the French admiral would have been in vain, and could have been productive of nothing but unprofitable carnage on his side, which a fresh broadside each, from three three-deckers; *viz.* Namur, Formidable, and Barfleur, and one a piece from at least as many two-deckers, would within the space of a very few minutes have occasioned; nor was it possible for the gallant Count De Grasse to have avoided the general engagement I have been describing, without giving up the two of his mutilated ships, the one of 84, the other of 74 guns, which we chased on the 11th. Moreover, the untoward accident which

besel him that evening, after he bore down to save them; *viz.* that of the *Zelé* running foul of the *Ville de Paris*, contributed not a little to bring him within our reach, upon the glorious 12th, at break of day. But that the French expended a great deal of time before Sir George Rodney's arrival in the West Indies, in taking for themselves the island of St. Christopher, saved Jamaica, I verily do believe. How far the generals of that nation, by sea and land, may have been concerned in thus preferring the interest of France to that of Spain, is not for me to determine.

In every other respect my countrymen in general, and I humbly, to the best of my knowledge and recollection, do believe Count De Grasse to be blameless; holding it as he did, to have been impossible for him, at the head of so mighty a fleet, consistently with the honour of his nation, to suffer two of his capital ships to be taken under his nose. And we (his Britannic Majesty's servants) also holding it to have been equally impossible, mighty in metal and in men as it was, for him to have prevented its defeat; considering how closely it was grappled with, and cut asunder, in a manner so very puzzling to French seamanship, as I have endeavoured to describe.

Sir George Rodney's fire was so much quicker and so much better directed than the Count's was, that in some of his ships it was no easy matter to keep the men to their metal; in one of them particularly, in passing the *Formidable*, the whole, or at least the bulk of her company, fled from their guns to the opposite side, insomuch, as to have made their ship heel considerably to windward.

The loss sustained on our side on both days amounted to about one thousand men in killed and wounded, towards three hundred whereof having been slain outright; but owing to the unremitting attention and consummate skill of our surgeons, and the physician of the fleet, by the blessing of God, most of our wounded men recovered.

The loss of the enemy, from the best account I have been able to gather, on both days, amounted to about eleven or twelve thousand men in killed, wounded, and taken, including the prisoners afterwards made in consequence of our victory, by a detachment of the fleet commanded by Sir Samuel Hood, which makes the whole number of prisoners amount to about five thousand six hundred men: of their wounded, the major part died (many of the lock jaw) at the Cape; and many, I presume, at Curaçoa also, belonging to the four ships that fled thither. This great battle of the 12th of April, was fought between certain islands situated near Guadaloupe, called the Saints, and the island of Dominica; as was also nearly on the same spot the cannonade of the 9th. From an eminence on which last mentioned island, both actions were most distinctly seen, particularly the act of penetrating the enemy's *line* on the 12th, by the *Formidable*, whereat the French spectators as much desponded, as did the English ones exceedingly rejoice! Whereupon some of the latter, seeing the day thereby won by their countryman, drank freely in honor thereof, not forgetting Rear-admiral Francis Samuel Drake, whom they had seen lead his Majesty's fleet to battle in a manner worthy of his country and family.

Commodore Affleck acted in the centre division, which according to custom, was that of the commander-in-chief, the fleet having consisted of three divisions only.

Van Division, 8th April, 1782.

Frigates.	Rates.	Ships.	Commanders.	Guns.	Men.
Zebra sloop	3	Royal Oak	Captain — Barnett.	74	500
		Alfred	— William Bayne.—(Killed).	74	600
		Montague	— George Bowen.	74	600
		Yarmouth	— — Parry.	64	500
		Valiant	— Samuel Granston Goodall.	74	650
Champion to repeat.	2	Barfleur	{ Rear-adm. Sir Samuel Hood, Bart.	98	767
			{ Captain John Knight.		
Alecto Fire-ship.	3	Monarch	Captain Francis Reynolds.	74	600
		Warrior	— Sir James Wallace.	74	600
		Belliqueux	— Andrew Sutherland.	64	500
		Centaur	— John Inglefield.	74	600
		Magnificent . . .	— Robert Linzee.	74	600
		Prince William .	— — Wilkinson.	64	500

Sir Charles * does not appear to have held the remainder of the fleet in that estimation he did the van division, as he deems it of no consequence sending Admiral Greg—the list of the centre and rear divisions, although there is every reason to believe that many of the ships in both divisions fought gallantly.



Singular opinion in the Navy respecting the late Lord Nelson.

MR. EDITOR,

1st October, 1816.

IT is a strange truth, that the profession which was adorned by the abilities of Lord Nelson, and which he carried to a height that never before was equalled, is the only part of the community that in any manner doubts his having been a great man; and this wholly from his omitting to use the means generally employed in the navy to accomplish order. His Lordship had no character as being a *martinet*, or “*strict disciplinarian*,” a character which officers have heard so much praised, that they sometimes imagine it contains every thing that is needful.

It is a well known remark, that these great disciplinarians have seldom been successful commanders. Nor can it be otherwise. No man under their command feels any *zeal*, it is destroyed by *terror*. No man does any

* Sir Charles Douglas, Bart. distinguished himself as an officer of great merit on many occasions. He relieved Quebec in 1776, for which he was made a baronet. On the memorable 12th of April, 1782, he was first captain of Lord Rodney's ship, and he commanded in North America from 1783 to 1785.—He died an admiral in 1790.

thing but what he is commanded. He who makes use of those severities which (though the laws may sanction) create *hatred* in the minds of the people, has a conviction within him which must tend to unnerve all courage.

I am, Sir, your humble servant,

Candidus.

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*On Naval Punishments.*

MR. EDITOR,

6th December, 1816.

**A**LTHOUGH you appear to have received not a few communications on the subject of naval punishments, yet being fully convinced of the *strong necessity* which exists for a change of system *there*, I cannot deny myself the satisfaction of endeavouring to lend a helping hand, in impressing on the minds of the public, and of naval men, not only the *absurdity*, but *cruelty*, of many of the practices, as detailed and recorded by your Correspondent *Mentor*, and others, in your last and former numbers. Who can read them, without assenting to the recommendation I have already given, to establish a *fixed*, a *prudent*, but at the same time a *merciful*, and a *firm system* of discipline: surely it cannot be a very difficult matter to *combine* and to establish such an one. I confess I look forward with emotions of satisfaction and delight, to the time when this good and necessary work shall have been accomplished, which would put a stop to much of that *injudicious* and *harsh* treatment, and *excessive degree of punishment*, which has so *completely alienated* the minds of so many thousands of our finest seamen from all idea of serving again in our men of war: this fact is now beyond all doubt; and although the severity of discipline exercised in many ships of the British navy, is not the *sole cause* of such disgust, it is beyond all doubt the most prominent, and if not remedied, will long continue the greatest bar to our obtaining volunteers to man our fleets when war again takes place.

The amelioration in punishments in the army, since the subject was noticed in parliament some years ago, and became fully known to the public, is great indeed; nor is it greater *in lessening punishment than crimes*; it has been attended with the most happy effects, both as it respects *the men*, and *their manners*.

One very strong instance is recorded in the Glasgow newspaper, where, for *three years*, no instance of corporeal punishment has been inflicted, and where three different corps have been stationed during that time; *viz.* the 2d battalion, 71st 78th, and 42d regiments; the fact is not more creditable to these gallant corps, than entirely satisfactory as to the complete success of the plan, so far as the army is concerned: why it should not be equally applicable, or very nearly so, to the navy, I am yet to learn. No man would come forward and recommend a *relaxed system of command*; but there is a great difference between a *relaxed*, and a *cruel and oppressive system*: let the happy medium be established, and it will produce what is so much and imperatively wanted; *viz.* a fixed, a firm, a mild, but efficient system. In this system, many of our naval officers will be most ready and willing to

concur; many of them have, in fact, practised it, influenced only by their own excellent hearts and understandings; but there are *others* (*they\* are recorded in the sailors' journals*), who, if again employed, will, I trust, be cautioned to adopt new methods of governing, and receive instructions which they *cannot mistake, and dare not evade*; a new code of naval instructions regarding command, and the infliction of corporeal punishment on board our men of war, will, I hope, soon crown the wishes of your correspondent, and of every sailor's friend, whilst it will prove the Board of Admiralty to be their friend *indeed*.

Nor, Mr. Editor, can I allow the present opportunity to pass, without suggesting the propriety of adopting some new regulation as to the employment of our seamen on board merchantmen in the present times; it is too true, that ship-owners *cannot* afford to step forward *effectually* in their behalf, as almost every voyage is now a sinking, instead of a profitable or saving one; but, I think, by taking more men, and diminishing the wages a little more, much might be done to give them *bread*, to enable them to live: if two additional men for every hundred tons were thus employed, it would assuredly take a vast number of our seamen into employ, who are at present without work or money. I trust something will soon be done for them, so as to preserve them to their country, whose battles they have fought, and which will not, in the hour of need, forsake her gallant heroes; let them be cherished, protected, employed, and let them not complain of *low wages*; for to live, at present, is the great ambition of all. I trust the time is not far distant, when all ranks shall again rejoice in the prospect of living *well*, and of seeing business and trade revive and flourish; until then, let us bear our distress (which will, I hope, prove evanescent) as men who know how to suffer, and who are ready to bear each other's burthens. Let us then devise some means of employing our seamen, and better times will soon appear; the dawn of reviving prosperity will arise.

*Nestor.*

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On the Necessity of watching the American Navy.

MR. EDITOR,

8^h December, 1816.

I AM very far from wishing, by any observations of mine, to inflame the minds of our gallant countrymen against the Americans, with whom we have so lately concluded a treaty of peace; but, whilst I disclaim all hostile feelings towards them, so long as they preserve that *moderation* and *temperance* which is their best policy, I must be allowed occasionally to revert to the proceedings of their naval force, and to take notice of the great anxiety which prevails throughout America, to obtain, as soon as possible, a commanding navy, and safe and secure dépôts and dock-yards, fortified in such a manner as to bid defiance to any hostile invaders. By recent accounts from that country, it appears they have fixed on Gosport, in the Chesapeake, for a grand naval arsenal; and we know they have taken

* An expressive, but a true record.

measures to make great annual additions to their navy, *fast* rising into consequence, no less from its increasing number of vessels, than from their superior size and force. I beg to call the attention of the British public, and of its government, to these things; they cannot, nor ought not to pass unnoticed and unregarded, as there is no country which should feel a higher interest in what concerns the maritime *greatness of foreign powers*. Having premised thus much, I would now proceed to observe, with much satisfaction, that the Board of Admiralty is now fully alive to the necessity of increasing the tonnage and force of our frigates, and are assiduously employed in raising and re-constructing an *efficient and durable navy*, which I hope will ever maintain the naval rights of Old England, and gloriously uphold her greatness in her favorite element. If I am *rightly* informed, the line-of-battle ships (or a great proportion of them) now building, are of a larger size, and superior construction, to the old 74's; and every person who has seen, or heard described, the formidable appearance of the American ship Washington, rated at 74, but mounting 96, must allow that we ought not to lose a day, or an hour, in making such alterations in the build of our men of war, as shall keep pace with the improvements every day taking place in those of other powers. I observe then with pleasure, that the Admiralty are continuing to lay down *more* large fifties, and I trust they will not soon think they have a sufficiency of that description of vessels; our smaller frigates, of 32, 36, and 38 guns, have been found sadly *defective*, not only in *durability*, but in *efficiency*, as your Correspondent *T. C. P.* in the last number, has very clearly demonstrated; and I think it admits of little doubt, that our frigates ought now to be built very large, not under 44 guns, and very small, not rated above 24, what are now denominated port sloops, and not supposed capable of looking an enemy's frigate in the face, although they are very serviceable as cruisers, and equal to any sloop of war, even of American construction. I again beg to call the attention of the gentlemen belonging to the dockyards, to furnish you, Mr. Editor, with a list and description of new ships now building, to supply the places of those *shameful bargains* we had from the merchant yards, which have done scarcely any service, and are now selling every day for about a fortieth or fiftieth part of their prime cost, being completely rotten and unserviceable.

The mention of the superior size of the American men of war, leads me to say a few words on the proceedings of Commodore Chauncey's squadron in the Mediterranean, and to observe, that as it is the *strongest* ever sent to sea by that power; so it has commenced its cruise by demands, affecting in no small degree the best interests of England in regard to trade, as well as *naval supremacy*, in those seas. It will perhaps be remembered, that before our navy was so much reduced last year, I ventured to recommend, that although it was peaceable times, it would be very desirable, and much for the interest of the country, that we should keep up something like a respectable force in the Mediterranean, and on the coast of America; this, however, has not been deemed advisable, and already we see the American squadron acting as if masters in the Mediterranean, and making demands of a not more *extraordinary* than *arrogant* nature; these, they may not

choose to enforce, but, it is undeniable, that their squadron is fully adequate to effect a lodgment in some of the small islands ; it is very much superior to that under Sir Charles Penrose, which is scattered, whilst Commodore Chauncey's is united ; and the disagreeable *fracas* at Messina, has already proved, how likely causes of misunderstanding are to arise between the British and Americans, who, by the last accounts, were lying at Gibraltar in full force. I shall be glad to observe, that they leave that roadstead without any additional disturbance happening ; but, Mr. Editor, I wish to see us maintain our naval superiority in every sea ; and as the American squadron is to winter in the Mediterranean, there can be no sort of doubt as to the propriety of our reinforcing our squadron there with two sail of the line, and as many frigates : I recommend the same attention to our American squadron ; for my own part, I look in vain for any good reason for sending a line-of-battle ship to St. Helena, to guard the state prisoner, except government are afraid of the Americans making an attempt to carry him off. I certainly look upon this as a groundless cause of alarm ; but I view their superior force in the Mediterranean in a very different light, and time will shew whether my opinion is well founded or not ; at all events, I believe *prevention* is better than *cure* ; and therefore I do strongly recommend an additional naval force being sent out as soon as possible ; it will at any rate employ two or three thousand of our distressed seamen, now out of employ.

Albion.

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*Improved Regulation in the issue of Naval Pay.*

MR. EDITOR,

10th December, 1816.

**T**HINKING, as I am persuaded most British naval officers do, that many excellent suggestions are from time to time conveyed through the medium of your Chronicle, I have now the pleasure of noticing a late regulation on the part of the paymaster of the navy (Mr. Rose), which cannot fail to give great satisfaction, and prove of incalculable benefit to naval officers : it forms a new era in the annals of issues of half-pay, and will enable every officer to draw on the commissioners of the navy, *at three days' sight* ; the advertisement does not say whether the pay is to be allowed *in advance*, or the bills only to be drawn at the end of every two months ; but even in the latter case the advantage will be great ; and the introduction of this new system is highly praiseworthy, and honorable to Mr. Rose, who, it is evident, being an active-minded and thorough-bred official man, has turned his thoughts and attention toward the subject since the close of *last session of parliament*. I congratulate the service, and you, Mr. Editor, on this great improvement *in the issue* of half-pay, and as the pages of your work contain many observations on the necessity of some such plan being adopted, I am sure you will rejoice in the attainment of it. I am hopeful the *example* of Mr. Rose will be followed by other official men at the Admiralty and Navy Boards, who certainly, if the assertion of your Correspondents (who appear in general fully acquainted with their



subjects) are at all entitled to credit, have not *yet* brought their labours in the way of improvement to a close. My own opinion is, that by attention, care, and diligence, much accurate information of no ordinary importance might be obtained, on subjects which relate to the *best* interests of the navy, and on which at present there is likely to be *much discussion*, whatever it may lead to. I trust the Boards above alluded to will not be the *last* to begin such inquiries, and to give them the most serious attention, and accurate investigation. Measures of amelioration and improvement ought now to be their great object, and towards these they ought to direct their chief and most earnest attention; by doing so, they would find that our naval system certainly requires *revision*, and that peace completely puts it in *their* power, first to inquire and to investigate, and then to confirm what is good, and to *change* and *improve* what is found defective in it. I think your Correspondents *Nestor* and *Alfred's* efforts in this important cause will not prove ineffectual; with many of their suggestions I entirely coincide.

Your's, &c.

*Triton.*

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Corrections of our Memoir of Sir David Milne.

MR. EDITOR,

Edinburgh, 11th December, 1816.

I AM desirous of correcting an inaccuracy in your last number, respecting the dates of the different appointments as captain, of my gallant friend Sir David Milne. It is said, page 363, that in 1797, "he assisted in *La Pique* at the capture of Demerara, and that he was *then* appointed to *La Seine*, recently taken from the enemy," &c. And pages 365 and 6, "having returned to England soon after (*in La Seine it would appear*), Captain Milne was ordered to cruise on the coast of France. There, in company with the *Jason*," &c. Now the fact is, that he continued in *La Pique* until the 29th or 30th of June, 1798; and it was while he still commanded her, that, in company with the *Jason*, Captain Stirling, and *Mermaid*, (late) Captain Newman, they chased a frigate in *Le Passage Breton*, on the coast of France, which, after a severe action, from 11 at night until 2 in the morning, was captured, and proved to be *La Seine*. She was first brought to action by *La Pique*, in a running fight; the passage was so shoal, that the ships grounded, and *La Pique* unfortunately bilged, so that it was necessary subsequently to destroy her. *La Seine* had 170 killed, and 100 wounded; the *Jason* 7 killed, and 12 wounded. *La Pique* 1 killed, 7 wounded. The *Mermaid* did not get up in time.*

In consequence of *La Pique* being lost, Captain Milne took possession of *La Seine*, which was got off; and he was by the Admiralty appointed to the command of her, when he afterwards had the opportunity of so

* *Vide B. C.* vol. i, in statement of ships taken, lost, &c.

gallantly distinguishing himself by the capture of *La Vengeance*, on the 20th of August, 1800: thus you perceive, that it was *La Pique* which was lost in this action, and not *La Seine*, as would appear by the memoir. He returned to England in 1802, when *La Seine* was paid off; and on the breaking out of the war in 1803, he was re-appointed to her, and had the misfortune to lose her the same year on the coast of Holland, by the ignorance of the pilots.

Although unconnected with the foregoing, I seize this opportunity of expressing my hope, that you will acquiesce in the wishes of X. Y. Z. (which are those of many others), respecting the publication of the naval gazette letters from 1793 to 1798. The *Naval Chronicle* beginning only in 1799, and few or none of those letters appearing in your short retrospect of naval matters, it becomes a desideratum that they should be so collected in one point of view, that any one possessed of your valuable miscellany, could refer at once to any action or capture since the beginning of the war; and should they occupy many pages of your work, they might be so divided, as that one number should contain the gazettes of one year.

As your list of promotions is not officially correct, I subjoin one for the battle of Algier, which will not only give satisfaction to the relations of those promoted, but will also shew the liberality of the Admiralty on the occasion.

Commanders made Post.

George Bentham, 16th September, from *Cordelia*.

James Mould, ditto, from *Mutine*.

William Kempthorne, ditto, from *Belzebub*.

Arthur Fanshawe, 17th September, acting in *Merander*, not at Algier.

Lieutenants made Commanders.

Samuel Burgess	----	16th Sept.	<i>Queen Charlotte</i>	----	flag lieutenant.
Philip Thicknesse Horn	-----	do.	<i>Superb</i>	-----	1st lieutenant.
Gov. Ben. Hoyell	----	do.	<i>Minden</i>	-----	1st do.
Thomas Revans	----	do.	<i>Leander</i>	-----	flag lieutenant.
Thomas Sanders	-----	do.	<i>Leander</i>	-----	1st do.
John Thos. Mitchell	..	do.	<i>Queen Charlotte</i>	1st do.
John Pauson	-----	do.	<i>Granicus</i>	-----	1st do.
James Davies	-----	do.	<i>Severn</i>	-----	1st do.
Major Richards	-----	do.	<i>Queen Charlotte</i>	3d do.
George Matherson	..	do.	<i>Glasgow</i>	-----	1st do.
Ed. H. Delabosse	----	do.	<i>Hebrus</i>	-----	1st do.
James Boyce Babington	do.	do.	<i>Impregnable</i>	-----	1st do.
Robert Day	-----	do.	<i>Albion</i>	-----	1st do.
James Reynolds	----	17th Sept.	<i>Leander</i>	-----	2d do.
Richard Fleming	----	do.	<i>Queen Charlotte</i>	5th do.
John Davies	-----	8th Oct.	ditto	-----	4th do.

Midshipmen made Lieutenants.

The first 9, though promoted in consequence of the battle, had their commissions dated the 5th September, to give them rank, being mostly the sons of admirals; the *whole* of them were *not* at Algier, but all those whose commissions were dated the 16th were there.

5th Sept. 1816.	{	Hon. William Waldegrave.	
		Thomas Fraser	Leander, at Algier.
		John Hood Wolseley	Queen Charlotte, do.
		Archd. M'Lean.	
		Charles Stuart Cochrane.	
		John James Onslow.	
		John Samson Jago.	
		Wynne Baird	Impregnable, at Algier.
		R. S. Triscott.	

William Sweeting	16th Sept.	Edward Hawes	16th Sept.
George Mules	do.	Simon Taylor Ogilvie ..	do.
Charles Ware	do.	John Whitfield	do.
James Strong	do.	Edward Aitcheson	do.
Charles March	do.	Ellicott Morris	do.
William Cole	do.	James Everard	do.
Edward Hillnan	do.	Walter B. Strikes	do.
James Barker	do.	Alfred Sainthill	do.
John Healey	do.	William Radcliff	do.
David B. Innes	do.	Thomas Strange	do.
John Watson Price	do.	James Creugh	do.
Francis Barre	do.	Robert Gordon	do.
Aaron Stark Symes	do.	Edward Hibbert	do.

I am, Your's, &c.

Occasional.

Continuation of Beatson's History suggested.

MR. EDITOR,

December 12th, 1816.

