

THE
Naval Chronicle,

FOR 1817:

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. XXXVII.

FROM JANUARY TO JUNE.

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

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TO
THE RIGHT HONORABLE
GEORGE VISCOUNT KEITH, G.C.B.

ADMIRAL OF THE RED SQUADRON,
THIS THIRTY-SEVENTH VOLUME OF THE

Naval Chronicle

[FROM JANUARY TO JUNE 1817.]

IS RESPECTFULLY DEDICATED,

BY THE PROPRIETOR,

Joyce Gold

PLATES IN VOLUME XXXVII.

From Original Designs.

PLATE	Page
CCCCCLXXVII. Portrait of Admiral Sir JOHN HAWKINS. Engraved by BLOOD.	1
CCCCCLXXVIII. Plan of FORT NIEULET.	54
CCCCCLXXIX. Portrait of MARTIN HAPPERTZ VAN TROMP, the celebrated Dutch Admiral. Engraved by BLOOD.	89
CCCCCLXXX. Plan of DUNKIRK.	138
CCCCCLXXXI. View of FANNET POINT and SIGNAL STATION, LOUGH SWILLY. Engraved by BAILY, from a Drawing by G. T. 1815.	216
CCCCCLXXXII. Plan of FORT SCARPE. Engraved by LUFFMAN ..	240
CCCCCLXXXIII. View of the OLD CASTLE and ROPE WALK, taken from the White Rock, at Hastings. Engraved by BAILY, from an original Drawing.	313
CCCCCLXXXIV. Plan of VALENCIENNES.	336
CCCCCLXXXV. View of SOUTHAMPTON PIER. Engraved by BAILEY, from a Drawing by BENNET.	392
CCCCCLXXXVI. Plan of the intended and actual ATTACK ON ALGIER, by the Fleet under the command of Admiral Lord Viscount Exmouth, on the 27th August, 1816. Engraved by ROWE, from an original Drawing.	409
CCCCCLXXXVII. View of PENDENNIS CASTLE, entrance to Fal-mouth. Engraved by BAILY, from a Drawing by J. E. 1813	433
CCCCCLXXXVIII. Plan of BOULOGNE.	503

PREFACE

TO THE THIRTY-SEVENTH VOLUME.

ARRIVED in Port from our Thirty Seventh Cruise, we have now to present our *Mensals*, in which it will be seen that we have kept a good *Look-out*—have made some valuable *Captures*—and are fairly entitled to *Head-money*. Nor let it be said that we do not bear the King's flag, because we sometimes remonstrate to his Ministers, with the bluntness of a Seaman, who if he tells them they are wrong, it is because he thinks that they are wrong, and not because he wishes to change places with any of them. If experience has made us wise, why should we be niggardly of our knowledge, when we think it is wanted.—The Seaman has now nothing to do but to smoke his pipe, and, in a cloud of odoriferous vapour, puff out the wisdom of past experience, and present, practical suggestion—and the excuse for his occasional boldness should be found in the honesty of his intentions. But laying aside our metaphor, which, like all false-colours, cannot be long held out with consistency, let us now review the contents of our Thirty Seventh Volume, in order to ascertain, at least by the scale of our own judgments, the virtual, intrinsic value of that which we now respectfully offer to an enlightened and discerning Public.

Although in two instances of our BIOGRAPHY we have been under a necessity of turning to the heroes of ages long past for a selection of subjects, it is presumed our judgment will not suffer in the estimation of our Readers, by the choice. Both were men highly distinguished in their day for adventurous deeds, and have left recorded the worth of their actions as the warrant of their fame.

The Memoirs of Captain Barrett, Admiral Frederick, and Captain Layman, as recording services in the benefits of which we have been more immediate partakers, will be considered possibly of superior value, and we are therefore the more solicitous of obtaining such communications, as by them the present generation may feel their esteem and gratitude more sensibly excited.

The Miscellaneous parts of the Volume, we trust, will make good their pretensions of amusement and information; they contain the most prominent of passing events, so far as they come within the scheme and limits of our publication, and must constitute an ample *Melange* of pleasurable interest.

But it is with especial satisfaction that in the augmentation of our CORRESPONDENCE we see the number of our friends increase; and not only in number, but in value also. For in the various subjects on which they treat, we in most instances see an ardent zeal tempered by a connected series of reasoning urging its purpose, and we have reason to believe not ineffectually, where the object intended has been found practicable.

But we again recommend as essential means of success, the use of argument, not of insult—of solicitation rather than demand—of respectful remonstrance, rather than of insolent accusation. If Reform, in whatever department of the State, or Amelioration, in whatever condition of naval men, be the object, and the *only* object, such are the means most likely to obtain the end. Such are in fact now the only means left to distinguish the honest Reformist, from the daring but foolish Revolutionist. Such were the principles of the *Dabul Chronicle* at its commencement, such are the principles we wish to maintain; and we are much gratified in seeing the general tenor of our Correspondence, throughout the present Volume, relatively consistent in its character; and in variety of subject, perhaps unequalled by those of any of its preceding Volumes.

At page 30, is an interesting communication from our obliging friend *Thessaly*, "Minutes of a Running Action fought in the Adriatic."—At page 114, our worthy friend *Mentor