NOW that we are again returned to a state of peace, after more than twenty years of continued war, I think it becomes a desideratum to have an history of naval events, to form a continuation of Beatson's memoirs, which should be compiled in the same full and accurate plan as that pursued by the worthy old gentleman (Major Beatson), who brought his work down to the close of the American war. The wars of the last twenty years furnish abundant supplies of matter for a continuation of naval events, and I am hopeful Captain Layman, R.N. who has already wrote with much elegance and accuracy on the subject of colonial improvements, and on forest timber, will soon redeem the pledge given in the European Magazine for 1814, of laying such an history of naval events before the public. There can be no doubt of such a work becoming equally pleasing to naval and general readers, and profitable to the writer; and it

is undeniable, that the most proper season for obtaining accurate and circumstantial information, is *immediately* after the events to be narrated have been brought to a close, whilst the officers employed are still alive, and retain a perfect recollection of what took place; information of the most accurate and authentic description can *then* be readily obtained, which twenty or thirty years hence could only be got after much laborious research, and tedious inquiry. Hoping Captain Layman's work is far advanced, or that some other naval writer will profit by the hint, I am, &c.



Neptunus.

On the Distressed State of our Seamen.

MR. EDITOR,

14th December, 1816.

A MIDST the great and unparalleled distress which so generally prevails throughout I may say all ranks in the country, it is gratifying to observe the uncommon efforts making in every town and district in the kingdom, to alleviate the misery of the labouring poor, by providing work for them, raising subscriptions, and distributing food and clothing.

Of the numerous classes of people presently out of employ, *none* are certainly worse off than our poor seamen, whom neither government nor ship-owners can employ; the former having paid off so many ships, and reduced the naval peace establishment to the lowest possible state; whilst the latter have been forced to lay up hundreds of fine square-rigged, coppered vessels, solely for want of freights, none being now offered by which a ship's expenses could possibly be cleared; this is the situation of things in the Thames, and I believe at every sea-port in the kingdom possessed of much shipping; this sad and mortifying picture I have to look on every day, in the port from whence I write.

In this situation of things, there can be no doubt, that so soon as parliament meets, some proposal will be made on behalf of the London ship-owners, to remove, if possible, some of the difficulties which at present press so heavily on their heads; whether *any effectual* relief can be given, is not for me to say, but I am aware that it is full time government should not only listen *attentively* to the petition of the ship-owners, but give relief as far as they possibly can; from the salutary enactments made *last* session, relative to foreign rape seed, and other mercantile concerns, we have every reason to hope, that during the ensuing one, parliament will *patiently* and laboriously investigate *these* and other causes of national decay and distress; and will alleviate the hardships of the different classes of sufferers, *to the utmost* of their power; as an individual, I give it as my humble opinion, that in the present state of things, the collection of taxes must be utterly hopeless, and that the use of the sinking fund must form one of the measures of finance for some years to come. Being fully sensible, then, that on the meeting of parliament, their great business (and most important business it is) must be to devise means of relief for the country (once great and flourishing). I would now return to the subject of unemployed seamen, whose situation will undoubtedly admit of *much*

alleviation; and this being in the immediate power of government to give, I trust no time will be lost in doing it. I observe, that in consequence of the *meritorious* and *unceasing exertions* of the Lord Mayor of London (who seems to have been as a public blessing to the distressed of the present period) in behalf of this deserving and suffering class of our fellow creatures, the Board of Admiralty have agreed to station a receiving ship in the river, for the reception and employment of destitute seamen: so far well; but I certainly think, instead of confining their assistance to such a limited scale, it would have been far better to have put in commission a few more ships of war, into which the seamen might be allowed to enter for one, two, or three years, as the Board might determine; it being an undeniable fact, that in the Mediterranean particularly, our naval force is too small, and much inferior to the American squadron now lording it over the different ports at which they have occasion to touch in those seas. It is well known that they are to winter there; and also that they mean, if possible, to obtain a station for a naval dépôt, either by negotiation, or open force.

I am very far from wishing the country to be again involved in war with America; but I am quite satisfied, that the motions of their squadron now cruising in the Mediterranean Seas, ought to be attentively watched, and not be allowed to remain *so superior* to the force under Sir Charles Penrose's orders, as it now is; he has, I believe, only the Albion, of 74, the Ister and Tagus frigates, with two or three sloops; whilst the American force consists of the Washington, of 90 guns, Java and United States, of 50, Constellation, of 38, and several smaller vessels. I therefore am decidedly of opinion, that whilst an increase of our force in these seas would be a politic and wise measure, it would be one of humanity to the unemployed seamen; for surely it is far better to increase our naval expenses *a little*, than to have such scenes passing before us as are detailed by the patriotic Lord Mayor to the Secretary of State. I trust in God, Mr. Editor, these days of misery are drawing to a close, and that we shall soon see the dark cloud in which we are at present enveloped completely dispelled; but, in the mean time, let us not be inactive—the times call for and require exertion; let us endeavour to palliate, until we can completely relieve: the public are doing much, and parliament will soon require from government all the aid and assistance, and relief, *it can bestow*: we must not expect too much; it will be impossible to give *entire* relief to the country at once; but *much* may be done by wise and salutary measures, to bring it back to the state in which it was before the revolutionary war began; the country will be true to itself, I think, and hope, and continue to disregard all suggestions to violence or tumult, which would certainly aggravate the general distress, and completely defeat all endeavours towards the renovation of trade and confidence.

Orion.

PLATE CCCCLXIX.

—◆—

Plan of Algier, 1784.

[Concluded from page 404.]

FATHER DAN gives the following account of the siege laid to Algier by the Emperor CHARLES V.

“This prince, in the year 1541, put to sea, in a fleet of 18 galleys, 100 great ships, without counting the barks, tartans, and other small vessels, with an army of 22,000 men, accompanied by the principal nobility of Spain and Italy, and by a good number of knights of Malta: this force made the land near a cape called *Matifou*. From this place the coast of Barbary forms a shore extremely suitable to galleys, extending about 4 leagues towards the city of Algier. Here he debarked his army; and, in a few days time, constructed a fort, which is called “the Emperor’s castle,” even unto this day. Hereupon the city was all in alarm, inasmuch as there were then in it no more than 800 Turks and 6000 Moors, raw troops, and men of little service, being ill-trained: besides, in those days the city was merely fortified with walls, without outworks: so that seeing its weakness, and the great forces brought against it by the Emperor, there seemed little doubt of its being taken. In fact, it was attacked in such sort, that the besieging army advanced even unto the gates, where the *Chevalier DE SAUVIGNAC* made himself remarked above all others by his marvellous courage. For having repulsed the Turks (who had made a sally) back to the gate called *Babason*; and willing to enter the same along with them, he saw them about to close it upon him, so he struck his poignard forcibly into the gate, and left it sticking there, as a mark of his prowess. The besiegers then proceeded to batter the city to that degree that they so weakened the defence, and reduced it unto such extremity, that the besieged quite lost courage, and made up their minds to surrender. But, while they were in this disposition, it came to pass that a woman of the city, famed as a sorceress, but whose name has not been handed down in history, went before *Assam Agha*, who commanded therein, and entreated him to hold good only nine days longer, within which time she assured him that he would infallibly witness the deliverance of Algier, and the dissipation of the besieging army. In fact, the thing fell out as she foretold; for, on the 28th day of October, there happened such a continual rain on the land, and, on the sea so furious a tempest, that the shipping was seen, as it were, to be lifted up into the clouds, and then precipitated into the watery abyss: so that there ensued the loss of 15 galleys, and more than a hundred other vessels; which caused the Emperor (seeing his feet ruined by the storm, and his army exposed to famine from the loss of their storeships) to raise the siege, and retire to Sicily, with the pitiful remains of his army. The sorceress, being acknowledged as the deliverer of the city, was richly recompensed, and her incantations accredited by authority. And, ever since that period, soothsaying has been freely permitted: many of the principal persons of the city, and even reputed as holy, such as the religious professors denominated *Murabous*, being addicted to predict the future by virtue of pretended revelations from their prophet *MOHAMMED*. Indeed, the Algerines, to cover in some degree the shame and reproach of having had recourse to a witch in their utmost need during the siege, are wont to attribute the defeat of *CHARLES V.*

to the prayer of one of their marabouts, named *Sidy VTICA*; who then was in great credit, not as a magician, but as a person of holy life. In memory of this event, they have erected without the gate Babason, a small mosk, wherein he lies buried; and where they ever since maintain a number of lamps burning to his honor; and, as a farther testimony of their veneration, they go sometimes thither to perform that act of worship which they term *sala*.

* * * * *

“An english pirate, whom they called *Edouärt* [EDWARD] taught those of Tunis to employ round-bottomed* vessels in their ordinary cruises. And it is certain that when *Monsieur DE BREUES* went thither by the express order of the late King, *HENRY* the Great, to negotiate peace with them, and treat for the deliverance of all the French in slavery there, he found another English corsair, named Captain *VVER*, who used to repair to the port of the *Goletta*, and share the produce of his depredations with them. Thus it is, that ever since that time the Barbarics have always continued to cruise in sailing [instead of only rowing] vessels; in which they are become so expert, in consequence of instructing one another, (principally the Algerines) that they now navigate both the Levant and the occidental seas in whatever weather it may be. To this end, every time that they pass the columns of Hercules (which by verbal corruption is now called the strait of Gibraltar, in memory of a great moorish captain named *GEBAL-TARIF*, who chose to be buried there) these superstitious pirates are all accustomed to resort to prayer, and to perform their *sala*, saying, that, in that same place is the tomb of a great saint,—one of the most famous and illustrious of their *marabouts*, But perhaps, to speak the truth, this pretended devotion proceeds rather from the extreme apprehension they have, that in passing this strait, which is only about five leagues in extent, they may meet a squadron of christian ships and be surprised in the passage. And certainly this would not be difficult, if vessels were holden in readiness against these barbarians, at the two strong places which are situated near the straits’ mouth, both in the Ocean and in the Mediterranean: instead of which, the Christians themselves employ them to trouble the common repose of Christendom.

* * * * *

“But what is the most to be deplored, is the loss of so many poor Christians who groan in bondage under the tyranny of these barbarians; by whom some are reduced to deny their faith in despair, and others by the violence of the torments they are made to suffer. It is true that there are always some who, finding their consolation in God, patiently expect the effects of his mercy, and wait to be ransomed by the fathers of our order. But much to our regret we cannot do in this way all that we would, on account of the slender alms that are collected for this charitable work, though we contribute our utmost every year. So that the best thing to be done at this extremity is, to pray the Almighty that it may please him to animate christian princes with such zeal for religion that, after the example of their devout predecessors, they may combine their arms and cross the sea to annihilate this pernicious generation of monsters, and infidel corsairs.”

Then follows an enumeration of the “round-bottomed,” *alias* square-rigged, vessels possessed by the corsairs of Algier, Tunis, Tripoli, and Sa-

* That is, in contra-distinction to flat-bottomed craft, galleys, &c.—(TRANSL.)

lee, respectively: being a curious naval record; but which want of space forbids transferring to these pages at present, in order to leave room for the following testimony of some of the cruelties exercised upon the Christian slaves, in the author's time:—

“ After taking any Christian vessel, and having inspected the captives, they select from among them the infants, the youth, and such others as seem particularly favoured by nature. Then, to oblige these to follow the law of MOHAMMED, they seek to entice them by smooth words, and by fine promises of good treatment. If they find they do not make the desired impression by these artifices, their feigned mildness changes into excessive severity, and they have recourse to all the coercive means that rage and malice can invent. To this end, some employ sticks and staves, or else the *estrape*: which latter is a cord of middling size, about three feet long. Having stripped, and caused the poor slave to lie down on the earth, he is there secured by the hands of four of their satellites, or else hoisted upon the shoulders of one of them and holden by the others, while the master, or rather the inhuman executioner, gives him two or three hundred lashes with the cord upon the belly and on the posteriors—trying by this severe usage to reduce him to declare himself a renegado. Others, not less devoid of pity, tie the poor creatures' legs unto their shoulders, and then suspending them to a pole fixed to boards, or holden between two attendants, discharge a hundred or two blows with a stick on the soles of their feet. Nevertheless, the dread of this punishment is oftentimes sufficient to extort from the mouths of these unhappy wretches declarations that they inwardly abhor; that is to say, that they consent to become Turks, in order to move the pity of their inexorable persecutors; who, even then, employ no other remedy to heal their wounds and bruises than a little salt and vinegar mixed together. But, among this unnatural race, there are some that treat their unfortunate captives still more cruelly than even this. For they tear the nails of their feet unmercifully out by the roots, together with other torments, which appear more the invention of dæmons than that of men. It is true that those who are doomed to undergo these sufferings are sometimes endowed by the divine will with such constancy, that they exhaust the perseverance of their tormentors before they themselves fail in patience. I could cite divers examples in proof of the truth of what I here advance: but I will content myself with a single anecdote, which was related to me in Algier by certain persons of my acquaintance.”

We are sorry to be compelled here to take leave of our pious and benevolent Father DAN without transcribing his anecdote, for the reason before assigned, but we can assure our readers that we do so with regret: so attractive is the honest truth and conscientious conviction expressed by him in the quaint but simple language of old times. This book is quite a manual of barbaric piracy and enslavement; and as we do not think *that* yet quite abolished by the mere destruction of shipping, and demolition of batteries, effected by the recent lucky *coup-de-main* at Algier, we wish this history was entirely translated and published in English.

PLATE CCCCLXXV.

Panwell River, Dekkan, India.

THE Dekkan, or Decan, one of the 15 provinces into which India intra Gangem has been divided, is bounded on the East by Narsinga, on the West by the Indian Ocean, on the North by Cambaia, and on the South by Malavar, or Malabar and Canara, of which latter province it was anciently a part. Or, according to the more modern limitation—on the East by the mountains which separate it from Golconda; on the West by the Ocean; on the North by Mogulistan; and on the South by the kingdom of Bisnagar, extending along the sea coast near 300 miles. The greater part of the people are Mahometans, which religion was first introduced by the conquests of Sanosaradin, about 500 years ago: they, however, still retain a mixture of their primitive paganism.

The ancient inhabitants of Dekkan were called Venazarari, and were heathens: these held it until the year 1300, when Sanosaradin, or Sa Nosaradine, a Mahometan, and King of Delhi, possessed himself of a great part of it, drove the inhabitants into the hilly parts of the country, and compelled them to embrace Mahometanism. The farther subjugation of the country was left by Sanosaradin to Abdessa, who, it is said, governed with great justice for 20 years; when dying he left his government to his son, Mamudza, who was confirmed in his father's regency by the successor of Sanosaradin, on paying an annual tribute. But Mamudza, finding that the young king did not possess the spirit of his predecessor, he refused to pay the tribute, assumed the title of king of Dekkan, which name he gave the country (before called Canara), designative of the mixed population he had filled it with, of Christians, Mahometans, and Pagans, differing in language, customs, and religion—the word Dekkan, or Decan, signifying an illegitimate brood, or body of bastards. The Dekkan became ultimately subject to the Great Mogul. In the year 1748, it was in extent larger than the largest kingdom of Europe; but it has since been divided, and reduced, by the conquests of the Mahrattas and the British.

Of its rivers, that which demands our especial notice is the River Pan, or Panwell, either deriving its name from a village situate on the river, or the village from it, which are thus described in the Travels of Lord Valentia:—

“As the river on which Panwell is seated is, in the dry season, merely an inlet of the sea, and navigable to that place at high-water, it was necessary to wait for the turn of the tide. This occurred at eight o'clock, when we set off under a salute of fifteen guns from the fort, the governor's aides-de-camp, and Major Green, having previously attended us to the water side. The islands are, for the most part, covered with wood; but Butcher's island is clear, except on the north side, where several buildings have been erected near an old Mahratta fort. Among the elevations

which form a back ground to the landscape, Funnel Hill is singularly conspicuous, as its summit resembles a vast pillar, elevated in the centre of a flat on the top of a rock. Between the islands of Salsette and Elephanta, the bay begins to contract in its dimensions; and here we were overtaken by the sea breeze. A small fort built by the English, but much dilapidated, commands the entrance of the River Pan; which was now full, the trees being literally half covered by the water. The adjacent fields of paddy exhibited a cheerful prospect, and even the mountains were clothed with verdure, except where their smooth surface was broken by rocky pinnacles, rising to such a height as to be occasionally concealed by the floating clouds. In a word, no part of India presents so complete a combination of picturesque scenery and high cultivation.

“On reaching the landing-place near the village of Panwell, we were shocked at perceiving the vultures and Paria dogs contending over the body of a poor wretch who had fallen a victim to the recent famine. Twelve men are employed, at an expense of 45 rupees per month, to bury the bodies; and they have sometimes performed this melancholy office to thirty in a day. Want of rain seems in the first instance to have occasioned a scarcity, and this was soon increased to a famine, by the devastations of the Mahratta war. The Growerat, Cokan, and the neighbouring poor of Bombay, have been protected by the British power, which, to its everlasting honour, has afforded a daily supply of food to 12,000 persons, from the stores of rice procured from Bengal.

“On our arrival, we found Captain Young scarcely settled in his new habitation. His business has been to forward stores to the British garrison at Poonah, which would otherwise have been in great want. This has given employment to near 5,000 poor people, who have had provisions from the stores, and about 150 other persons have been charitably fed at the kitchen every day on rice; yet the deaths during six months are computed at four thousand.

“The village of Panwell appears tolerably populous, and is pleasantly situated on the banks of the river, in a plain surrounded by elevated mountains. The tomb of Kurrun Ali Khan is a neat building, with a dome and two small pinnacles, embosomed in a grove of mango trees, and has a tank, covered with beautiful red and white nymphæ. To this tomb are attached twenty-five readers of the Koran.”

SHIPWRECK.

LOSS OF THE HARPOONER TRANSPORT.

THE Harpooner transport, being upon her passage home, with troops, from Quebec, struck on Cape Pine, on the night of the 10th November, when upwards of 200 persons perished. The following affecting narrative of the melancholy disaster has been sent to us by one of the survivors:—

“On the 26th October, detachments of the 4th Royal Veteran Batta-

lion, and their families, with a few belonging to other corps in Canada, in all 380, embarked on board the ship Harpooner, Joseph Bryant, master, and sailed from Quebec on the afternoon of the 27th, bound to Deptford, in charge of Captain Prime. On the passage to the Gulph of St. Lawrence, moderate weather and favorable winds prevailed; but on arriving in the Gulph, the weather proved boisterous, and the wind contrary: not a sight of land, nor an observation of the sun, could be depended upon for several days. On Sunday evening, the 10th November, a few minutes after nine o'clock, the second mate, on watch, called out, "the ship's aground;" at which time she lightly struck on the outermost rock of St. Shott's, in the island of Newfoundland. She beat over, and proceeded a short distance, when she struck again and filled: encircled among rocks, and the wind blowing strong, the night dark, and a very heavy sea, she soon fell over on her larboard beam ends; and, to heighten the terror and alarm, it was perceived a lighted candle had communicated fire to some spirits in the master's cabin, which, in the confusion, was with difficulty extinguished. The ship still driving over the rocks, her masts were cut away, by which some men were carried overboard. The vessel drifted over near the high rocks towards the main. In this situation every one became terrified: the suddenness of the sea rushing in, carried away the berths and stanchions between decks, when men, women, and children were drowned, and many were killed by the force with which they were driven against the loose baggage, casks, and staves, which floated below. All that possibly could got upon deck; but from the crowd and confusion that prevailed, the orders of the officers and master to the soldiers and seamen were unavailing. Death staring every one in the face—the ship striking on the rocks as though she would instantly upset!—the screeching and pressing of the people to the starboard side was so violent, that several were much hurt. About eleven o'clock the boats on the deck were washed overboard by a heavy sea; but even from the commencement of the disaster, the hopes of any individual being saved, were but very slight; and, from this circumstance, combined with it appearing that the bottom of the ship was separating from the upper deck, while the surf beat over her most violently, it was considered as impossible. From this time until four o'clock the next morning, all on the wreck were anxiously praying for the light of day to break upon them: the boat from the stern was lowered down, when the first mate and four seamen, at the risk of their lives, pushed off to the shore: they with difficulty effected a landing upon the main land, behind a high rock, nearest to where the stern of the vessel had been driven. They were soon out of sight, and it was feared, they were lost; but, it was so ordained by Providence, these deserving men, in scrambling up the rocks, made their appearance! they hailed us from the top, and reported their situation, saying, to return was impossible, as the boat was staved: the log-line was thrown from the wreck, with a hope that they might lay hold of it, but darkness, and the tremendous surf that beat, rendered it impracticable. During this awful time of suspense, it occurred to the master, the possibility of sending a line to them by a dog; the animal was brought aft, and thrown into the sea, with a line tied round his middle, and

with it he swam towards the rock upon which the mate and seamen were standing ! It is impossible to describe the sensations which were excited, at seeing this faithful dog struggling with the waves, and, reaching the summit of the rock, dashed back again by the surf into the sea, until at length, by his exertions, he arrived with the line ! One end of which being on board, a stronger rope was hauled and fastened to the rock, and by this rope the seamen were enabled to drag on shore from the wreck a number of souls ! At about six o'clock in the morning of the 11th, the first person was landed by this means, and, afterwards, by an improvement in rigging the rope, and placing each individual in slings, they were with greater facility extricated from the wreck ; but, during the passage thither, it was with the utmost difficulty that the unfortunate sufferers could maintain their hold, as the sea beat over them : some were dragged to the shore in a state of insensibility : Lieutenant Wilson was lost, being unable to hold on the rope with his hands ; he was twice struck by the sea, fell backwards out of the slings, and, after swimming for a considerable time amongst the floating wreck, by which he was struck on the head, he perished ! Many who threw themselves overboard, trusting to their safety by swimming, were lost : they were dashed to pieces by the surf on the rocks, or by the floating of the wreck.

“ About half-past one o'clock, on the afternoon of the 11th, about 30 lives were saved by the rope, several of whom were hurt and maimed. At this period the sea beat incessantly over the wreck, and it being evident the deck was separating, the only means of saving the distressed sufferers failed ; for the rope, by constant work, and by swinging across the sharp rock, was cut in two ! From that hour, there being no means of replacing the rope, the spectacle became more than ever terrific ; the sea beating over the wreck with greater violence, washed numbers overboard ; their heart-rending cries and lamentations were such as cannot be expressed. Families, fathers, mothers, and children, clinging together ! The wreck breaking up, stern from midships and fore-castle, precipitated all on it into one common destruction. Under these melancholy circumstances, 206 souls perished ! and the survivors have to lament the loss of dear relatives and friends.

“ The officers and men of the Royal Veteran Battalion, who were returning home after a long and arduous service in Canada, and other remote climates, have now lost their all—the savings of many years, what they had looked upon with a pleasing hope of making themselves and their families comfortable with, on retiring from the service of their King and Country. By this unfortunate event, the orphan daughter of Surgeon Armstrong, lost her father, mother, brother, and two sisters ; and the wife and surviving daughter of Lieutenant Wilson, are left wholly destitute. The disaster was so sudden and unlooked for, that not an article of baggage could be saved ; not even money, of which some had considerable sums, the produce of their effects sold at Quebec, which were paid for in guineas, on account of bills of exchange being attended with a loss of $7\frac{1}{2}$ per cent. : for immediately after the ship struck, she bilged and filled, drowning some who, from motives of humanity, attempted to secure

articles of dress for the distressed females, who were hurried on deck in an undressed state.

The rock which the survivors were landed upon was about 100 ft. above the water, surrounded at the flowing of the tide ; it being high-water soon after the latter of them was saved. It was found impossible for these distressed objects to be got over to the main land until the next morning : on the top of this rock they were obliged to remain during the whole of the night, without shelter, food, or nourishment, exposed to wind and rain, and many without shoes ; the only comfort that presented itself was a fire, which was made from pieces of the wreck that had been washed ashore.

“ At day-light on the morning of the 12th, at low-water, their removal to the opposite land was effected, some being let down by a rope, others slipping down a ladder to the bottom. After they had crossed over, they directed their course to a house or fisherman’s shed, distant about a mile and a half from the wreck, where they remained until the next day : the proprietor of this miserable shed not having the means of supplying relief to so considerable a number as took refuge, a party went over land to Trepassy, about 14 miles distant, through a marshy country, not inhabited by any human creature, and the footpath through a morass. This party arrived at Trepassy, and reported the event to Messrs. Jackson, Burke, Sims, and the Rev. Mr. Brownue, who immediately took measures for alleviating the distressed, by despatching men in their employ with provisions and spirits, to assist in bringing all those forward to Trepassy who could walk. Necessity prompted many to undertake this journey bare-footed ; the hardships and deprivations which they were enduring, were so excessively great. On the 13th, in the evening, the major part of the survivors (assisted by the inhabitants, who, during the journey, carried the weak and feeble upon their backs), arrived at Trepassy, where they were billeted by order of the magistrate, proportionably upon each house.

“ There still remained at St. Shott’s, the wife of a serjeant of the Veteran Battalion, who was *delivered on the top of the rocks shortly after she was saved* ; the child and herself are doing well : a private, whose leg was broke, and a woman severely bruised by the wreck, were also necessarily left there.

“ Immediately after the arrival at Trepassy, measures were adopted for the comfort and refreshment of the detachments : boats were provided for their removal to St. John’s. This being effected, his Excellency, Admiral Pickmore, the Governor, Major King, commanding the troops, the merchants, and gentlemen of St. John’s, most promptly and generously came forward in the most handsome manner to the relief of the surviving sufferers. After remaining ten days at St. John’s, refitting the distressed with clothing and necessaries, his Excellency the Admiral chartered the ship *Mercury*, of Poole, to bring them to Portsmouth. On this melancholy circumstance, it is but justice to mention, that Mr. Joseph Bryant, master, Mr. Atkinson, mate, and the seamen of the Harpooner, deserve great credit for their unceasing exertions ; by their labour, those that came on shore by the rope, in a great measure, owe their safety.

Cabin passengers saved.—Captain Prime, 4th Royal Veteran Battalion, and Lady; Lieutenant Mylrea, ditto, eldest daughter and son; Paymaster Stott, ditto; Mrs. Wilson, and eldest daughter; Miss Armstrong; Captain Willock, 103d regiment; Ensign Gleeson, ditto.

Cabin passengers lost.—Surgeon Armstrong, 4th Veteran Battalion; his lady, son, and two youngest daughters; Lieutenant Wilson, ditto, son, and two daughters; Mrs. Mylrea, and two youngest daughters; Miss Pilmore, and three sons of Captain Prime.

“ Total number of persons embarked at Quebec in the Harpooner.— Seven officers, 265 men, 40 women, and 68 children. The troops belonged to the 4th Royal Veteran Battalion, 103d regiment Royal Artillery Drivers, Sappers and Miners, 41st, 49th, 70th, 76th, and 99th regiments, Glangary Fencibles, and De Meuron’s.”

ACCOUNT OF THE LANDING OF THE BRITISH TROOPS IN EGYPT.

BY AN OFFICER ATTACHED TO THE EXPEDITION.

THE orders were given; the men were to be in the boats by two o’clock on the morning of the 8th (March, 1801); and upon the signal of a rocket fired into the air from the admiral’s ship, the whole were to put off towards the shore.

The rendezvous was appointed to be within the armed vessels stationed to cover the landing; and here the boats were to form, and take their order for proceeding to the shore.

The position of this rendezvous relatively to the coast, or site appointed for the general disembarkation, may be described to be within the arch of a circle, whose base, on a line (of about three miles in length) drawn from one extremity to the other, would be about a mile from the shore.

Within the line representing the base, were stationed the brigs of war and bomb-vessels destined to cover the landing. The *Mondovi*, commanded by Captain Stewart, was the centre ship of these; and here did I ask leave to be, to look at this eventful scene.

The rocket was fired, and the boats put off from the ships. I soon after got into my boat, and on my way came up with and passed the whole division of the army, in about one hundred and fifty boats, numbering nearly six thousand men. You have anticipated my reflections upon this scene. The silence of the night, and the solemnity of the business, passing along a space of six miles toward the shore, and amid this forest of ships, will naturally dispose one to many of those serious reflections, on the wonderful cast and composition of men, which particularly at an hour so full of doom to thousands of us, will irresistibly intrude upon, and possess the mind.

You see me in a boat, enveloped by the sable mantle of the night, shrouded up to keep the cold from me; my eyes turned up to the rich bespangled heaven of Egypt, seeing the wonderful hand of the Creator in every orb; his omnipotence present to my mind; nothing heard in this

solemnity, but the dismal murmur of oars, thousands of oars dipping in the sea, pulling eager and hasty to destruction ! And that I should be among them, amid this tumult of war ! reluctant to war, and rushing among the foremost into the horrors of it ! unaccountable destiny of man !

Ah ! but ambition must have bounds ! If ambition were to have no bounds, ambition would overawe the world ! Then who shall check ambition but the sons of freedom ? But who shall be worthy of freedom, but the virtuous ? But who shall spurn at the impertinence of Gallic pride, but Englishmen ? Then come on !—To work !

At about daylight, the whole division were arrived at the rendezvous ; and here they were employed arranging their military requisites until eight. It appeared, to our impatience, long. The French position, fortified as it was, and defended by four thousand men, might have resisted the world. I wish that I had talent to describe it to you ; for having seen the display of its effects upon the landing, from so near and central a situation, I ought to be able to impress you with a proper idea of its force. The commander-in chief saw it ; but he viewed it with as much calm as the opposition seemed to be stern and difficult to surmount : and there, where there seemed to be most strength, there did he determine to make his attack. I have been told, that it is the characteristic feature of his military life always so to do : and he did it—and he did well !

The hour for moving forward at length came ; the whole division was in motion : the right wing under the fire of the castle of Aboukir ; the centre, under a sand-hill near sixty yards high, in the front and centre of the French position, and the left wing on the right of the French, leading from the principal sand-hill to a low point terminating at the entrance of the Aboukir lake. The spaces, from the extremities of the French position to the commanding hill in the centre, were interspersed with inferior sand-hills ; and in the intervals between these sand-hills were stationed infantry and artillery innumerable, to annoy us. All this scheme of fortification appeared to refer its bearings to the great sand-hill in the centre, which, beside the cannon which were mounted on it to defend it, was, on account of the natural difficulty in ascending a yielding soil, deemed inaccessible.

Upon this amphitheatre of hills and hillocks, forming gradations which may be compared to the seats in those amazing structures, and on which cannon at frequent distances all around were placed, as well as men to annoy us, did our brave army advance. Not a Frenchman was to be seen ; not in any array, nor on the beach ; but by stealth from their concealments. Our flat boats, with about fifty men in each, were preceded by armed launches, to check the fire of the enemy ; but they suffered our boats unmolested to advance, until the whole division was within the arch of the circle already described ; then opened such a hail storm of shot and shells of all dimensions, from within the whole circumference of this arch, from front and flanks ; such a hail storm, I say (for whoever saw the effects of a most dreadful hailstorm upon the water, can alone conceive an idea of it), of shot and shells upon our boats, as nothing but the intermediate hand of Providence could save from total submersion.

Let a man figure to himself the effects of a single shell striking the water near a boat, and the columns of water it dashes into the air before it, and then representing to himself the millions of these shot and shells, falling all around and among our army of boats, in quantity like hail; then be assured, that only one of this ocean of boats was materially hurt by the percussion of a shell; and that none was submersed by the inundation of water upon them; and then let him say, if any thing but the intermediate hand of Providence could have saved them.

And let him consider, that under this storm, which is only considered as to its real effects; under this incessant storm of shot and shells, and grape and missile of every denomination, filling the air with cloud, and sulphur, and fire, and thunder, and smoke, and all the horrors of damnation fulminating about them, did our brave army advance: yes! advance! But how advance? Cooped up in boats like sheep; their hands across upon their breasts; inactive, not insensible of the dreadful lot to which every man was helplessly exposed: still undaunted, undauntedly advance; and intrepid and impatient, gain at length the shore.

There was, however, a moment in this proceeding like a pause—a very awful moment; it was the moment which cost Major Ogle his life. I saw it from the poop of the *Mondovi*; and from the painful feeling it gave me, I felt myself shrinking from the horror of the scene: it was that point when

———“Gone so deep in gore,
As dangerous to retreat as wade quite o'er.”

I could not conceive the reason of this pause. I was trembling at the precipice which it presented to our affairs; when observing the beach, I fancied that I saw some of our men on shore; I was seized with a convulsion of joy; I shouted—“They are on shore! huzza, my boys, they are on shore!” And all our ship’s company huzzaed; and so the next; and so the boats: it had the effect of wildfire; it caught like an electric shock; the whole army shouted—“Huzza! huzza! huzza! huzza!” and on shore they went.

On landing, the enemy poured down in torrents to the beach; they even rushed into the sea, and killed our men in the boats; but our brave fellows were not to be overcome. They formed steadily as they kept jumping on shore, and fought under this disadvantage like lions. They were charged by a body of cavalry; they broke this charge, and receiving continual succours from the boats, they forced the enemy to give ground.

It was at this moment of time that our right had gained the hill; for although there must be some distance in the description, there was very little in the time of the actions. The French troops perceived it; and sensible of the check they were under by this event, were forced immediately to think of a retreat.

Not more than two thousand of our men were on shore, when they forced the enemy to give ground: but every step was fought; was gained: and, at length, a victory (which will give a character to our army for constancy, resolution, ardor, intrepidity, and valor, never to be obliterated) crowned their brow with honor.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

BRITAIN.

*Frith of Clyde.**Edinburgh, October 12, 1816.*

A LIGHT-HOUSE is erected upon Corsewall-Point, from which a light will be exhibited on the evening of Friday, the 15th of November ensuing, and will thereafter continue to be lighted every night, from the going away of day-light in the evening, till the return of day-light in the morning. The following is a specification of the position of the light-house, and appearance of the light, by Mr. Stevenson, engineer to the Commissioners :—Corsewall-point Light-house is situate in the county of Wigton, and district of Galloway, in latitude $55^{\circ} 1' N.$ and longitude $5^{\circ} 5' W.$ It bears by compass, from Millour, on the western side of the channel leading into Loch Ryan, W. b. S. distant about 2 miles; from Turnberry-point, S.W. 21 miles; from the Craig of Ailsa, S.S.W. 15 miles; from the Mull of Kintyre, S.E. b. S. 31 miles; from the Hulin, or Maiden rocks, off the coast of Antrim, in Ireland, E. b. S. 20 miles; from Copeland light-house, near the entrance of Belfast Loch, N.E. $\frac{1}{2}$ E. 22 miles; and from Loggan point, in Galloway, N.E. distant $3\frac{1}{2}$ miles. The light will be from oil, with a reflecting and revolving apparatus. To distinguish it from the other lights upon this coast, it will be known to mariners as a single revolving light with colour; and will therefore exhibit from the same light-room, a light of the natural appearance, alternating with a light tinged with a red colour; these lights will respectively attain their greatest strength, or most luminous effect, at the end of every two minutes: but in the course of each periodic revolution of the reflector-frame, both lights will become alternately fainter, and more obscure, and to a distant observer be totally eclipsed for a short period. The light-room at Corsewall is glazed all round, but the light will be hid from the mariner by the high land near Loggan-point towards the south, and by Turnberry-point towards the north; and being elevated 112 feet above the medium level of the sea, its most luminous side may be seen like a star of the first magnitude, at the distance of 5 or 6 leagues, but the side tinged red, being more obscured by the colouring shades, will not be seen at so great a distance.

Spurn.

On the 25th day of November, the present Swape, or Low Light, on the Spurn Point, at the mouth of the Humber, was removed, and in lieu thereof, an oil light has been exhibited, with (argand) lamps and reflectors, in a lantern fixed on the top of a brick tower, fifty feet in height, situate in

the same line of direction as the present light, and forty-five feet to the south-eastward of the said Swape or Low Light.

Gunfleet.

A Red Buoy is laid on the wreck of a brig sunk off the Gunfleet beacon, in nine fathoms; topmast heads about six feet above the surface at low-water; the Gunfleet beacon bearing about N. b. W. $\frac{1}{4}$ mile.

Liverpool.

SIR,

Pilot-Office, Liverpool, October, 1816.

THE entire new chart recently published by you, of an actual and correct survey of Liverpool and Chester rivers, with an extension of the survey from thence along the coast of North Wales to Holyhead, accompanied with a book of directions, presented by you to the Pilot-Committee for their inspection, at a meeting held on the 8th inst. was attentively examined; and the chart was considered by them to possess the essential qualities of a good survey, and consequently they approve the same, and recommend it to the notice of the mariner, and to all sea-faring men who trade or occasionally pass within the limits of the survey.

I have the honor to be, Sir, your humble servant,

Samuel M'Dowal,

Lieut. Thomas Evans, R.N.

Chairman.

AZORES.

THE Consul-general for the Açores has issued the following notice to navigators:—

“*St. Michael's, 10th November, 1816.*—The following light-houses are now establishing on the south side of this island; viz. On the top of the cathedral steeple of Ponta-Delgada city, at an elevation of 110 feet above the surface of the water, a light-house is completed, and lighted up with 8 glass lamps and reflectors. At the east point of the bay, called Ponta-da-Galera, another light-house is begun, which bears S.E. b. E. from the cathedral-light, distant about 9 nautic miles, will be completed about the 10th of December. A third light-house, on a peak situated at the south-west quarter of the island, near Ponta-da-Ferreira, is expected to be ready by the 1st of January, 1817; and in the event of the funds collected proving sufficient, it is in contemplation to erect a fourth light-house at the north-east point of the island. The following rates are established for the maintenance thereof: vessels under 50 tons burthen, $\frac{1}{2}$ a dollar, or 500 *reis*; from 50 to 100 tons, 1 dollar, or 1000 *reis*; from 100 tons upwards, $1\frac{1}{2}$ dollar, or 1500 *reis*. The said lights will be shewn every night throughout the year, from $\frac{1}{2}$ an hour after sun-set, to $\frac{1}{2}$ an hour before sun-rise.

William Harding Read, G.”

ASIA.

THE following account of two shoals which were lately discovered by H.M.S. Hesper, on a late cruise to the eastward, are copied from the *Madras Government Gazette* :—

Shoal off the N. E. Coast of Sumatra.

On the 14th of April, at noon, the latitude observed was $4^{\circ} 37'$ north, the land of the N.E. coast of Sumatra being about 4 miles distant, we continued to steer a course parallel to a line connecting the headlands about N.W. $\frac{1}{2}$ N. sounding occasionally with the deep-sea-lead in from 18 to 22 fathoms water, and keeping the hand lead going, as this part of the coast is not well known.

At 5 o'clock, having run by the log 24 miles from noon, and having Point Diamond in sight from the mast-head, bearing N.W. a little westerly, distant about 20 miles, sounded in 7 fathoms, altered course immediately to N.N.W. being about two points and a half off the line of the land, shoaled gradually to five fathoms, and then gradually deepened to seven.

When the ship was hauled-up to N.W. to regain her former distance from the land—having passed the shoalest part of this flat, and deepened the water gradually to 12 fathoms, we lost soundings with the hand-lead, after running about two miles to the N.W. of that part where we had the shoalest water.

While this shoal bore to the northward of west it was not discernable, the sun being in that direction; but when we were past it, it was very visible, the water being much discolored; and about a mile and a half inside of the line which the ship passed, it appeared as if there was very little water; this part, which appeared the shoalest, was about $2\frac{1}{2}$ or 3 miles from the shore.

R. Campbell.

Shoal to the Eastward of Dampier's Strait.

27th December, 1815.

Having cleared the narrowest part of Dampier's Strait before dark, we continued to stand to the eastward during the night, along the south coast of Wadgio, keeping about 6 or 7 miles off the land, and on the following morning (28th) at daylight, were 4 or 5 miles to the eastward of Point Pigot, when the ship was hauled up to the N.E. but as I observed breakers a considerable distance off the east end of the island of Wadgio, I again bore up to the eastward; at 9 o'clock the ship was again hauled up to the N.E.; at 10 I observed the water to be discoloured, and saw the rocks under the bottom, and by putting the helm hard apart, just cleared the shoalest part of a very dangerous rocky bank, in going over we had the following sounding, 7, 9, 6, $\frac{1}{2}$ less 5, 5, and 14 fathoms, and then no bottom. This shoal is about 11 or 12 miles from the nearest land; viz.

the east end of the island of Wadgio. The trees on the low island * off Point Pigot, were just visible from the deck of a sloop of war 16 feet high; the rocks on the shoalest part of it did not appear to be more than 3 or 10 feet below the water, when between the waves of the very heavy swell that was rolling over them, and which on this part came almost to a head, but did not break: when we were over the shoal the following bearings were immediately taken; viz. Small Island off Point Pigot W. 30° S. Point Pigot W. $25\frac{1}{2}^{\circ}$ S. supposed eastermost point of the island of Wadgio W. 10° S. the N.E. point of the island of Wadgio W. $37\frac{3}{4}^{\circ}$ N. This shoal is the more dangerous, from its being directly in the track that is recommended to ships going out of Dampier's strait to the eastward, with a view to their avoiding the danger of being set toward the north coast of New-Guinea, by the heavy swell and light baffling winds which are said to prevail here, and which I suppose has prevented the discovery of this shoal before by ships not being able to fetch so far to the N.W.; in the Hesper we had a moderate westerly wind, and were therefore able to choose a course. Though distant, I suspect that this shoal is connected by detached patches with the breakers I saw in the morning, and is probably the outermost of them; unfortunately, the weather becoming cloudy, we did not get an observation for latitude on that day.

R. Campbell.

AMERICA.

Directions for Vessels bound to New Providence.†

WHEN you are bound to New Providence, from Europe, the West Indies, or America, in the summer months, your best way is to make the Cow and Bull, the N.W. part of Eleuthera. Its lat. $25^{\circ} 25'$ N. long. from London, $76^{\circ} 32'$ W. It appears like a Dutchman's thumb cap, with a cut or gap as if there was a passage through. The shore hereabouts is pretty bold. From thence your course is N.W. b.W. along the land about 4 leagues, which brings you off Harbour island. You will see the church and houses on the shore, when you are abreast of it. From thence your course N.W. b.S. eight leagues, which will bring you off Egg island, where there is a reef lying off a long league from the shore, which you should be very careful to avoid. By looking overboard in a clear night, you will see the bottom before you can run ashore; but I would not advise a stranger by any means to pass it in the night, but lay by till day-light. From hence your course is S.W. for New Providence Bar, 12 leagues distance; but the best way is to steer S.W. b. S. on account of the current generally setting to leeward, which will bring you off the east end of Rose Island, where you will see the government house, Fort Charlotte, Fort Fincastle, and the shipping in the harbour of Nassau.

* There are two low islands laid down off Point Pigot; but as we had got well to the eastward before daylight, we had probably shut them in with each other; we saw but one.

† *A. G.* ii, 501; ix, 440; xi, 572.

In the winter months, your best way is to run down in the latitude of $26^{\circ} 5' N.$ which brings you in with Abaco, about 7 or 8 miles to the northward of the Hole in the Rock, which lies in lat. $25^{\circ} 56' N.$ and long. $77^{\circ} 20' W.$ from London.* The shore here runs about north and south. When you are come abreast of the Hole in the Rock, you will observe a hole running through the land, from which it takes its name, and is the southernmost part of all Abaco; the shore is steep close to, and you may run until you can cast a biscuit on shore, before you can run a-ground. From thence your course is $8^{\circ} 12' E.$ for the Bar of New Providence, 18 leagues; but it is best to keep up S. b. E. on account of a current setting generally to leeward, which course will carry you in with the east part of Rose island, whence you will see the government house, Fort Charlotte, Fort Fincastle, and the shipping in the harbour of Nassau.

Observations on the Gulf Passage.

From the current frequently varying in course, as well as rapidity, and the eddy currents likewise various and uncertain, the ablest navigators and pilots are frequently deceived after passing the Havanna, and getting up as high as the Pan of Matanzas, from which a departure is generally taken.

Vessels not steering to the eastward sufficiently, run on the reefs and shoals that extend along the coast of Florida, and many instances have occurred, when a vessel has struck on a reef, she has been reckoned on the Bahama side; the helm immediately put a-starboard, which has eventually proved her destruction.

The incorrectness of the English charts operate very much to increase the accidents that annually happen in this Passage. Roman's is esteemed the best, and consequently most in use, but it is erroneous. To prove this assertion, allow that the west part of Kay Sal Bank, and Double Headed Shot Kays to be laid down correct in point of longitude, it appears by this chart, that a north course from thence will carry a vessel through the passage nearly mid-channel, but in reality a $N. \frac{1}{2} E.$ course will not clear Cape Florida.

This circumstance must certainly account for the loss of vessels whose masters rely on the charts. N.N.E. or with a scant wind N.E. b. N. is the most advisable course, until you are clear of the southern and south east part of the reefs and kays, and well up the passage. The Bahama side being generally a weather-shore; in case a weather current, which sometimes sets through the Santaren channel, may have carried the vessel farther to windward than reckoned; any danger is easily avoided, the bottom being easily discovered, if any look is kept, long before a vessel gets into shoal water, and the colour changes.

The tide of flood sets on the Bahama Bank from all parts of the middle, and the ebb sets off from the middle; and in the Cuts of Riding Rocks, Cat Kay, Bimini's, &c. runs very rapid.

On approaching the Florida side, the eddy currents and tides setting through the different channels in the reefs and inlets, are very variable,

* An engraving, with descriptive letter-press, is given in *B. C.* vol. ix, p. 440, of the Hole in the Wall.

and frequently extend a greater distance into the gulf than mariners are aware of, insomuch that the most expert of the Bahama pilots are often deceived in the night. Generally a strong S.W. eddy prevails, and the transition from the stream to the eddy is sometimes very visible, by causing what those pilots call rip raps; at other times it is not to be discovered—a strict look out is about this part particularly recommended; and if beating up on that shore in the night, stand four hours off and two on; and when you can come up with the S.E. corner of the Florida shore, and an E.N.E. wind, stand off until you have day-light.

From these observations, it certainly appears most advisable to incline to the Cuba shore, and from the Pan of Matanzas, if the wind be favorable to make the Double Headed Shot Kays, or if scant, to beat up towards Point Jacko; there is no danger hereabouts, before you stretch across to Double Headed Shot, and from thence shape a course full two points more to the eastward than laid down by Roman, say N.N.E.

A corroboration of these facts will appear manifest, when it is stated, that for several years past, only three vessels have been lost on the Bahama side, then in violent weather, and there are annually on an average not less than eight vessels lost on the Florida side, most of them run ashore in the night in good weather, and the captains have reckoned themselves on the Bahama side.

A Spanish chart, published by order of the King of Spain, and lately issued to his officers, will also on inspection further corroborate these observations, and put them in a clearer point of view. But that author does not presume to be correct about the north part of Abaco, and the reefs which extend from them.

The Maranilla reef extends near 14 miles farther north than laid down by Roman.

The islands of Abaco, Grand Bahama, Great Isaacs, and all the chain of Kays which form the east side of the gulf, as far south as Orange Kays, are laid down full thirty miles to the westward, and the opposite shore of Florida in like proportion erroneous.

SIR,

Nassau, December 13, 1804.

I have perused with much satisfaction the above observations on the Gulf Passage, and perfectly agree with the author, that the bearings, as laid down in Roman's charts, from the Pan of Matanzas and Double Headed Shot Kays, to the coast of Florida and Orange Kays, are very erroneous; and I am convinced, cause the loss of many vessels, whose masters rely on those charts; indeed I have not seen one English chart of this passage correct.

The brig *Miucra*, under my command, bound from Havana to Philadelphia, unfortunately got on the reef of Matabombia, on the Florida coast, when by the reckoning kept on board I considered the vessel was full 30 miles to the eastward of that part of the reef. Had I possessed the information contained in those observations, I should have endeavoured to get still more to the eastward, and in all probability have avoided the difficulties that were experienced.

From the extensive and increasing commerce carried through that passage, a correct chart would add much to the security of the vessels employed that way, and prevent many heavy losses; at present, I shall endeavour to give the observations all the publicity in my power, and shall recommend their circulation to every port in America, through the medium of the different newspapers, being confident, that if attended to, many vessels will be saved from destruction.

I am, Sir, your most obedient servant,

Charles Florence,

Mr. Robert Wilson.

Captain of the brig *Minerva*, of Philadelphia.

From the Boston Palladium, October 25, 1805.

MESSEES. EDITORS,

On my passage from Charleston, S. C. bound to the Havanna, island of Cuba, in the schooner *William*, belonging to Mr. John Rice, merchant, I was unfortunately cast away upon Elhow Kay Reef, which extends to the N.E. of Abaco, when I judged myself, by a careful calculation, to be at least 40 miles to the southward of it. When I got ashore, I asked the inhabitants what distance it was to the Hole in the Wall. They told me 45 miles. You may judge of my surprise—for the best English charts extant say the distance is 80 miles.—The next day, when I took my passage on board a wrecking vessel for Nassau, New Providence, I found, by observation, the distance was no more, and the people correct.

I feel it my duty, through the medium of your paper, to inform my seafaring brethren how erroneously the E. part of that island is laid down. Some of the reefs extend $2\frac{1}{2}$ miles from kays, single coral rocks, which are about 4 feet from the surface of the water, and will have 3 fathoms water all round them.

“Observations on the Gulf Passage,”* taken from an Almanac published at Nassau, New Providence—if you have room in your paper for them, would, I have no doubt, be of great service to navigators.

Your's, &c.

Barnabas C. Knox.

Observations on the Old Straits.

On running down after passing Port Padre, keep a good look out for the Macarrees Reef, and when you are abreast of Kay Savinal, allow those reefs to lay ten miles to the southward of what they are laid down by Roman. The principal reef extends nearly east and west, but there is a ledge of sunken rocks, that runs full 10 miles to the southward; on these rocks, the ship *Sarah*, of Boston, was lost in 1802; and it was proved by

* The observations Captain Knox refers to have been highly approved of by all captains that have arrived here.

two quadrants, that Roman's chart, which was then on board, was erroneous, and the cause of the loss of this vessel, and supposed to be of several others; very lately, the African ship *Mary-Allen*, Captain *JUMP*, run on these rocks, and from the description, it must have been near the spot the *Sarah* was lost; but in keeping to the southward, to avoid the danger, be careful, and not run into the bay, formed by the island of *Guajava*, *Chesterfield Kay*, and *Sugar Kay*, into those channels, the flood-tide sets with amazing rapidity, and, if a vessel is caught with a north easter, in this bay, it will be difficult to beat out of it. Vessels of twelve feet water may anchor under the lee of *Sugar Kay*. To effect an anchorage, a knowledge of the place is necessary.

To the Editor of the Bahama Gazette.

SIR,

I have observed in your Almanac several useful remarks, on the *Passages through the Gulf Stream and the Islands adjacent*, proving that most of the charts now extant are very erroneous, especially that of Romans, in laying down the Kays and Passages. In running down the Crooked island Passage, and bound for New Providence, I passed the north land of Long island, in the evening, steering W.N.W. with a moderate breeze all night: at day-light next morning, was abreast of Leeward Stocking Island, Exuma. The breeze freshening, we made every exertion to pass the Rock channel before night, but you may judge of my surprise, when by a good meridian altitude, was in lat. $24^{\circ} 40' N$. As the Exuma Kays were still in sight, I concluded that I had passed Eleuthera, and immediately hauled my wind to the northward; but having run 36 miles in that direction, could see no land until next day; running westerly 25 miles, made Point James, Eleuthera, in lat. $25^{\circ} 20' N$. which shews that Exuma Kays are laid down in the chart 27 miles further to the north than they ought to be.

On account of these erroneous charts, strangers mistake one island for another, which no doubt is the cause of so many shipwrecks.


If you think this worthy of a place, for the information of those unacquainted amongst the Kays, it may be relied on as correct.

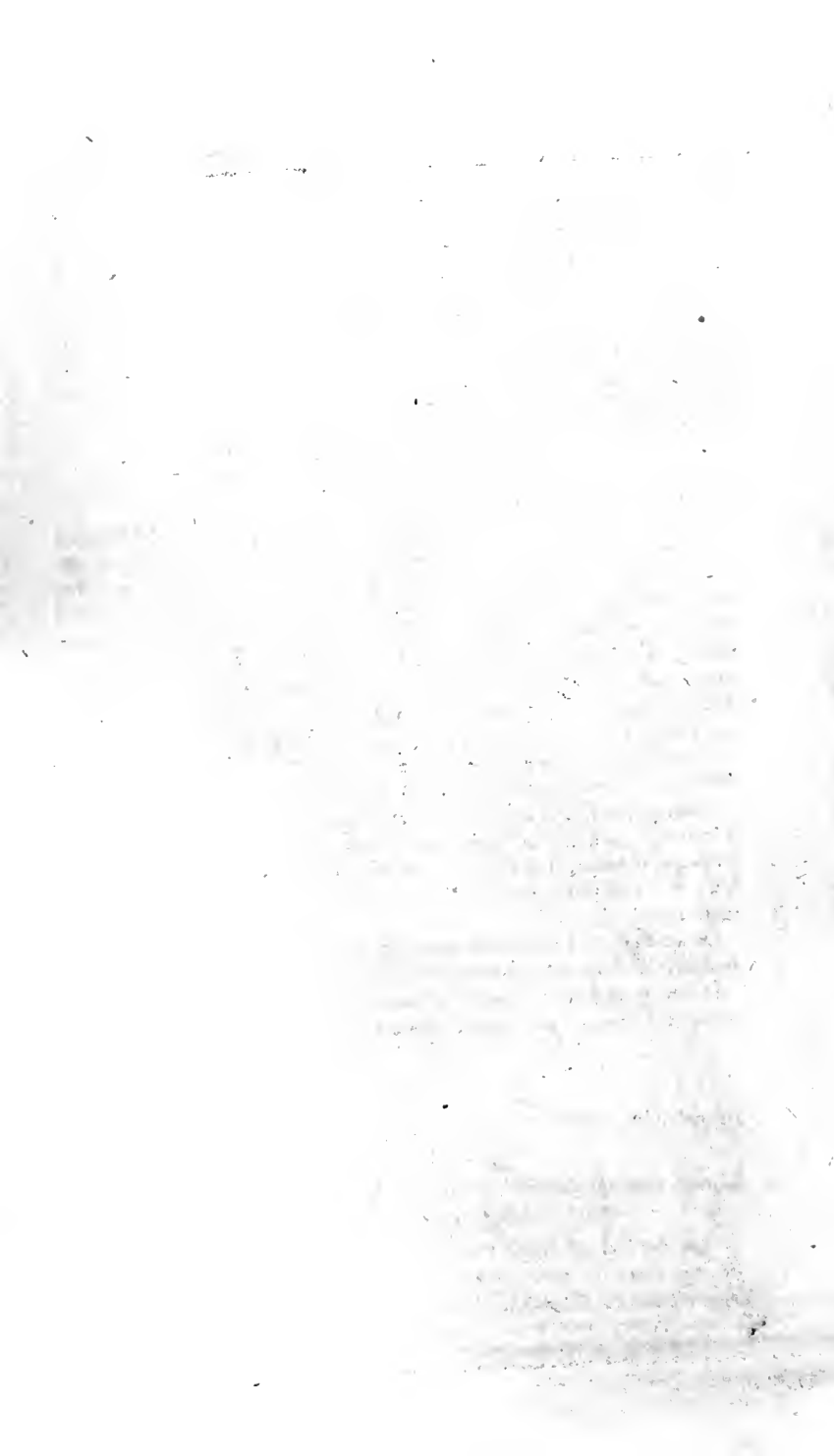
Your's, &c.

Alex. Adams.

December 20, 1806.

Extract from the Log-book of the Ship William Manning, JOHN MARTIN, on her Voyage to the Island of St. Christopher.

"On the 13th of June, 1816, at 9 A.M. a moderate breeze from E. with studding-sails below and aloft on both sides; in latitude $16^{\circ} 33' N$. longitude $53^{\circ} 12' W$. steering W. going 6 knots; observed a shoal on the larboard beam, about $\frac{1}{2}$ mile in length, like white sand and yellow weed; supposed to be the *Long-chumps shoal*." 



THE STRAITS OF DOVER.

PL. CCCLXXVII.



2. Part from London.

PLATE CCCCLXXVI.

*The Strait of Dover.***Directions for sailing on the Coast of France in the Channel.*

THE Cape of Calais, by the Dutch called Calais Cliff, is a very white cliff, on that account named by the French, Blanc Nez.† It is a pretty high land, which appears 6 or 7 leagues off; it is near 2 leagues W.S.W. from Calais, and its distance from the South Foreland, which makes the south entrance of the Downs, is about 6 leagues to the N.W. The passage between these two heads of land is called the Straits of Dover, or Pas de Calais; ‡ and the depths of the channel between them are from 18 and 20 to 30 fathoms. Along the French coast, at a league's distance from land, you find 18 or 19 fathoms water, and in the middle of the channel 28 or 30 fathoms; but towards the English coast it grows shallower.

The tides in this strait set N.E. b. E. and S.W. b. W.; the flood sets towards N.E. and E.N.E.; and the ebb S.W. and W.S.W.

The bottom, in this sea, consists of a fine sand. Within pistol-shot of Blanc Nez are rocks under water, which ought to be carefully avoided.

From Blanc Nez to Cape Grisnez, by the Dutch called Stuart Ness, the course lies N.E. b. E. and S.W. b. W. near 2 leagues, the land between being pretty hilly. A little south of Grisnez stands a mill with some houses, and all that country, down to the sea-shore, appears black, white, and grey, with several rocks along the coast.

N.N.W. a large nile from Blanc Nez, lies the inside end of Les Quenois Bank, it thence extends N.W. b. W. half a mile, and has only 2 fathoms on its shoalest part.

N. W. 1 mile from Wissant lies the east end of Bank à la Ligne; it extends thence W.S.W. 2½ miles, and has only 1 fathom on some parts of it; its west end bears N. b. E. ½ mile from Grisnez. Between Blanc Nez and Grisnez you may anchor if necessary; the ground is every where good; but the best anchorage is to the N.W. of Wissant, near Bank à la Ligne, from 4 to 15 fathoms.

The tides set N.E. b. E. and S.W. b. W.

* For View of Dover Castle, *vide* D. C. vol. vi, p. 493.

† From the word Nez, a nose, as well as Ness in English, in the words Sheerness, Foulness, &c. signifies a point or head of land, projecting or running out into the water; hence Blanc Nez is in English literally Whiteness.

‡ The width of this channel is not much above 18 sea miles, but from the South Foreland to Calais there are about 22, and from Dover to Calais, about 23. The run from Dover to Calais is shorter than that from Calais to Dover, because, in the first case, the tide is always more favorable.

Calbarde or Ridge.

W. b. S. $11\frac{1}{2}$ miles from Cape Griznez, lies the S.W. end of the Calbarde, on which end there are only 6 fathoms water, and bears E.S.E. $12\frac{1}{2}$ miles from Dungeness; it thence extends N.N.E. $\frac{2}{3}$ E. 3 miles, and is about $\frac{1}{2}$ mile in breadth; the N.E. end bears S. b. E. $\frac{1}{4}$ E. 11 miles from Dover Castle, and W. $\frac{2}{3}$ N. 12 miles from Blanc Nez, and has $4\frac{1}{2}$ fathoms on it; on the middle of this bank are only $2\frac{1}{2}$ fathoms, and there are 11 or 12 fathoms, close to either side.

It flows at the Calbarde N.E. and S.W.; the tide runs to the eastward till 3 o'clock at full and change, when it is half-ebb by the ground.

St. John's Road.

From Cape Griznez to Ambleteuse, the coast extends S. $\frac{2}{3}$ E. and N. $\frac{1}{4}$ W. 4 miles, and is very foul for about $\frac{1}{2}$ of a mile distance from the shore, and unfit for anchorage; but in the cove, or little bay, before Ambleteuse, is very good riding, which is called St. John's Road; here a vessel finds shelter from the winds that blow from the N.E. as far as to the S.S.E. But when they come about to the south, and thence as far as the north and N.W. the road becomes then very bad, the sea being very rough, and no shelter near. There is a small river above Ambleteuse, but it serves only for fishing-boats.

The anchorage in St. John's Road is from 9 to 15 fathoms. Take care to keep in view the tower of Ambleteuse through the middle of the houses, and not to approach too near the land, because of some rocks which are about a large cable's length distant from the shore.

Boulogne.

Two miles S. $\frac{1}{2}$ E. from Ambleteuse is Wimereux, where there is a bason capable of containing several sail of vessels; S.S.W. $2\frac{1}{4}$ miles from Wimereux, and near 3 leagues south from Cape Griznez, is the entrance of Boulogne harbour. Between Ambleteuse and Boulogne are several rocks under water, at the distance of two or three cables' length from the land, which are to be carefully avoided. The harbour of Boulogne is dry at low-water, and almost barred by a sand-bank, which lies N.E. and S.W. it has a buoy on its N.E. end, and a mast with a lantern on its top on the other end; you may pass by either in $2\frac{1}{2}$ or 3 fathoms water; the town is nearly a mile from the north Jetty head, in a S.E. b. E. direction; and on the south side of the river opposite the town is a new bason, capable of containing several hundred sail of vessels. You may anchor before the harbour at $\frac{1}{2}$ or $\frac{2}{3}$ of a mile from the shore, in from 6 to 9 fathoms water.

The flood tide runs north and N.N.E. and a S.S.E. and N.N.W. moon makes high water in the harbour.

Etaples.

From Boulogne to the Canche, or river of Etaples, the coast runs 4 leagues southward; the land between them is very high, and appears white from the sea. The river of Etaples is dry every tide, and has many banks at its entrance, most of which are so shifting that they cannot be exactly described; besides, the river will admit only some small vessels,

which pass up as far as Montreuil. The town of Etaples is situated on the north side of the river.

The tides in this river flow S.S.E. and N.N.W. or it is high water at 30 minutes past 10 o'clock, on the full and new moon. The first flood bears towards the land, the remainder N.E. and the ebb to the contrary.— (*Le Petit Neptune Français.*)

The Island of Great-Britain is calculated (following its indentations) to have 300 leagues of coast, and presents a very irregular outline, from its numerous gulfs, bays, and estuaries. As a general feature it may be observed, that the western coasts are elevated, rising in some places to alpine heights, and warning the navigator of his approach at many leagues distance, while the face of the land declines to the east, and from the North Foreland to Duncan's Bay Head presents a comparatively level and low line, visible but at the distance of a few leagues, or even miles. The south coast is also generally little elevated.

The idea that Great Britain was anciently joined to the continent has been adopted by many writers, and is principally founded on the similarity of the strata that compose the cliffs of Dover and Calais, which are alike composed of chalk and flints, and their length on both coasts the same, that is six miles. A narrow ridge of sand and stones, ten miles long, called the Rip-raps, extends between Folkstone and Boulogne, at the distance of ten miles from the former, over which there is but fourteen feet water at low spring tides; and another bank, called the Varne, with the same depth, lies about six miles from Dover.

The English channel, *La Manche* of the French (*Oceanus Britannicus*), is 270 miles in length from the Strait of Dover to the Land's End, and its breadth between this latter point and Ushant (*Ouessant*), called by seamen the "Chops" of the Channel, is 100 miles. In general this gulf, or internal sea, is without shoals or dangers, except near the shores. The depth in mid-channel, from the Land's End to Dengeness, is from fifty-six to eighteen fathoms.

The Strait of Dover (*Pas de Calais* of the French) is where narrowest, between Dover and Cape Griznez, eighteen miles and a half, and the distance between Dover and Calais piers twenty-three miles. The depth in the middle of the Strait is twenty-four to eighteen fathoms.

The tides on the coasts of the British Islands are entirely conformable to the theory of sidereal attraction, though in some instances they come from directions that would seem to contradict this theory.

The main or grand tide of flood coming from the south, when it strikes against the Land's End, is broken by this promontory, and follows the direction of either coast; that branch which runs up the English Channel increases its velocity on the coast of England as it proceeds, being in spring tides between the Land's End and Lizard two miles an hour; from the Lizard to the Eddystone two and a half; from the Eddystone to the Owers Sand three and three and a half; from the Owers to Beachy Head four; and from Beachy to Dengeness four and a half; the greatest rise is thirty

feet in common springs. On the coasts of France the velocity and rise are much greater, and the stream continues on these coasts through the Strait of Dover, and along the coast of Flanders, Holland, &c. quite to the entrance of the Baltic. On the English shore, on the contrary, the tide from the Ocean up Channel is met by an opposite tide from the British or North Sea at Dengeness.—(TUCKER'S *Maritime Geography*.)

Dover, in Kent, on the narrow part of the English Channel, nearly opposite to Calais on the coast of France. It is one of those towns which are known by the name of the Cinque Ports, and is situated in a valley, round which, except to the sea, it is environed with hills. By the late act of parliament for furnishing 20,000 seamen to the navy, this port is to supply 259 men. The cliffs about it are very high. In time of peace it is the station for the packet boats or vessels from this country to the continent, having a very good tide harbour, and a place of good resort. It lies about W.S.W. from the S. Foreland, at the distance of a league, in lat. $51^{\circ} 8' N.$ and long. $1^{\circ} 18' E.$ It is high-water here at spring tides about half-past 11 o'clock. To stand into this harbour in a gale of wind the greatest care is necessary, as there is a counter-current, which sets right athwart the mouth of the harbour, from the last quarter flood till the end of the first quarter ebb. There is near 20 feet depth in the harbour at the time of the spring tides; and usually 10 feet on the bar at half-flood. The counter-current, it is to be observed, is scarcely more than a cable's length broad. The Gunman lies about S.S.E. 8 miles from it, and the nearest end of the Rip-raps about S. b. E. 12 miles. When a ship is about half channel over, if she is bound into the North Sea, a course of E.S.E. will carry her clear both of the Goodwin Sands and all the Flemish Banks.

It is also to be noted, that the flood which comes from the westward sets in the direction of N.E. b. N. and the ebb the contrary way towards Dengeness; but as the current of the flood-tide sets both from the N. and W. and the waters accumulate and coalesce in the neighbouring part of the channel, great attention should be paid by ships coming into this narrow part of the ocean, as the waters must be very sensibly affected by the nature and degree of force with which the winds agitate them, and accelerate or retard the current.

If a ship, in coming round the S. Foreland from the N.E. be taken short by westerly or S. westerly winds, and, either from choice or necessity, finds it expedient to go into Dover Road, she may stand in from the Foreland at S.W. b. W. till the Whiteway which is to the N.W. of Dover Castle comes right over the hill that stretches out from Dover Castle, or between the hill and the square tower of St. James's church, in Dover. In that situation, anchor any where at pleasure in the depth of from 8 to 14 fathoms.—(MANNING'S *Gazetteer*.)

NAVAL LITERATURE.

The Life and Adventures of PETER WILKINS, a Cornish Man: taken from his own Mouth, in his Passage to England, from off Cape Horn in America, in the Ship Hector.—By R. S., a Passenger in the Hector. In 2 Vols. London, 1816.

[Concluded from page 421.]

AT page 66, of Vol. II. the supposed cloud mentioned in the introduction is partly explained. Peter, it appears, had, in one of the wonderful nations whither his extraordinary fortune led him, heard of a prediction which he was himself destined to accomplish; and having accordingly undertaken so to do—

“ I,” says he, “ then called in Youwarkee [his flying wife, for such was Peter’s fate after he left his Patty], told her the whole affair of the prediction, which she had often heard, I found, and could have repeated. I told her that the king and states had pitched on me as the person intended by their prediction, and that Nasgig was sent to fetch me over: ‘ And, indeed, Youwarkee, if this be a true prediction, it seems very applicable to me as far as I can see.’—‘ Yes, truly,’ answered she, ‘ so it does, now I consider it in the light you say the ragan puts it.’—‘ Why,’ said I, ‘ prophecies and predictions are never so plain as to mention names; but yet upon the solution, they become as intelligible as if they did, the circumstances tallying so exactly. But what would you have me do? Shall I, or shall I not go.’—‘ Go!’ said she, ‘ how can you go?’—‘ O,’ replied I, ‘ never fear that. If this is from above, means will soon be found; Providence never directs effects without means.’

“ Youwarkee, whose head ran only on the dangers of the undertaking, had a violent conflict with herself; the love of me, of her children, and of her country, divided her so, she was not capable of advising. I pressed her opinion again, when she told me to follow the dictates of my own reason; ‘ And, but for the dread of losing you, and for my childrens’ sakes, I should have no choice to make when my country is at stake: but you know best.’

“ I told Youwarkee, that I really found the prediction the plainer the more I thought of it; and that above all, the change of religion was the uppermost: ‘ For if I can reduce a state from the misery and bondage of idolatry, to a true sense of the Supreme Being, and seemingly by his own direction, shall I fear to risk my own life for it; or will he suffer me to perish till somewhat at least is done towards it? And how do I know but the whole tendency of my life has been by impulse hither for this very purpose? My dear Youwarkee, fear nothing, I will go.’

“ I called Nasgig, and told him my resolution, and that he had nothing now to do but prepare a means of conveying me. He said, he begged to refer that to me, for my own thoughts would suggest to me both the safest and easiest means.

“ I wanted to venture on the back of some strong glumm; when Nasgig told me, no one could endure my weight so long a flight. But what charmed me most was, the lovely Youwarkee offered to carry me herself if she could; ‘ And

if I can't hold out,' said she, 'my dear, we can but at last drop both together.' I kissed the charming creature with tears in my eyes, but declined the experiment.

"I told Nasgig I wanted to divide my weight between two or four glumms, which I believed I could easily do; and asked if each could hold out with a fourth part of my weight. He told me there was no doubt of that; but he was afraid I should drop between their graundeeds, he imagining I intended to lie along on their backs, part of me on each of them, or should bear so much on them as to prevent their flight. I told him I did not purpose to dispose of myself in the manner he presumed, but if two or four could undoubtedly bear my weight so long a flight, I would order myself without any other inconvenience to my bearers than their burden. He made light of my weight between four, as a trifle, and said, he would be one with all his heart. 'Nay,' said I, "if four cannot hold out, can eight?" He plainly told me, as he knew not what I meant, he could say nothing to it, nor could imagine how I could divide so small a body as mine into eight different weights, for it seemed impossible, he said to him; but if I would shew him my method, he would then give me his opinion.

"I then leaving him, took out my tools: I pitched upon a strong broad board my wife had sent me from the ship, about twelve feet long, and a foot and half broad; upon the middle of which I nailed down one of my chairs; then I took one cord of about thirty-four feet long, making hand-loops at each end, and nailed it down in the middle to the under side of my board, as near I could to the fore end of it; and I took another cord of the same length and make, and this I nailed within three feet of the farther end of my board. I then took a cord of about twenty feet long, and nailed about three feet before the foremast, and a fourth of the same length, at the farther end of my board; by which means, the first and third ropes being the longest, and at such a distance from the short ropes, the glumms who held them would fly so much higher and farwarder than the short rope ones, that they and their ropes would be quite out of the other's way, which would not have happened if either the ropes had been all of one length, or nearer to or farther from one another: and then considering, that if I should receive a sudden jerk or twitch, I might possibly be shook off my chair, I took a smaller rope to tie myself with fast to the chair, and then I was sure, if I fell into the sea, I should at least have the board and chair with me, which might possibly buoy me up till the glumms could descend to my assistance.

"Having carried the machine down to the level with the help of two of Nasgig's men, he being out on a walk, and having never seen it, I ordered one of the men to sit upon the chair, and eight more to hold by the loops, and rise with him; but, as I found it difficult at their first rising, not being able to mount all equally, to carry the board up even, and the back part rising first, the front pitched against the ground, and threw the fellow out of the chair: I therefore bade them stop, and ordering eight others to me, said I, 'Hold each of you one of these ropes as high as you can over your heads; then,' speaking to the eight bearers, 'mount on your graundeeds, and come round behind him in the chair gently, two and two, and take each of you a loop, and hover with it till you are all ready, and then rise together, keeping your eye on the board, that it rises neither higher at one end or one side than the other; and see you all feel your weight alike; then fly across the lake and back again.' They did so, and with as much ease, they told me, as if they had nothing in their hands; and the man rode with so much state and composure, that I lounged to try it myself; so shifting places with the glumm, I mounted the chair, and tying myself round, I asked

if any one knew which way Nasgig walked : one of them pointing to where he saw him just before in the wood, I ordered them to take me up as before, and go that way.

“ Upon coming to the place where I expected Nasgig was, I hallooed and called him ; who, knowing my voice, ran to the skirt of the wood ; and seeing me mounted in my flying chair, I jokingly told him I was going, if he had any commands ; but he mounting immediately, came up to me, and viewing me round, and seeing the pleasure the men seemed to carry me with, says he, ‘ Are you all sure you can carry him safe to Battringdrigg ? ’ They all replied, ‘ Yes, with ease.’— ‘ This, then,’ said he, ‘ is your doom ; if you perform it not, every one shall be slit ; but if you carry the deliverer safe, you are filgays every man of you ! ’ he verily thinking I was then going off ; but I undeceived him, by ordering them to turn about, and set me down where I was taken up.

“ Nasgig alighting, and viewing my contrivance, ‘ This, Peter,’ said he, ‘ is but a very plain thing.’— ‘ It is so,’ replied I, ‘ but it is as far as my ingenuity could reach.’— ‘ Ah, Peter ! ’ said he, ‘ say not so, for if the greatest difficulties, as I and all my nation thought it would be to convey you to them, are so plain and easy to you, what must lesser things be ? No, Peter, I did not call it plain because it might be easily done when it was seen, but in respect to the head that formed it ; for the nearest way to attain one’s end is always the best, and attended for the most part with fewest inconveniences ; and I verily think, Peter, though we believe the rise or fall of our state wholly depends on you, you must have staid at Graundevolot but for your own ingenuity. Well, when shall we set out ? ’ I told him it would take up some time to settle the affairs of my family, and to consider what I had best take with me ; and required at least three days, being as little as I could have told him for that purpose.”

In the last chapter we have the vehicle itself described, with the occasion of its use :—

“ I had now been at Brandleguarp ten years ; and my children were all provided for by the king but Dicky, as fast as they were qualified for employment, and such as were fit for it were married off to the best alliances in the country ; so that I had only to sit down, and see every thing I had put my hand to prosper, and not an evil eye in the three kingdoms cast at me : but about my eleventh or twelfth year, my wife falling into a lingering disorder, at the end of two years it carried her off. This was the first real affliction I had suffered for many years, and so soured my temper, that I became fit for nothing, and it was painful to me even to think of business.

“ The king’s marriage had produced four children, three sons and a daughter, which he would frequently tell me were mine.

“ Old Oniweske was dead, and the king and queen divided their whole time equally between Brandleguarp and Apsilo : but he was building a palace at my new colony, which by this time was grown to a vast city, and was called Stygena, in compliment to the queen ; and this new palace was designed to receive the court one-third of the year, as it lay almost at equal distance between both his other palaces. This method, which his majesty took at my persuasion, on the death of Oniweske, though it went against the grain at first, was now grown so habitual to him, and he saw his own interest so much in it, in the love and esteem it procured him from the people, that at last he wanted no spur to it.

“ My melancholy for the death of my wife, which I hoped time would wear

off, rather gained ground upon me; and though I was as much regarded as ever by the whole court, yet it grew troublesome to me even to be asked my advice; and it not only surprised those about me, but even myself, to see the same genius, without any visible natural decay, in so short a time, from the most sprightly and enterprising, become the most phlegmatic and inactive.

“My longings after my native country, ever since my wife’s death, redoubled upon me, and I had formed several schemes of getting thither: at first I had formed a project of going off by the islands, as I had so many small vessels at command there, and to get into the main ocean, and try my fortune that way; but, upon inquiry, I found that my vessels could not get to sea, or elsewhere, but to the zaps islands, by reason of the many rocks and sandbanks which would oppose me, unless I went through the zaps country, which in the light they had reason to view me, I was afraid to do. Then I had thoughts of going from the coast of Norbon; but that must have been in one of the foreign vessels, and they coming from a quite different quarter than I must go, in all probability, if I had put to sea any way they were unacquainted with, they having no compass, we must have perished; for the more I grew by degrees acquainted with the situation of Doorpt Swangeanti, the stronger were my conjectures, that my nearest continent must be the southern coast of America; but still it was only conjecture.

“At length, being tired and uneasy, I resolved, as I was accustomed to flight, and loved it, I would take a turn for some days, carry me where it would, I should certainly light on some land, whence at worst I could but come back again. I then went to see if my chair, board, and ropes, were sound, for I had not used them for several years past; but I found them all so crazy, I durst not venture in them; which disappointmet put off my journey for some time. However, as I had still the thought remaining, it put me on seeking some other method to put it in practice: so I contrived the poles from which you took me, being a sort of hollow cane the Swangeantines make their spears of, but exceeding strong and springy, which interwoven with small cords, were my seat, and were much lighter than my chair; and these buoyed me up when your goodness relieved me. I had taken Mount Alkoe bearers, as I knew I must come to a country of more light; and I now find, if I had not fallen, I must soon have reached land, if we could have held out; for we were come too far to think of returning, without a resting-place: and what will become of my poor bearers? I dread to think; if they attempted to return, they must have dropt, for they had complained all the last day and night, and had shifted very often. If in your history you think fit to carry down the life of a poor old man any farther, you will as well know what to say of me, as I can tell you; and I hope what I have hitherto said, will in some measure recompence both your expense and labour.”

The author of this production was Bishop Wilkins, born in the year 1614, the son of Mr. Walter Wilkins, citizen and goldsmith, at Oxford. He received his education at a private school in the parish of All Saints, under a Mr. Edward Sylvester, and at the early age of thirteen, was entered a student of New Inn, 1627. He married Robina, widow of Peter French, captain of Cornchurch, and sister to Oliver Cromwell, at that time Lord Protector of England. As warden of Wadham College, he was prohibited by its statutes from marrying; a dispensation, however, from Oliver removed the difficulty. By Richard Cromwell he was, in 1659, made master

of Trinity College, Cambridge, but ejected on the restoration of the King in the following year. He then became preacher to the Honorable Society of Gray's Inn, and rector of St. Lawrence, Jewry, as successor to Dr. Seth Ward. It was at this time that he was made a member of the Royal Society. He was soon after made Dean of Rippon; and, in 1668, Bishop of Chester. Dr. Tillotson, who had married his daughter-in-law, preaching his consecration sermon. He is said to have obtained his bishopric by the interest of Villiers, Duke of Buckingham. This preferment, however, he did not long enjoy, for he died of the stone, at the house of Dr. Tillotson, in Chancery Lane, Nov. 19, 1672.

He was the author of several works, chiefly of an eccentric nature. 1st. *The Discovery of a New World, or a Discourse tending to prove that it is probable there may be another habitable World in the Moon; with a discourse concerning the possibility of a passage thither, [very worthy of the author of Peter Wilkins].* 2d. *A Discourse concerning a new Planet, tending to prove that it is probable our earth is one of the planets [now generally believed].* 3d. *Mercury, or the Secret and Swift Messenger; shewing how a man may with privacy and speed communicate his thoughts to a friend at any distance.* 4th. *Mathematical Magic; or the Wonders that may be performed by Mechanical Geometry. An Essay towards a Real Character, and a Philosophical Language.* His theological works are—*Ecclesiastics; or a Discourse on the Gift of Preaching, as it falls under the rules of Art.* 2. *A Discourse concerning the Beauty of Providence, in all the rugged passages of it. Discourse concerning the Gift of Prayer; shewing what it is, wherein it consists, and how far it is attainable by industry.* 4. *Sermons.* 5. *Principles and Duties of Natural Religion.*

From this slight notice of the Author, our readers will see that he was no mean man in his day; and with respect to his eccentric work now before us, we think the public-spirited publishers, Messrs. Allman, Princes-street, Hanover-square, in reviving it at a time when an avidity of the marvellous so generally prevails in our novel readers, are justly entitled to their patronage, whose taste they have so liberally considered.

. A very curious work, in manuscript, by this author, entitled, "*Bishop Wilkins's Philosophical Tables of Things and Notions,*" 2 vols. 1233 pages, is in the hands of the Proprietor of the *Naval Chronicle*, and may be inspected by any person so inclined with a view to purchase.

Poetry.

LINES TO THE MEMORY OF LORD NELSON.

TIS not in thee we mourn our Champion lost,
 A host of Champions still can Albion boast;
 'Tis not thy death, by vict'ry dearly bought;
 The death by Heroes and by Patriots sought:

'Tis not that soul which scorn'd all private gain,
 For Popham, Broke, and Sidney still remain.
 'Tis not we grieve, of skill and valor left,
 For Blackwood, Exmouth, Burlton, Keats, are left.
 Had such alone been Nelson, to the grave
 He would have pass'd, admir'd as he was brave;
 His skill respected, and his honor prais'd,
 His country's love, his monument had rais'd;
 A pompous funeral paid the public debt,
 And Princes deign'd his memory to regret.
 But ah! whilst gratitude a place shall claim,
 Among the social virtues, must thy name
 Live in the widow's heart, the orphan's tear
 Laments the loss of one to all so dear.
 Ne'er did the veteran in vain repose
 In thy kind sympathising breast his woes:
 The claims of merit found a friend in thee,
 Nor thought disgrac'd, 'cause urged by poverty;
 Nor was thy ear denied the poor man's prayer;
 Thy country's interest was thy only care.
 And every bosom own'd the fatal blow,
 That laid their navy's pride, their honor'd Nelson low;
 A sud den grief oppresses all the land,
 As when the first-born felt th' Almighty hand.
 A nation's tears are mingled with thy dust,
 Mourn'd by the good, the mighty, and the just.
 Thy loss, the seaman's hardy soul has wrung;
 Thy tomb, his heart; thy elegy, his tongue.

R. H.

ALGIER.

COMPOSED BY A SEAMAN ON BOARD H. M. S. LEANDER.

NOW peace her olive branch displays,
 And hush'd are all her fears;
 When, lo! war's clarion loudly plays,
 Quick ruin on Algiers.

The meek-ey'd maid affrighted fell,
 But, justice sooth'd her fears;
 Asserting Britons went to quell,
 All slavery in Algiers.

Sure such an animating cause,
 Should meet with three loud cheers;
 Then haste Britons, and gain applause,
 By conquering Algiers.

No sooner said, but half is done,
Behold ! the fleet appears ;
All mann'd with spirits in good tone,
And destin'd for Algiers.

To weigh, the signal is let fly,
To sea the fleet soon steers,
On twenty-eighth day of July,
From Plymouth to Algiers.

Our vessels onward urge their way,
Till Gib's high rock appears ;
Where we prepar'd, without delay,
To face this proud Algiers.

There reforc'd by six Dutch sail
Of frigates, with three cheers,
Our little fleet with joy they hail
That came to scourge Algiers.

Five gun-boats from the Mole were sent,
Likewise some rocketeers,
A vessel for explosion meant
A present for Algiers.

August the 13th day we weigh'd,
Our fleet the Gut soon clears ;
And all the arrangements being made,
We dash'd on for Algiers.

The twenty-seventh nobly gave,
A theme for gazetteers ;
Fresh laurels by the British brave,
Were gather'd at Algiers.

Bold Exmouth willing to do good,
And stop Fate's busy shears ;
The Dey is deaf, nothing but blood
Will suit you, proud Algiers.

Four bombs were moor'd abreast the town,
Well fare ye bombadiers,
Thy skill was excellently shown,
That day before Algiers.

The Queen Charlotte with bold Lord Red
The foremost ship appears,
With broadside on she anchored,
Quite close to proud Algiers.

The young Leander next came in,
Chetham this day endears,
Thy name to fame is handed in,
A Hero from Algiers.

The Impregnable her station took,
 And brave Milne's flag she wears;
 Her well-directed fire shook,
 The basis of Algiers.

The Minden, Albion, and Sæperh,
 Anchor'd with hearty cheers;
 The Granicus, too, help'd to curb,
 The spirit of Algiers.

The Glasgow, Hebrus, Severn make,
 Close to their embrasures;
 The Dey's convinc'd Britain will take,
 No insult from Algiers.

Prometheus, Heron, Britomart,
 All dispossess'd of fears;
 Cordelia too did take her part,
 That day before Algiers.

Cappellen, with his six Dutch sail,
 Return'd our lively cheers;
 And vig'rously he did assail,
 Those miscreants at Algiers.

Such a strong contest ne'er was seen,
 I'm sure for many years;
 They were ten to one in guns and men,
 So numerous at Algiers.

Their fleet in flames, it made us laugh,
 The town about their cars;
 Full eight long hours and a half,
 We fought them at Algiers.

By signal we haul'd off that night,
 To make needful repairs;
 Exmouth resolving at daylight,
 To destroy all Algiers.

Next day how chang'd, would you believe,
 The dawn hardly appears,
 Before Lord Exmouth did receive,
 Homage from proud Algiers.

The Dey invites my Lord on shore,
 And sorry he appears;
 Knowing had he so done before,
 He might have sav'd Algiers.

Leander's loss in that great fight,
 Through mercy, small appears;
 One hundred and twenty men that night,
 Were wounded at Algiers.

Sixteen brave fellows nobly die,
 Regretted with our tears ;
 Ten-fold destruction was dealt by
 Leander at Algiers.

Great God be praised, thy ways are just,
 Thy mercy strong appears ;
 Our foe thou'st humbled in the dust,
 And chastized Algiers.

Wilberforce's goodly tongue,
 Afric from bondage clears ;
 And Exmouth has redress'd each wrong,
 Of Christians at Algiers.

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THE WEDDING DAY.

WRITTEN IN MAY, 1816.

NOW the winter off has run,
 Now the landscape rises green ;
 Now the life-creating sun,
 Darts on each surrounding scene.

Now the shrubs put forth their bloom,
 Now the air lies down to rest ;
 Now in bed the stream bath room,
 And the warbler builds his nest.

Soon the spring, the summer leads,
 Soon the roses open round ;
 Soon the earth from thousand seeds,
 Shall with thousand fruits abound.

All is joy, and all is love,
 Hear the songsters on the spray ;
 Hear the cooing turtle dove,
 On the second day of May.

Happy be the royal pair,
 Happy join the lovers' hands ;
 Happy England's Princess fair,
 Bound in Hymen's silken bands.

W. M. (B.)

EXTRACT FROM "THE CRESCENT."

A NATIONAL POEM.

*Just published, by Mrs. M'MULLAN, Widow of Doctor M'MULLAN,
Royal Navy.*

"**B**BRITANNIA pointed to the Afric Sea,
And bade her Champions set the suffering free ;
Call'd on illustrious Exmouth to prepare,—
What deed in arms would not her Exmouth dare !
Ask other days, when mad, rebellious France,
Bade her proud squadrons to our shores advance ;
Whose hand first laid their varied standard low—
And oft repeated the destructive blow ?
Brav'd Biscay's thunder in December's blast,
And nail'd the red-cross to the shatter'd mast ?—
Each honest heart, to Britain's glory true,
Thinks of those days, and shouts, " Long Live Pellow !"
The Tritons' shell still threw glad echoes round,
Brave Milne hasted at the inspiring sound,—
—As erst, when plunging, fearless, on the wave,
His hand secur'd the conquest victory gave ;
Ere ceas'd the fight, no boat was left to launch,
But Milne swam from the subduing Blanche,
Taught the contending humble foes to seek,
Then fix'd the colours on the vanquish'd Pique.—
Admiring gods still blest the heroic pair,
And mark'd the Crescent of the dark Corsair."

From the Second Canto.

" Shall Britain strike, or may she learn to spare ?"
An awful moment for the proud Corsair.
" Call the Divan ;—the Gallic Engineers !"
Woe to their councils and thy hosts, Algiers !
" Ready ?" said Exmouth to his gallant fleet,
The answer, " Ready, every toil to meet."
Now British bowsprits touch the Pirate's walls,
The British Lion on the Pirate falls,—
Resistless volleys pour from every side,—
Sunk are his galleys in th' ensanguin'd tide ;—
Thrice are his ramparts cover'd with the slain,
And thrice his ramparts are re-mann'd again.
Exmouth defies their citadels and towers,
Milne attacks with desolating showers ;
Record for ever on the page of Fame,
Leander's station, and brave Chetham's name :
Record for ever all this valiant band,
Gems of the Sea, and Glory of the Land."

Marine Law.

COURT MARTIAL.

AT a court martial held on board H. M. S. Rochefort, the 17th December, 1816, in Portsmouth Harbour, Sir A. Dickson, president, assembled for the purpose of trying Captain Bremer, his officers and crew, for the loss of H. M. late ship *Comus*, off St. Shott's, Newfoundland. After the members were sworn, and had heard the charge, the Judge Advocate read Captain Bremer's narrative of the circumstances, as transmitted by him to the Admiralty. The master was then called and examined: he stated, that on the evening of the 24th of October, at 10 o'clock, supposing from their reckoning and double altitude, which was taken that day, they were on the inner edge of the green bank, sounded, and found they were in 25 fathoms water, the exact depth laid down in the chart of the water on that bank; but for the greater safety of the ship, it then blowing very fresh, hauled her wind, with her head off shore, and stood on under easy sail. At 45 minutes past 11, the ship struck on a reef of rocks, extending about a mile into the sea, from the eastern head of St. Shott's, which was owing to the very great indraft which sets into the different bays on that coast, and which is not mentioned in the Admiralty charts (nor is it possible to ascertain either the strength or direction of the current, as it is principally affected by the winds, therefore is very uncertain), and which threw the ship out of her reckoning. The helm was immediately put down, and the sails braced aback, to get stern way, when she was unfortunately caught by a rock on the larboard quarter, and bilged, before the boats could be got out for her assistance; every exertion was used, but of no avail.

Mr. Wilkinson, the officer of the watch, was then examined; who stated the sail the ship was under, and the orders he had received from the captain; which were, that the lead should be hove every two hours, and that he was to be called every hour, and oftener if occasion required, or if the wind changed during the night. The captain's night order-book was then read, which agreed perfectly with the foregoing statement. It was so foggy that he could not see half the length of the ship; he received his orders at 11 o'clock. All the other officers' evidence was to that effect. The Court cleared about three, and did not open again till five, when the sentence was pronounced, which was, that the Court were of opinion that Captain Bremer was censurable, inasmuch as he did not order the master to give another cast of the lead, when he found they were in such shallow water; and that the master was also censurable, for not recommending it to the captain: and they were thereby censured accordingly. The rest of the officers, and the crew, were fully acquitted. The Court were further of opinion, that the greatest praise is due to Captain Bremer, the officers and crew of H. M. late ship, for their arduous exertions in their endeavours to save her, and also for their good and steady conduct throughout the business, both in the boats and on shore.

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

THE past month affords but little matter for remark in naval affairs, except the recent augmentation of pay to officers employed.

The Lords of the Admiralty have been pleased to make an alteration and increase in the pay of the officers of the navy, *when employed*. The long-accustomed compensation for servants has been taken away, and the following full pay established:—Captains of *first rates*, 800*l.*; *second rates*, 700*l.*; *third rates*, 600*l.*; *fourth rates*, 500*l.*; *fifth rates*, 400*l.* per annum each; *sixth rates*, 26*l.* 17*s.* per month; *seventh rates*, 23*l.* 0*s.* 4*d.* per month; lieutenants of seven years rank, if serving as first lieutenants, 11*l.* 10*s.* per month; all other lieutenants 9*l.* 4*s.* per month. Commodores to have 20*s.* a day; commanders-in-chief to receive three guineas per day as table money; all other admirals 300*l.* per annum. Midshipmen who have passed to be paid 5*l.* per month.

The following accounts from America is brought by the Akbar, Captain Bullen, lately arrived at Portsmouth from Halifax, whence she sailed on the 10th November. The Forth, 40, Sir Thomas Louis, arrived there on the 24th of October, with the Earl and Countess of Dalhousie, from England.—Admiral Griffith shifted his flag into her, and sailed for Bermuda on the 10th November, for the winter; the Pactolus and Saracen in company. The Dec had also sailed for Bermuda, with mails, and was to proceed from thence to New Providence, with despatches. The Niger was to winter at Halifax; she is so thoroughly infected with the dry rot, as not to be seaworthy in the winter months. The Harrier, Saracen, and Opossum, had lately been hove down at Halifax; the two former having been ashore at Bermuda, the latter in the Bay of Fundy. The Menai was at Bermuda; she was about to sail for England. The squadron under Admiral Griffith had lately been up the Bay of Fundy, and anchored some time in Passamaquoddy. The commissioners for appointing the boundaries between England and America were then about to proceed on that important subject. The property destroyed by the alarming fire which took place at Halifax on the 9th of October, is estimated at 150,000*l.* sterling. The crews of the Akbar and Pactolus, as well as the military, were very successful and persevering in their exertions to extinguish the flames. It was occasioned by want of common care in a shop-boy, who had left a candle burning on the counter of a shop, when no person was in the house. There was a very heavy fall of snow at Bermuda, in the beginning of October; and from the reports made by the Mic-Mac Indians, it was expected a severe winter would ensue. The Niger, Captain Jackson, arrived at Halifax only a few days before the Akbar sailed from Boston, where Captain Jackson and his officers were treated with marked attention by the Americans. The Independence, 74 (a sister ship to our Superb), was

lying there, bearing the broad-pendant of Commodore Bainbridge. Capt. Jackson was on board her. She was in very high order, and remarkably clean, though with only 150 men; many of them were Englishmen, who expressed themselves as being greatly dissatisfied with the severity of the punishment, which was inflicted in the most summary way. Admiral Sir Isaac Coffin, who had been some time at Boston, returned to Halifax in the *Niger*. The *Abkar* is to be paid off at Portsmouth.

It is evident, from this account, that the discipline of the American navy is not more lenient than our own.

The Hazard sloop of war, Captain Cookesley, recently arrived at Portsmouth from Newfoundland, brings a confirmation of the unfortunate loss of the *Comus*, Captain J. G. Bremer, on the night of the 24th of October, on Cape Hine. The officers and crew were all saved, and had arrived at St. John's, in the *Tiber*. The accident was occasioned by the currents and the then foggy state of the atmosphere. Admiral Pickmore intended to protract his stay at St. John's until the present month; he will return home in the *Tiber*. The *Perseus* and *Fly* were to sail previously. The *Pike*, Captain Buchan, was intended to winter at the island.—The Hazard went into harbour on Wednesday, to be paid off.

While we are abolishing one system of piracy, as practised by barbarians, another starts up, to the disgrace of people bearing the name of Christians, and entitling themselves South American privateers, but who, as we are informed, attack all ships alike, and have long committed extensive depredations on our trade. Accounts received from Jamaica, give a long list of the captures made by these desperadoes. We are glad, however, to perceive that one of the most daring of the pirates, called Commodore Aury, has met with the just reward of his outrage, being killed in a mutiny of the negroes, with whom he had manned some of his vessels. The consequence of this event was, the entire breaking up of the formidable nest of pirates of which he was at the head. A little time previously, the capture of the British schooner *Perthshire*, off Morant Bay, with a cargo of the value of 50,000*l.* had excited a strong sensation in the West Indies. The piratical vessel which captured her was commanded by Samuel Brown, an American. The owners of the *Perthshire* had offered a reward of 500 dollars for the recovery of the *Perthshire*, or for the apprehension of any of the owners or master of the schooner *Hunter*, alias *General Arismendi*.

The Buenos Ayres Commodore Brown, who did so much mischief to the Spaniards in the Pacific Ocean, has been detained at Barbadoes, with his ship and cargo, in the following curious manner:—The *Hercules*, Commodore Brown, arrived at Barbadoes towards the end of September; at the same time his Majesty's ship the *Beaver*, Captain Stirling, came to, from a cruise. The custom-house officers went on board the *Hercules*, but not being able to read Spanish, or being otherwise deceived, they did not seize her, and Sir James Leith ordered her to quit the island. By some circumstances Captain Stirling's suspicions were excited, and on searching her papers he found out who she was, and Brown acknowledged he had abandoned the cause of Buenos Ayres, and was seeking a port to dispose of his

cargo. The only commissions he had were a commission for another vessel, and one to a person not on board. Captain Stirling, therefore, seized her under the Navigation Laws, and carried her to the Admiral at Antigua, who approved of what he had done. The *Hercules* mounts 22 guns, and has 56 men, with a valuable cargo of quicksilver, silks, steel, dry goods, and spice, supposed to be worth a million of dollars, the produce of plundered towns and vessels in the Pacific Ocean. The lawyers have no doubt of her confiscation; but there appears much doubt of what is to be done with Admiral Brown and his crew, whether or not they are to be sent home and tried as pirates.

New regulations for paying and victualling persons in attendance on flag officers are immediately to be adopted. In addition to the regular establishments, are to be allowed at the ports of Portsmouth, Plymouth, and Sheerness, two messengers, two signal-men, and an office-keeper; and at Leith and Cork, one of each. Their attendants are not to be borne on the ship's books, but, instead of all allowances of victuals, to receive, the office-keeper 4s. and the messengers and signal-men 3s. per diem. These are to be hired by the admiral at his discretion, giving a preference to those who have served in his Majesty's service. The admiral, flag-lieutenant, secretary, and clerk, and such of the retinue or domestics as live on shore, are not to be victualled, nor any provisions or fuel whatever to be sent on shore, from the ship, but they are to be paid in lieu thereof 1s. 6d. per diem to the admiral's domestics, and 2s. per diem to the secretary, flag-lieutenant, and clerk.

By letters recently received from our ships of war in the West Indies, we are concerned to learn that a fever has prevailed on board some of them, peculiarly fatal in its nature to those attacked by it. Among other vessels the *Scamander*, it is said, has lost six officers including the surgeon, four mid-shipmen, and two clerks. The *Childers*, in the short period of a month, has been deprived of several officers by the same unfortunate cause, besides five pursers, successively appointed to her, and upwards of 30 men.

The Agent of Lloyd's Coffee-house at Bahia has sent the following melancholy intelligence relative to the expeditions intended to explore the interior of Africa:—

“October 30, 1816. You will observe, by the list herewith, the arrival of the *Congo* and *Dorothy*, two vessels fitted out on the coast of Africa, for a voyage of discovery; they have put in here from the opposite coast, in consequence of the sickly state of the remaining crew, nearly two-thirds having died of the fever, including the commander, first lieutenant, and botanist.

“The two vessels had been higher up the river Congo than any others by 120 miles.”

Government, with a view to alleviate the distresses of the lower classes of the people, have directed an examination to be made as to the state of the old naval and military clothing, bedding, &c. preparatory to a general distribution among those who may be peculiarly in want of them at this period.

A METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From November 25th to December 24th, 1816.

1816.	Winds.	BAROMETER.			THERMOMETER.			Evap.	Rain.
		Max.	Min.	Med.	Max.	Min.	Med.		
		In.	In.	In.	°	°	°		
Nov. 26	W. by N. to N.	30.24	30.02	30.130	49	42	45.5	—	0.13
27	E. to W.	30.47	30.40	30.435	51	43	47	—	—
28	W.N.W. to N.b.W.	30.50	30.48	30.490	49	32	40.5	—	—
29	N.	30.64	30.57	30.605	50	34	42	—	—
30	N.N.E.	30.76	30.69	30.725	43	33	38	0.10	—
Dec. 1	N.E. to N. by W.	30.76	30.70	30.750	42	27	34.5	—	—
2	W. by N. to N.W.	30.60	30.54	30.570	43	37	40	—	—
3	W. b. N. to W.N.W.	30.52	30.51	30.515	47	42	44.5	—	—
4	E. to S. by E.	30.48	30.44	30.460	46	42	44	—	—
5	S.	30.28	29.70	29.990	47	39	43	—	0.29
6	W. to S. by E.	29.75	29.58	29.665	47	33	40	—	0.18
7	W.N.W. to W. b. S.	29.76	29.67	29.715	45	33	39	0.09	—
8	W. b. S. to N. W.	29.79	29.68	29.735	44	32	38	—	0.36
9	S.	29.81	29.63	29.720	50	36	43	—	0.24
10	N. b. W. to S.S.W.	29.76	29.48	29.6.0	50	38	44	—	0.24
11	W.	29.63	29.47	29.550	44	35	39.5	—	0.09
12	S. to W.S.W.	29.54	28.98	29.260	52	40	46	—	0.44
13	W. to W.N.W.	29.46	29.20	29.330	47	33	40	0.11	—
14	W.N.W. to S.	29.54	29.22	29.380	50	43	46.5	—	0.75
15	W.	29.38	29.10	29.240	46	34	40	—	—
16	W.	29.70	29.57	29.635	48	41	44.5	—	—
17	W. by S.	29.50	29.48	29.490	53	37	45	—	0.15
18	N.N.W. to N.E.	29.86	29.44	29.650	48	34	41	—	—
19	N.	30.40	30.30	30.350	39	29	34	—	—
20	N.	30.61	30.57	30.590	39	24	31.5	0.06	—
21	N. by E. to E. by N.	30.47	30.27	30.370	35	22	28.5	—	—
22	E. by N. to N.W.	30.30	30.17	30.235	34	24	29	—	—
23	S.E. to W. by S.	30.20	30.02	30.110	46	42	44	—	0.06
24	W. by S.	29.92	29.80	29.860	51	36	43.5	0.04	0.02
		30.76	28.98	30.005	53	22	40.5	0.40	2.95

N.B. The observations in each line of this Table are for a period of 24 hours, beginning at 9 A.M.

RESULTS.

Inches.

BAROMETER { Maximum.. 30.76 Dec. 1st, Wind N.E.
 { Minimum.. 28.98 — 12th Ditto W.S.W.
 Mean barometrical pressure 30.005

THERMOMETER { Maximum.. 53° Dec. 17th, Ditto W. by S.
 { Minimum.. 22 — 22d Ditto E. by N.
 Mean temperature 40.5

Evaporation during the period 0.40 inches.

Rain Ditto Ditto 2.95 Ditto

Winds variable, but for the most part Westerly.

REMARKS ON THE WEATHER.

NOVEMBER 26. A wet morning, and a thick mist, from 1 till 3 P.M. fine; the sky overcast the remainder of the day and night.—27 A thick fog, with a disagreeable smell, till noon: the afternoon and night as the preceding, with a hollow wind from the South.—28. Overcast: at 5 P.M. misty, and at 8 foggy, with light airs.—29. Overcast and foggy: at 10 A.M. the clouds dispersed with a brisk wind, and the day was fine and clear: at 11 P.M. a lunar corona, with *cirri*, or light lofty clouds.—30. Hoar-frost, and a *stratus*, or level mist, at Spithead; also two *strata* of clouds: at Sun-set the Western sky exhibited the prismatic colours: at 8 P.M. a lunar halo of large diameter, and a corona within: the night cloudy.

DECEMBER 1. Overcast, early, and a brisk wind, afterwards a fine day, with some intervening clouds: misty after Sun-set: at 8 P.M. a lunar corona; the mercury in the barometer last evening and this morning, was higher than it has been observed here for some years past.—2. Overcast, as yesterday morning, and a *stratus* on the harbour: P.M. fine, some low clouds insolated with the upper *stratum*: at 6, completely overcast.—3. Foggy and serene, the Sun's disc remarkably red between two dense clouds in the horizon: fine from 10 till 11 A.M.; the remainder of the day and night overcast.—4. Overcast, and rather misty: at the time of the greatest obscuration of the lunar eclipse, the sky was overcast, and it was observed to be very dark here: the *Maximum* of temperature at midnight.—5. Morning as yesterday, with a strong breeze from S.: at 2 P.M. a gale from the same quarter, with low dense clouds, followed by transient showers, then heavy rain, and a rapid fall of the mercury in the barometer: at 10, the gale, which has stript the neighbouring trees of their deadly foliage, subsided, and the night was fine.—6. A clear sky, with some intervening clouds, till 3 P.M.: at 5, a hollow wind, with a few drops, and occasional showers in the night.—7. A slight hoar-frost, and a *stratus* near: the day fine and clear: at 9 P.M. a compact lunar corona, and a *stratus*: the Max. of temp. occurred in the nights of the 5th, 6th, and 7th.—8. Heavy rain early: at 8 A.M. misty, then cloudy, and at 11 a smart shower: P.M. fine, with some plumous, flexuous, and horizontal clouds: the evening hazy, and a lunar halo of very large diameter.—9. A wet morning, with a strong breeze from S.: P.M. cloudy: rain with squalls during the night.—10. A gray morning, and a *stratus* at Spithead: the afternoon and the night as the preceding: Max. of temp. in the night.—11. Showers early, with a brisk wind: at 11 A.M. a very turbid sky; and at 2 P.M. a smart shower of hail and rain. when the *Minimum* of temp. for the day and night occurred: the clouds passed away at Sun-set, and the night was fine.—12. A rainy and misty morning: at noon a strong breeze from the S. which afterwards increased to a gale from S.W. with showers of rain, and a rapid fall of the mercury in the barometer: some flashes of lightning, with distant thunder, in the evening, and a very tempestuous night, when the Max. of temp. again occurred.—13. Morning squally: at 9 A.M. the wind died away, and the day and night were fair and serene.—14. A light shower, early, and rather misty, then fine: at 3 P.M. a little rain, then overcast; and at 6, heavy rain, with a strong gale from the South: the night was very stormy, and the Max. of temp. at midnight.—15. Lightning from the West about 4 A.M. the gale continued till 9: the day and night were fine. Several wherries were broken to pieces in the harbour; the roofs of houses damaged, and walls blown down here, by the violence

of the wind.—16. A slight hoar-frost, and some clouds: the day as the preceding, the night cloudy and hazy: Max. of temp. early in the morning.—17. A wet morning, with a moderate breeze from W.: at noon, the clouds dispersed, and the afternoon and night were fine.—18. Cloudy, and a *stratus* at Spithead: a fine day after Sun-rise: the night cloudy at intervals, with a brisk wind.—19. A fine morning, and a keen northerly wind, which, at 10 A.M., increased to a gale: the Western sky very red after Sun-set, and the barometer fast rising.—20. Hoar-frost, with ice, and a *stratus*, on the harbour: a blush on the twilight this and the preceding evening: at 6 P.M. the *Via Lactea*, or Milky Way, very bright from E. to W. with telescopic stars; a fine clear day and night.—21. Fair and frosty, with a gentle breeze: P.M. Venus and the Moon together, the former very refulgent, and the non-illuminated part of the Moon's disc well defined at 5 with the naked eye.—22. As yesterday (the ground frozen very hard), and a *stratus* on the harbour: a fine day, with some low distant clouds: the Thermometer 10° below freezing point this morning.—23. Overcast and rather misty, with a fresh breeze: drizzling rain from 11 A.M. till 4 P.M.: the remainder of the day and night cloudy and overcast.—24. Overcast, and a strong breeze from S. by W.: small rain at 8 P.M.: the night squally.

ERRATUM.

For 2·20 inches of rain, in our last Meteorological Table, read 3 22.

Promotions and Appointments.
Memorandums.

Mr. Hawkes, builder at Halifax dock-yard in Nova Scotia, to be assistant to the builder of H.M. dock-yard at Deptford.

Mr. Johns, foreman of the new works at Deptford-yard, to be master-builder of H.M. dock-yard at Halifax.

Mr. Alexander Lumsdale, to be assistant to the master-attendant of Plymouth dock-yard.

Mr. John Gill to be foreman of the new works at Deptford, *vice* Johns.

Chaplains appointed.

Rev. J. Trevanon, to be chaplain of H.M.S. the Albion; Rev. J. W. Roberts, to the Meander; Dr. Bellamy, to the Egeria.

Captains, &c. appointed.

Captain Tancock, to the Iphigenia; J. Reynolds, to the Conway; James Athol Murray, to the rank of post captain, and to the Spey; J. B. Curran, is promoted to the rank of post captain; John Davie, to the Conqueror, the flag-ship of Rear-admiral Plumpin.

Lieutenants, &c. appointed.

Lieutenant Thomas Lepion, to command the Lapwing revenue cruizer; A. McLean, to the Leander; J. W. Cairnes, to the Conqueror; W. D. Evance, to ditto; Charles Basden, to the Spey, at the Cape of Good Hope; Frederick Rogers, to the Impregnable.

Messrs. Archibald Grant and Thomas Seymour are promoted to the rank of Lieutenants.

Mr. Foster, mid-shipman of H.M.S. Severn, to be a lieutenant; Lieutenant Charles Morton, to the Akbar.

W. T. Carrol, boatswain of the *Caledonia*, to be master of the diving bell at Plymouth.

Mr. Pownall, late naval officer at Gibraltar, to be clerk of the survey at Woolwich Yard, *vice* Wilmot, deceased.

BIRTH.

November 30, at Sir Robert Barlow's, H.M. dock-yard, Chatham, the Viscountess Torrington, of a son.

DEATHS.

Lately, John Cullum, Esq. surgeon, R.N. Date of appointment, 8th May, 1797.

Lately, at Cockermouth, Captain Kilner, R.N. Date of commission, 13th April, 1796.

Lately, at her house, in Chapel-street, South Audley-street, Mrs. Gibbs, daughter of the late Sir William Rowley, K.B. Admiral of the Fleet, of Tendering Hall, Suffolk.

Lately, at Stoke, near Plymouth, Captain William Knight, R.N. aged 40 years. Date of commission, 22d January, 1806.

On the 15th October, at Antigua, of the yellow fever, Lieutenant Shortland, of H.M.S. *Tigris*, son of the late Captain John Shortland, R.N. Date of commission 3d February, 1812.

On the 10th of November, at Yarmouth, the wife of Edward Bromley, Esq. surgeon, R.N.

On the 24th of November, at Edinburgh, Lieutenant George Forbes, R.N. Date of commission, 15th October, 1793.

On the 25th of November, at Bath, Major-general Thomas Nepean, of the royal engineers, brother of Sir Evan Nepean, late Secretary of the Admiralty.

On the 28th of November, at Derlangon, county of Meath, Captain R. H. Battersby, R.N.

On the 29th of November, at Frome, of a paralytic affection, Captain Henry Boys, R.N. leaving a widow and five children to lament his loss. Date of commission, 26th November, 1811.

On the 3d of December, Benjamin Wilmot, Esq. clerk of the survey of H.M. dock-yard at Deptford, and brother of Captain David Wilmot, of H.M.S. *Alliance*, who fell at the siege of Acre.

On the 5th of December, Lieutenant R. H. Storcks, R.N. aged 35 years, Date of commission, 20th May, 1812.

On the 12th of December, at Bath, Captain C. Paul, R.N. aged 71, years. His death was instantaneous. He was walking through Alfred-street, when he was seized with an apoplectic fit and expired. Date of commission, 11th Nov. 1794.

On the 12th of December, suddenly, Mr. Walter Gray, assistant-surgeon of H.M.S. *Queen Charlotte*. Date of appointment, 22d April, 1812.

On the 21st of December, at Grove-place, near Southampton, Mrs. Stocker, widow of Captain Stocker, R.N. late of Southampton.

ERRATA.

In Sor's letter, page 394, line 1, for "observed the lunar eclipse," read "observed the solar eclipse."

Page 439, the promotion of Captains Fowler and Sir James Gordon, as there stated, is erroneous, both those gentlemen being post captains of several years standing. Captain Davy is appointed to the *Conqueror*.

INDEX

TO

THE THIRTY-SIXTH VOLUME.

A.

ACTIONS.—Between the English and French fleets under Admiral Byron and Count D'Estaing, 356 (*note*). Of the 12th of April, 1782, between Rodney and De Grasse, 357 (*note*). Between the Proserpine and two French frigates, the Penelope and Pauline, 405.

Algerine atrocity, 26.

Algier, brief account of the several expeditions against, 143. Plan and description of, 229. 312. 401. Thoughts relative to an expedition against (*reprint*) 239. Minutes of the battle at, from the log of the Leander, 287. Other accounts, 289. 291. Comparative loss in the battle at, with that of former ones during the two last wars, 292. Behaviour of the French and English at, in 1683 and 1816, contrasted, 373. Accounts of the battle at, from minutes taken on board the Impregnable and Superb, 397. 399. Articles of the Treaty with the Dey for the abolition of Christian Slavery, 260.

ANECDOTES and SELECTIONS, 21. 113. 203. 227. 369. 453.

Anti-piracy, meeting of Knights, by invitation of Sir Sidney Smith, President of the Anti-Pirate Institution, 207. 293.

Aquatic Animal, 461.

— Postman, *ib.*

B.

Bani, description of the, 151.

Barbary Powers, on the first treaty with them by Lord Exmouth, 21.

Boulogne, hydrographical particulars of, 498,

Bridge, wire one, at the falls of Schuylkill, in Pennsylvania, 459.

Bridgewater, short account of, 138.

Brisbane, Captain, and the Dey of Algier, conversation between, 287.

Bristol Channel, chart and description of, 137.

—, City, account of, 138.

Britain, general notice of its coast, 499.

Buonaparte, interview between, and a British naval officer, 209.

C.

Caermarthen Bay, account of, 140.

CAMPBELL, the late Captain ROBERT, Memoir of, 441. Birth place and family, *ib.* Enters the Navy at an early age, under the patronage of Admiral Campbell, 442. Promoted to the rank of Lieutenant in the Spanish Armament in 1790, *ib.* Serves as junior Lieutenant in the *Illustrious*, *ib.* His arduous services in the battle between the British fleet under Admiral Hotham, and the Toulon fleet, 443. Destruction of the *Illustrious*, *ib.* Court Martial on the conduct of the Captain and ship's company, 444. Joins his former Captain in the *Blenheim*, as first Lieutenant, *ib.* His Services in the Blockade of Toulon, under Sir John Jervis, (now Earl St. Vincent), *ib.* Evacuation of Corsica by the English, *ib.* His activity on the occasion, 445. Proceedings previous to the action of the 14th February, with the Spanish fleet, 446. Minutes of the battle, *ib.* Promoted to the rank of commander in consequence, 448. Returns to England, *ib.* Appointed flag-captain by solicitation of

- Admiral Frederick, 449. Sails for Lisbon, and removes from the *Flora* with the Admiral into the *Blenheim*, *ib.* Proceeds to the blockade of Cadiz, *ib.* Exception of his ship's company, in the mutinous disposition of the seamen in 1797, 450. Differs with his friend the Admiral and appointed to the *Hector*, *ib.* Removed to the *Ville de Paris*, as supernumerary captain, *ib.* Appointed to the *Santa Teresa* frigate, *ib.* Attached to a squadron under Captain Markham, *ib.* Retires on the accession of Peace, 451. Marries the daughter of Admiral Edgar, *ib.* Appointed to the *Tremendous* in 1810, *ib.* Commands a squadron, and obtains the surrender of Naples and the fleet for the legitimate sovereign, *ib.* Returns to England, *ib.* Arrives in London, and dies, *ib.* Character, *ib.* Heraldry, 452.
- Capture of the *Proserpine*, narrative of the, 405.
- Capellan, Admiral, his account of the attack at Algier, 309.
- Carrots, method of preserving, 377.
- Castlereagh, Lord, anecdote of, 374.
- Conflagration, general, foretold, 25.
- Cook, Capt. anecdote of, 456.
- Cooper, Mr. singular preservation of, 113.
- Copenhagen, plan and description of, 72.
- CORRESPONDENCE, 27. 125. 212. 295. 377. 462.
- Croker, Walter, Esq. his Letter on the Slavery of Christians at Algier, 148.
- Crown of Thorns, 451.
- D.
- Dekkan, province of India, account of the, 481.
- Dey of Algier and Captain Brisbane, conversation between the, 237.
- Diving bell employed for various purposes at Plymouth, 21. 115. 368.
- Documentary Series annexed to the Report of the President of the Union of the Members of all the Orders of Knighthood in Europe, assembled at Vienna.—No. XI. Circular to the Subscribers to the Charitable Fund for the Abolition of the White Slavery in Africa, 49. Note from Viscount Castlereagh to Prince Talleyrand, 55. Note from Prince Talleyrand to Viscount Castlereagh, 56. Note from Viscount Castlereagh to Prince Talleyrand, *ib.* No. XII. Authentic account of sundry piratical enormities committed in the early part of the year 1815, 115. No. XIII. Letter to a Member of Parliament, on the Slavery of the Christians at Algier, by Walter Croker, Esq. 148. Translation of No. IX. 317.
- Dover, View of the Strait of, 497. Particulars of, 499.
- , account of, 500.
- Dry rot, cure of by sinking the ship, 373.
- Duuster, brief account of, 138.
- Dutch Tariff, 370.
- E.
- Earthquake in the North of Scotland, 144.
- Eclipse of the moon, 4th December, 1816, particulars of the, extracted from the *Nautical Almanack*, 407.
- of the sun, in 1715, particulars of the, 407.
- Eclipses, observations on, 457.
- Ekins, Captain of the *Superb*, presentation of a gold snuff-box to him, by the junior officers of the ship, 368.
- Etaples, hydrographical particulars of, 498.
- Exmouth Haven, five large buoys placed at, 293.
- Egypt, account of the landing the British troops in on the 8th March, 1801, 486.
- F.
- Falmouth harbour, sailing instructions for, 323.
- Faro Sound, hydrographical remarks for, 413.
- Firebrand, American ship, capture of by a Spanish squadron, 436.
- Fisher, Mr. his diving-bell tried at Plymouth, 24. A mass of rock raised by it, 114.
- Formosa, hydrographical account, 246.
- Forts of Algier, description of the, 403.
- France, directions for sailing on the coast of in the Channel, 497.
- G.
- Genoa, description of, 46.
- Gibson, Thomas Benjamin, cruel treatment of by his master, John Stavers, 433.
- Grelets bank, its site, 425.
- Gurnsey Isle, chart and description of, 329.
- Gunpowder, Walker's copper barrels for the preservation of, 70. 161.
- H.
- Halifax, brief account of the fire at, 512.
- Halley, Dr. his account of the total eclipse of the sun in the year 1715, 408.
- Haigemeister, Captain, his voyage to the Aleutian Islands, and north-west coast of America, 376.
- Hano, island of, directions for anchoring at, 410.

Harpooner, loss of the, 482.
 Health of the Navy, 207.
 Helier, St. brief account of, 425.
 Hero, launch of the, at Deptford, 208.
 HYDROGRAPHY. Europe. Revenue of the Trinity House corporation of Deptford Strond, for the year 1815, 57. Expenditure of the same, 58. Account of the number of Almshouses provided by the corporation, *ib.* Number of persons receiving pensions, 59. Monies expended out of Surplus Revenue in the improvement of Lights, &c. *ib.* Comparative statement of expense in the use of Argand lamps, and coal fires, 60. List of Appointments, 61. Disposal of balances, &c. *ib.* Additions made to pension list, 62. Account of income from duties of Lights, Buoys, &c. *ib.*
 ASIA. Memoir on the Geography of the coast of China, 68. 153. 241. Macao, Sanshan, 155. Pedra-branca, 156. Korea, 158. Shantory, *ib.* Quelpaert, *ib.* Japan, 152. Firando, 159. Nangasaki, *ib.* Meaxina, *ib.* Formosa, 246. 160. Botel Tobago Xima, 160. Ponghou islands, 160. 241. Lequios, 241. Bashee islands, 243. Cambrian Reef, 246. Africa. Barbary coast, 247. America. Strait of Florida, 248. Note to Hydrographer, justifying the Hydrographer at the Admiralty in respect to the due discharge of his official duties, 321. Admiralty circular, No. 1. to Captains, &c. requiring them to promote the acquisition of Hydrographical knowledge, 321. No. 2, calling the attention of Naval commanders to the prevention of accidents, by running ships ashore, 322. No. 3, forbidding them to go through the Needles during night, 323. No. 4, Falmouth harbour, sailing instructions, *ib.* No. 5, Anchorage and Watering place off Dar's head, 327. No. 6, Trindelen Shoal, *ib.* No. 7, Fladden Shoal, 328. Kongshamn, or Salo Sound, 409. Ilano, 410. Matvik, 411, 412. Faro Sound, 413. Slito, 414. Ostergarn, 415. Lingarn, Nygarn, and Sandvik, *ib.* Wormso, 416. Europe. Britain. Frith of Clyde. Spurn, 489. Gunfleet, Liverpool, Azores, 490. Asia. Shoal off N. E. coast of Sumatra, Shoal to the eastward of Dampier's Strait, 491. America. New Providence, 492. Passage of the Gulph of Florida, 493. Old Straits, 495.

I.

IMPERIAL PARLIAMENT. House of Commons—Royal Naval Asylum, 77.— House of Lords—Prorogation of Parliament, 78.
 Impregnable, state of the, after the battle at Algier, 397. Her minutes of the action, 398.
 Jersey Isle, chart and description of, 425.
 Ilfracombe, short account of, 137.
 Inverness, destructive effects of an earthquake at, 144.
 Ipswich Humane Society, their Directions for the Recovery of Persons apparently dead, from drowning, hanging, &c. 133.

K.

Keppel, Admiral, anecdote of, 117.
 Kongshamn, description of the harbour of, 409.
 Kidwelly, brief notice of, 140.

L.

Lancaster and Portland, two frigates ordered to be laid down on a large scale at Plymouth Dock, 24.
 Lazaroff, Capt. his voyage of discovery to the North Pacific Ocean, 23.
 Letter to the Editor from B—r, in reply to H. C. Observations on the Memoir of the late Mr. Budge, 27.
 ——— to the same from *Mentor*, on the necessity of reform in certain branches of the Naval System, 33.
 ——— to the same from Nestor, relative to the present mode of payment in the Navy, 33.
 ——— to the same from Alfred, on the recent improvements in Naval regulations and allowances, 35.
 ——— to the same from Navalis, on the Neglect of the Navy, 37.
 ——— to the same from A Seaman on the inefficiency of our Superior Class Frigates, 37.
 ———, extract of, from an officer at St. Helena, 33.
 ——— to the Editor from Mr. John Bayley, transmitting copy of an Inscription to the memory of the late Captain Beaver, of his Majesty's ship *Nisus*, at the Cape of Good Hope, 42.
 ——— to the same from Albion, on the necessity of keeping up an efficient Navy, 42.

- Letter to the Editor, from A Friend to Naval Merit, recommending to the notice of government the state of old commanders and lieutenants, 125.
- to the same from A Subscriber, reprobating the insertion of *Palinurus's* Letter in March last, 127.
- to the same from J. H. communicating an interesting Extract from the *Journal of the Hon. E. I. C.'s* ship *Chambers*, Captain South, 129.
- to the same from T. H. transmitting "General Directions, recommended by the Ipswich Humane Society, for the Recovery of Persons apparently Dead, from Drowning, Hanging, Intoxication, Intense Cold, &c. by Dr. Williams, 133.
- to the same from N. T. S. on the mode of punishment in the Navy, 213.
- to the same from Trafalgar on Naval promotion, 213.
- to the same from Albion on the subject of Impressment, 214.
- to the same from Veritas on the inequality of pay between the Navy and Army officers, 216.
- to the same from Alfred, on the building of our ships, &c. 217.
- to the same from Navigator respecting the *Mediterranean Pass*, 218.
- to the same from Veritas, on Corporal Punishments, 218.
- to the same from Mentor, on Naval Discipline, and Impressment, 219.
- to the same, from *Navalis*, on superfluous Iron Work on board ships, and deficiency of Medical aid in the Navy, 220.
- to the same from *Ioannes*, on the epitaph to Captain Wright's monument, 221.
- to the same from *Viator*, on the inconvenience of sending baggage to the Custom-house at London for examination, 222.
- to the same from An Officer of the *Leander*, on the strength and efficacy of our fifty-gun frigates, 225.
- to the same, from *Neptunus*, on the Expediency of reporting the progress of our ship building in the King's Dock-yards, 227.
- to the same, from *Gracchus*, on the communication of Naval Biography, 226.
- to the same, from *Nestor*, on Naval Discipline, 229.
- to the same, from *Nestor*, on our trade in the Mediterranean, 301.
- to the same from *Victor*, on the success of the Expedition against Algier, under Lord Exmouth, 303.
- Letter to the same from Albion, on the victory at Algier, and proposing the abolition of Impressment, 305.
- to the same from An Enemy to Slavery, on the state of Algier, subsequent to the Victory, and probability of a renewal of the piratical system, 307.
- to the same, from G. T. T. on the bravery of the Algerines, in the late contest, and exactions of the Dey, 309.
- to the same, from T. C. P. on the construction of our frigates, 377.
- to the same, from Alfred, on Impressment, and a fixed System of command, 384.
- to the same, from *Gracchus*, on Naval Biography, 385.
- to the same, from Y. suggesting a delivery of Medals to those officers and men who served in the late expedition against Algier, 386.
- to the same from *Mentor*, on Naval Punishment, 387.
- to the same, from *Oceanus*, in reply to An Officer of the *Leander*, 389.
- to the same, from Albion, on the danger of employing ships' long boats in carrying sugar from distant estates in the West Indies, 390.
- to the same, from A Friend to Naval Merit, on an Extension of the Retired List, 390.
- to the same, from *Nestor*, on the Duty of Naval Members of Parliament, 392.
- to the same, from *Sol*, on the inaccuracy of the Nautical Almanack, 394.
- to the same, from *Scriblerus*, recommending publication of the Memoir of Captain Wright, in the form of a pamphlet, 395.
- to the same, from S. on the late Eclipse of the Sun, 396.
- to the same, from *Thessaly*, stating the first instance of breaking the line in Naval action, 462.
- to the same, from *Quaestor*, on the introduction of corporeal punishment in the Commercial Marine, *ib.*
- to the same, from *Thessaly*, inclosing Extract of Letter from Sir Charles Douglas to the Russian Admiral Grey, giving an account of the battle of the 12th April, 1782, 464.
- to the same, from *Candidus*, as-

- serting the late Lord Nelson no Martinet or strict Disciplinarian, 463.
- Letter to the same, from Nestor, on Naval Punishments, 469.
- to the same, from Albion, on the necessity of watching the growth of the American Navy, 470.
- to the same, from Triton, on the recent regulation in the issue of Naval pay, 472.
- to the same, from Occasional, correcting error in our memoir of Sir David Milne, and including an official account of the late promotions of officers who served in the expedition against Algier, 474.
- to the same from Neptunus, expressing his hope of a history of naval events in continuation of Major Beatson's, to the close of the American war, 475.
- to the same, from Orion, on the present state of our seamen and navy, 476.
- to the Hydrographer, from Navigator, on the hydrography of the Barbary shores being so inaccurately known, 247.
- to the same, from An Observer, on the dangers of the Florida Strait, 248.
- to the same, from a Correspondent, defending the conduct of the present Hydrographer at the Admiralty, 321.
- Linen, washing of by steam, 24.
- Lundy, isle of, account of, 140.

M.

- Marine, instance of dying heroism in a, 406 (note).
- MARINE LAW.
- Court Martial on Captain, officers, and crew, for the loss of the Phoenix, 77.
- For running on shore H.M.S. Liverpool, 169. Robert Smith and Charles Furney, for the murder of Captain Johnson, 430. John Stavers, for different assaults on Thomas Benjamin Gibson, 433. Captain, officers, and crew of the Comus, for the loss of that ship, 511.
- Masters in the Royal Navy, order relative to, 460.
- Matvik Harbour, directions for the entrance of, 412.
- METEOROLOGICAL REGISTER. 88. 175. 261. 348. 437. 515.
- Milford Haven, account of, 140.

MILNE, SIR DAVID. Memoir of, 353. Place and period of his birth, 354. Serves in the Canada, during the American war, as Midshipman and Master's Mate, *ib.* In the action between Admiral Byron and Count D'Estaing, 355. Particulars of the Action, (Note) *ib.* Action of the 12th April, 1782, in which also he was present, described (Note) 357. Distinguished conduct of the Canada in that action, 359. The Ville de Paris conquered by the Canada 360. Made master's-mate on the successful event of the battle, *ib.* Returns to England in the Canada, *ib.* On the accession of Peace enters the service of the East India Company, *ib.* Re-enters the Royal Navy, on the breaking-out of the Revolutionary war with France, *ib.* Incidental remarks on that memorable Revolution, 361. Sails to the West Indies under Sir John Jervis, (now Earl St. Vincent), 363. Promoted by him to the rank of Lieutenant, *ib.* Serves in the *Blanche* frigate, in her action with *Le Pique*, *ib.* Advanced in consequence to the rank of Commander, *ib.* Obtains post rank soon after, *ib.* Takes an active part in the night surprise of the Saints Islands, *ib.* Appointed acting captain of the *Alarm* frigate, and sinks the French corvette *Liberté*, *ib.* In command of the *Pique* captures the *Lacedemonian*, French brig, and assists at the capture of *Demarara*, *ib.* Appointed to *La Seine* frigate, and ordered to escort a convoy for the West Indies, and coast of Africa, *ib.* His arduous contest with the *Vengner* French frigate, *ib.* Gazette Letters of that action and capture, (Note) 364. Returns to England, and ordered to cruize off the coast of France, 365. In company with the *Jason*, engages two French frigates, *ib.* The ship strikes aground, and fired by the crew, 366. Appointed to another ship named after the former, *La Seine*, *ib.* Loses her on the coast of Holland, *ib.* Employed as commander of the *Sea Fencibles* in the Firth of Forth, *ib.* On the discontinuance of that force, applies for a line-of battle ship, *ib.* Commands the *Bulwark*, on the American station, and serves at the capture of *Custin*, *ib.* Appointed to command the *Marlborough*, *ib.* Made rear-admiral of the *Blue*, and returns to England, *ib.* Appointed to the *Command* on the Halifax station, hoists his flag in the *Leander*, *ib.* Solicits leave to join

the expedition against Algier, *ib.* His gallant conduct there in the Impregnable, 367. Returns to England and receives the honour of knighthood, and made K. C. B. *ib.* Account of his family, *ib.*
 Minehead, marine account of, 138.
 Ministerial Economy, 26.
 Monument, National, Model for, 453.

N.

NAVAL LITERATURE. Remains of John Tweddell, &c. 65. Walker's Patent Copper Barrels, for the Preservation of Gunpowder, 70. 161. Horsburgh's India Directory, 250. Campbell's Voyage round the World, 335. Peter Wilkins, 338. 418. 501.

— HISTORY OF THE PRESENT YEAR, 31. 169. 253. 345. 435. 512.

— POETRY. Black Eyes *v.* Blue Eyes, 76. The Season, *ib.* Epigram on a French Gun, 77. Reason for Seven Lords at the Admiralty, *ib.* On the loss of the Minotaur, 167. Ode to Peace, 251. Algier, 343. On Lord Exmouth's Destruction of the Algerine Fleet, 427. The Turbot, a Tale, 428. Lines to the Memory of Lord Nelson, 505. Algier, 503. The Wedding-day, 509. Extract from the Crescent, a National Poem, 510.

Nautical speed, extraordinary instance of, 116.

New Orleans, inundation at, 114.

Newport, on the Usk, account of, 139.

O.

Oil, Whale, method of purifying it, 376.

Ostergarn, hydrographical particulars of, 415.

Otter, young one, taken by Mr. Wane, grocer, of Penzance, 115.

P.

Panwell River, in the Dekkan, India, 481.

Parapontic Chair, invented by Mr. Schmidt, 267.

Parquette Rock, view and description of the, 212.

Parrot River, account of, 138.

Pay, augmentation of, to Naval Officers, 312.

Pembroke, marine account of, 140.

PHILOSOPHICAL PAPERS, 43.

Pig, in distress, 374.

Pill, marine account of, 139.

Pitt, Mr. and the Duke of Newcastle, 456.

Porlock, marine account of, 137.

Port Royal, Jamaica, view and description of, 45.

Proserpine, view of her position previous to her capture, 405.

Pedra Branca, account of the, 156.

Q.

Quelpaert, geographical site of, 158.

R.

Red Flag, never captured, 459.

Resistance, large frigate, hauled up near Mutton Cove, 24.

Richelieu, Duke de, extract of despatch from the French Consul at Palermo, to the, 169. From the Governor of Corsica to, *ib.*

Rivers, singular methods of crossing them, 117.

Rochester, fragment on the late unfortunate accident at, 368.

Royal Danish yacht, taken at the battle of Copenhagen, now employed as a collier from Newcastle to Plymouth, 24.

S.

Sand-bank, new one, formed in St. George's Channel, 203.

Seas, level of, 209.

Semaphore, invented by Sir H. Popham, worked for the first time on the 3d of July, 1816, 115.

Sepulture, in France, decree of Buona-partre respecting, 122.

Severn, account of the, 139.

Ships, new method of preserving, 26.

—, sale of, 80. 210.

—, list of, composing the fleet under the command of Lord Exmouth, in the expedition against Algier, 84.

SHIPWRECKS. Meduse, 223. Harpooner transport, 482.

Slavery, White, subscription for the abolition of, solicited, 118.

Smyrna, Governor of, beheaded, 375.

Sovereign of the Sea, an extraordinary ship, built in 1637, account of the, 206.

South, Captain Thomas, extract from his Journal, in a voyage from Amoy, in China, 129.

STATE PAPERS. Continuation of the Documentary Series of Reports made by the President of the Union of the Knights of Chivalry at Vienna, No. XI. 49. XII. 145. XIII. 233. XIV. 234. XV. 236. Translation of No. IX. 317. St. John's Road, hydrographical particulars of, 498.
 Sun, volcanoes in the, 43.
 ———, spots in the, 349.
 Swansea Bay, brief notice of, 139.
 ——— Town, account of, 140.

T.

Tariff, Dutch, 370.
 Tower of the Temple, view and description of, 316.
 Trade to North America, deputation to the Admiralty on the, 25.
 Trafalgar, battle of, 372.

U.

Usk River, brief notice of, 139.

W.

Wachet, brief account of, 138.
 Warden, Dr. his conversation with Buonaparte respecting the death of Captain Wright, 457.
 Whale oil, or water, method of purifying it, 376.
 White, Mr. as a catholic, ineligible to promotion, 22.
 Wilkins, Bishop, biographical notice of, 504.
 WRIGHT, Captain JOHN WESLEY. *Adendum* to Memoir, 1. Original Letter of General Julien, 2. Sent by him to Paris, 3. Committed to the Temple, *ib.* Brought before Judge Thuriot, *ib.* Interrogated by the Judge, *ib.* Visited by General Savary, 6. Again conducted before Judge Thuriot, 7. Receives another visit from Savary, 8. Summoned to appear as evidence against the conspirators, 11. Forced into court, 12. His behaviour in court, 14. His conversation with Colonel Curts, 17. Conclusion of his narrative, 20. Reflections on it by the Editor, 39. Copy of the *Procès-verbal* held on his being found dead, 94. Extract from the Register of Commitments, 97. Certificate of his burial, 98. Testimony concerning his death in a letter to Sir

Sidney Smith, signed B., 99. Two other Letters from Sir Sidney's correspondent, relating conversations on the subject with Pinault, and Fauconnier, 101—103. M. Poupart's letter to Sir Sidney Smith, on the subject of his death, 104. Supplementary letter from the same, 106. Letter to Sir S. Smith signed D., containing minutes of a conversation with Savard on the same subject, 107. From the same relating conversation with Christopher Barrault, 109. Testimony of the same delivered in the presence of Sir Sidney Smith, 111. Letter signed D., informing Sir S. Smith that the residence of the Abbé Allary had been found, 112. Letter from the same to Sir Sidney Smith relating another conversation with Christopher Barot, on the subject of enquiry, 178. From the same relating conversation with the Abbé Picot, on the same subject, 179. From the same, containing memoranda of conversations with M. Dusser, and Victor Huré, 131. Victor Huré's declaration to Sir Sidney Smith, 182. Savard's declaration to the same, 183. Fauconnier's Letter to Sir Sidney, which he terms Impartial Remarks on the Suicide of Captain Wright, 183. Introductory letter from the Chevalier De Mésuré to Sir Sidney Smith prefacing his Memoranda respecting Captain Wright, 190. Memoranda, 191. The Abbé Allary's letter to Sir Sidney Smith, relative to his death, 265. Comments on the evidence by the Editor, 270. Character of Buonaparte by the Hydrographer, N. C. (*Note.*) 284.

Wright, Captain, monument to, view and description of, 126.
 ———, account of his burying-place, 121.
 ———, his death the result of suicide, asserted by Buonaparte, 457.
 Wye, river, account of the, 139.

X.

Xerxes, his first grand breach of the Persian empire preceded by a total eclipse of the sun, 457.

Y.

Yeo, Sir Lucas, an account of his cruise off the coast of Africa, 346.

GAZETTE LETTERS.

EXMOUTH, 257, 258, 259. 260. 347.

M'Douell, H. 347

PROMOTIONS AND APPOINTMENTS.

- A**CTHISON, Lieut. E. 439
 Allen, Mr. J. 439
 Anderson, Lieut. H. 85
 Anderson, Lieut. J. 263
 Andrews, Mr. J. 439
 Anandale, A. 263
 Anthony, Lieut. M. 85. 439
 Armstrong, J. 439
 Avery, Lieut. J. 85. 439
 Antram, Lieut. C. A. 85
 Aylmer, Hon. F. W. 263
 Babington, Lieut. J. B. 351
 Baird, Lieut. W. 439
 Barber, Lieut. J. 439
 Barclay, Lieut. J. 351
 Barrs, Lieut. F. 439
 Basden, C. 517
 Baynes, R. L. 440
 Beag, W. 263. 352
 Bellamy, G. 440
 Bentham, Capt. G. 173. 263
 ———, Capt. S. 351
 ———, C. 440
 Bentley, Mr. J. P. 263
 Binstead, C. H. 85
 Blackwood, Lieut. P. 85
 Blake, Lieut. W. 85. 439
 Boger, Capt. E. 84. 351
 Botham, Mr. J. 85
 Bouvens, Lieut. C. 85
 Boyle, J. P. 263
 Brace, Capt. E. 84
 ———, Lieut. J. 85
 ———, Lieut. F. 263
 ———, Lieut. F. 173
 Branch, Capt. A. B. 351
 Brand, C. 173
 Branford, Lieut. J. 173. 263
 Breconer, Lieut. G. 85
 ———, Lieut. C. 439
 Brett, Lieut. H. 85
 Brewer, Capt. J. T. 84
 Bridge, Capt. J. 351
 Brice, R. 263
 Brisbane, J. Esq. 34. 351
 Brown, R. 85
 Browne, E. 352
 Brunton, Lieut. G. 85
 Bruce, W. 263
 Bryce, Mr. J. 85
 Buncle, Lieut. R. 439
 Burgess, Lieut. J. 75. 439
 Bury, Mr. C. 173
 Burton, Capt. C. T. 439
 ———, Capt. 351
 Caines, Lieut. J. 85
 Cairnes, J. W. 517
 Calderwood, J. D. 85
 Campbell, Capt. L. 351
 ———, Lieut. L. 263
 Cappellan, Vice-admiral,
 Baron Van de, 351
 Carey, T. 85
 Cargon, Capt. E. 173
 Carrol, W. T. 518
 Chamberlayne, R. 440
 Chapman, Lieut. N. 351
 Christian, Mr. R. 85
 Church, Lieut. H. 173
 Clarke, Rev. J. T. 85
 Clarkson, E. S. 263
 Claxton, Lieut. C. 85
 Cobb, T. 352
 Cochrane, Lieut. C. S. 439
 Coghlan, Lieut. T. J. 85
 ———, Lieut. F. R. 173.
 439
 Cole, Lieut. T. E. 351
 Colthurst, Lieut. N. 173
 Couch, Lieut. J. 173. 263
 Courtis, W. E. 352
 Creser, T. 263
 Crouch, Lieut. J. 439
 Crutehley, Lieut. J. 439
 Cubison, Mr. R. 439
 Cunningham, P. 173
 Curran, Capt. J. B. H. 263.
 351
 ———, J. B. 517
 Curzon, Capt. E. 263
 Cuthbert, Rev. G. 85
 Daly, R. 263
 Daniel, Lieut. W. 85
 Davie, J. 517
 Davis, Lieut. J. 85. 351. 439
 Deans, Lieut. R. 173. 263
 Delafosse, Lieut. E. H. 351
 Delmé, Lt. G. 173
 Dewar, A. 85
 Dickson, Lieut. D. J. 85
 Douglas, Mr. V. 439
 Drake, S. 440
 Droyer, Lieut. W. T. O. 173
 Duke, W. 440
 Duncan, C. Esq. 173
 Dwarries, E. T. 440
 Eastwood, Lieut. H. N. 85
 Edman, T. H. 440
 Ekins, Capt. C. 263
 Engledue, Mr. J. 351
 Eppes, Mr. 439
 Espic, R. 85
 Evance, W. D. 517
 Everard, Lieut. J. 439
 Exmouth, Lord, 263
 Fairburn, P. 440
 Fanshawe, Capt. R. 173
 ———, Capt. A. 263. 439
 Farley, Mr. W. 85. 439
 Findlay, D. 263. 352
 Fleming, Lieut. R. 85. 173.
 439
 Forbes, Capt. H. 351
 Foreman, Lieut. J. 173
 Foster, Mr. 518
 Fothergill, Mr. W. 351
 Fowke, R. 173
 Fowley, Capt. R. M. 439
 Frederick, C. 85
 Friscott, Lieut. R. S. 439
 Fulton, Mr. R. 85
 Geddes, J. 263
 Gilchrist, D. 173
 Gilbert, Lieut. E. W. 173
 Giles, Mr. J. 85
 Gill, John, Mr. 517
 Glasscock, Lieut. W. N. 439
 Goddens, G. H. 263
 Gooch, G. 85
 Goode, Capt. J. 263
 Gordon, Capt. Sir J. 439
 Grant, Archibald, 517
 Gray, W. 439
 Griffiths, G. 449
 Grimes, J. Esq. 85
 Gritton, W. 263
 Groebkes, E. 352
 Hales, Lieut. G. 439
 Hall, J. 85
 ———, Capt. R. 172
 ———, J. 440
 Hamby, Lieut. T. 85
 Hamilton, W. 352
 Handley, Lieut. W. 85
 Hanchett, Capt. 439
 Hankin, Mr. E. 439
 Hawes, Lieut. E. 439
 Hawkes, Mr. 517
 Hay, Lieut. R. 85
 Headley, W. D. 263
 Healey, Lieut. J. 439

INDEX.

- Henderson, A. 440
 ———, J. 263
 Herbert, Lieut. T. 439
 Higgs, Mr. 351
 Hill, J. 351
 Hillman, Lieut. E. 439
 Hogan, G. 85
 Holles, Capt. A. P. 263
 ———, Capt. A. P. 351
 Holman, Lieut. R. 439
 Hopkins, Lieut. G. 351
 Horn, Lieut. P. T. 351
 Howell, Lieut. J. B. 351
 Hubbard, Lieut. W. 173.
 263
 Hunter, Mr. 351
 Hutchinson, Dr. A. C. 439
 Inglis, Lieut. C. 85. 439
 Innes, Lieut. D. B. 439
 Jackson, Lieut. G. V. 173
 Jager, Lieut. T. 85
 Jago, Lieut. J. S. 439
 Jauncs, — 263
 Johns, Mr. 517
 Johnstone, Lieut. F. 85
 ———, Lieut. J. F. 173
 ———, Lieut. J. H. 173
 ———, Lieut. R. B. 173
 ———, Lieut. J. J. 263
 ———, Lieut. R. 450
 Kempthorne, Capt. W. 85.
 351
 King, Lieut. F. A. S. S. 439
 Kingdom, Lieut. J. 173. 263
 Kellet, Lieut. A. H. 85
 Knapp, S. W. R. 173
 Knight, Lieut. C. 173
 Lane, J. W. 352
 Langley, Lieut. S. 85
 Lawie, Capt. Sir T. 173
 Lawrence, Capt. D. 439
 Layaretto, E. 85
 Lazaretto, E. 351
 Leigh, Lieut. J. 439
 Lepion, Lieut. T. 517
 Leslie, Dr. 173
 Lewis, Lieut. F. 85
 ———, Mr. J. 439
 Leworthy, H. 352
 Lindsay, Lieut. G. 85
 ———, J. 440
 Linton, A. 439
 Little, Lieut. J. 85
 ———, M. 439
 Little, J. 439
 Lockyer, Capt. N. 84
 Longchamp, Lieut. J. 85
 Long, J. 440
 Lumsdale, Mr. A. 85. 351
 ———, Mr. Alexander,
 517
 Lunenville, J. 263
 Lurchin, Mr. J. P. 263
 Lys, M. 85.
 Macaush, J. 351
 Macdonell, Lieut. J. 351
 M'Fernau, P. 352
 M'Ghie, W. 173
 Mackay, J. 85
 M'Kellar, Mr. W. 173
 M'Kinnall, R. 85
 M'Lagon, Mr. P. 85
 M'Lean, A. 173. 439
 ———, A. 517
 M'Low, Lieut. 26 3
 M'Mindo, G. L. A. 85
 M'Naunara, T. 440
 M'Pherson, Lieut. G. 85.
 351
 Maitland, Hon. Capt. A. 263
 Malden, C. A. 263
 Mann, R. 173
 Mansell, W. 440
 March, Lieut. C. 439
 Marlow, J. 173
 Marshall, Lieut. J. 173
 Martin, A. 85
 Martyr, Mr. C. 439
 Matthews, Lieut. A. 85
 Meredith, Lieut. S. 351
 Miller, Lieut. D. 263
 ———, Mr. J. 85
 Mills, W. 440
 Milnie, Rear-adm. D. 263.
 351
 Mitchell, Capt. A. 351
 ———, Lieut. F. T. 85. 351
 Monke, Lieut. G. M. 173
 Monks, Lieut. 85
 Montresor, Capt. J. 84
 Moore, W. 263
 Moorsom, Capt. R. 84. 351
 439
 Morgan, R. 440
 Morris, Lieut. J. E. 173
 Morres, Lieut. E. 439
 Morrison, W. 173
 Morton, Lieut. C. 519
 Mould, Capt. J. 351
 Muller, Lieut. D. 351
 Munbee, Lieut. V. 173. 263
 Munde, Lieut. D. V. 85
 Munro, Lieut. N. 173
 Murray, Capt. J. A. 84
 Murray Athol, J. 517
 Nairn, R. 85
 Napier, Lieut. A. N. 439
 Nash, Capt. J. 84. 439
 Nicholas, Capt. T. J. 351
 Nicholson, Lieut. G. 439
 O'Dwyer, Lieut. W. T. 263
 Ogilvie, Lieut. S. T. 439
 Onslow, J. J. 263. 439
 Ormand, Lieut. F. 173. 263
 Osmond, ——— 85
 Oudney, W. 263
 Owston, Mr. W. 173
 Palliser, J. C. 85
 Pamplin, Rear-adm. 439
 Parker, Lieut. W. F. 173. 263
 Parbby, J. 440.
 Parsons, Lieut. J. 263. 351
 ———, Lieut. R. P. 84
 Paterson, Capt. W. 263
 Payne W. Esq. 178
 Paynter, Lieut. J. 84
 Paxton, F. 173
 Perceval, Hon. Capt. G. 84
 Pew, Lieut. G. W. 439
 Pierce, Lieut. G. 173
 Pigot, Lieut. G. 351
 Pikes, J. 173
 Pogson, Lieut. H. T. Y. 85
 Pollack, J. 173
 Pollock, G. 440
 Popham, Capt. W. 84. 351
 Pownall, Mr. 518
 Price, Lieut. W. 351
 Predhan, Lieut. W. 85
 Priest, B. 85
 Prings, Capt. D. 84
 Prowse, Lieut. J. W. 439
 Purcell, Lieut. E. 173
 Radcliffe, Lieut. W. 439
 Reed, Lieut. R. B. 351
 Reeve, Lieut. J. 85. 439
 Rennell, Rev. G. 263
 Revans, Lieut. T. 439
 Reynolds, T. 517
 Richards, Lieut. P. 85. 439
 Riddell, Capt. R. 351
 Rindan, J. 439
 Roberts, Lieut. F. 85
 ———, C. 439
 Robertson, Lieut. 439
 Rogers, R. 352
 ———, Capt. R. H. 439
 ———, F. 517
 Russel, Lieut. W. 173. 439
 Sadaway, C. 173
 Sainthill, Lieut. A. 439
 Sanders, Lieut. T. 439
 Sanderson, Lieut. C. W. 351
 Scott, Rev. Dr. 85
 Serjeant, Capt. W. 351
 Sewers, Lieut. ——— 173
 Seymour, Lieut. H. 439
 ———, T. 517
 Sharpe, Lieut. J. 85
 Simpson, W. 85
 Skeock, J. 439
 Skill, Lieut. J. 85
 Slight, ——— 263
 Smith, R. 85
 ———, C. Esq. 85
 ———, Mr. W. 85

INDEX.

Smith, Mr. W. 173	Thong, Mr. H. 263.	Ware, Lieut. C. 439
—, H. 263	Thorn, Lieut. J. 439	Westropp, B. 352
Spong, G. 85	Thynne, Lord H. T. 173	Wharton, J. 85
Sproule, O. 440	Till, W. 351.	Whitcomb, Lieut. T. R. 173.
Stewart, A. 440	Tobin, Dr. R. 173	263.
Storker, Lieut. W. B. 439	Toon, E. 352	Whitelow, R. 449
Stonehouse, Mr. L. 173	Trevaun, Rev. T. 517	Whitfield, Lieut. J. 439
Strang, W. 439	Tucker, W. 263	Whyte, A. 85
Strange, Lieut. T. 439	Vallack, Major J. 439	Wilson, Lieut. A. H. 351
Strong, Lieut. J. 439	Waldegrave, Hon. W. 439	Wise, Capt. W. F. 263
Swayne, C. B. 85	Walker, Mr. W. 85	Wolseley, Lieut. J. H. 439
—, J. I. 351	—, Capt. J. 173	Worth, Mr. C. 173
Sweeting, Lieut. W. 439	Walls, J. 173	Wright, Capt. 351
Symes, Lieut. A. S. 439	Ward, Lieut. A. 85	—, Capt. J. 439
Symonds, Lieut. J. 351	—, Lieut. R. 439	Yates, T. Esq. 85
Teed, Lieut. R. M. 173. 439	Warden, W. 173	

BIRTH.

TORRINGTON, Viscountess, 518.

MARRIAGES.

B URNABY, Capt Sir W. Gloucester, Duke of, 86	Kilvington, Rev. O. W. 174.
Bart. 86	Hole, Capt. L. 86

DEATHS.

A DAMS, Lieut. J. 87	Forbes, Lieut. G. 518	O'Brien, Mr. 174
Adamson, Lieut. J. R. M. 440	Forten, Mr. R. N. 264	Ogle, Sir C. Bart. 264
Arscott, Lieut. J. 352	Fowler, Mrs. 264	Osbornes, Adm. S. 264
Ashmore, Capt. S. 352	Frackland, Adm. Sir T. Bart. 87	Otway, Mrs. 264
Aylmer, Adm. J. 87	Frazer, Capt. H. T. R. N. 264	Parker, G. 440
Baikie, Capt. H. R. N. 174	Gardner, Lieut. J. 87	Parsons, Mr. W. 264
Balfour, Capt. W. R. N. 174	Gibbs, Mrs. 518.	Paul, Capt. C. 518
Battersby, Capt. R. H. 518	Gibson, Lieut. R. 87	Pearson, Lady, 87
Boyle, Miss C. 87	Glennie, Mr. G. R. 352	Pen, Mr. 174
Boyles, Vice-adm. C. 440	Gray, Mr. W. 513	Piulhorn, J. Esq. 440
Boys, Capt. H. 513	Harris, Mrs. 174	Rohins, Lieut. 352
Brodie, Capt. J. R. N. 87	—, Mr. J. 440	Robinson, Mrs. 87
Bromley, Mrs. 513	Hicks, Lieut. 87	—, Lieut. C. R. N. 440
Bryan, Capt. W. 87	Huddart, Mr. J. 174	Ryan, Mr. J, R. N. 440
Carbone, Lieut. R. N. 87	Hbbetson, Mr. 440	Sanwell, Capt. W. 264
Carrington, Mr. G. W. H. 86	Ivie, Lieut. D. R. N. 440	Sandys, Lieut. 87
Conguer, Mr. J. 264	Jean, Lieut. R. N. 174	—, Mrs. E. 87
Columbine, E. H. 174	Jedfrys, Mr. R. N. 264	Saunderson, Mr. T. 352
Cooke, Lieut. W. R. N. 110	Johnston, J. F. Esq. 352	Saver, E. 174
Cooper, Mr. T. R. 87	Kilner, Capt. 518	Selsey, Right Hon. Lord J. 87
Coxe, Capt. F. R. M. 410	Knight, Capt. R. N. 440	Senior, Lieut. C. R. N. 264
Crowder, M. 87	—, Mr. J. 440	Shortland, Lieut. 513
Crymes, Capt. J. R. N. 264	—, W. 513	Smith, W. 174
Cullum, T. 513	Knox, Mr. H. 174	Storcks, Lieut. R. N. 518
Curtis, Adm. Sir R. Bart. and G. C. B. 410	Long, Mr. D. 352	Stocker, Mrs. 518
D'Auvergne, Vice-adm. P. 264	McLean, Mr. R. 87	ullivan, Mrs. 264
Donnellan, Lieut. J. M. 87	McLeod, Mr. W. H. 87	Simpson, Mrs. 87
Doury, Mrs. 264	McMullan, Lieut. G. 352	Tremlett, Lieut. R. N. 86
Downey, Mr. T. R. N. 174	Manvers, Earl of, 87	Tyson, Mrs. 87
Ellison, Capt. J. 352	Miller, Mrs. 87	Wells, J. Esq. 86
Esmond, Vice-adm. Sir W. K. C. B. 87	Nepean, Major-gen. T. 513	Wilmot, B. Esq. 518
	Newell, Lieut. J. R. N. 264	Wylliams, Rev. C. 174
	Nicholson, Mr. G. W. 37	





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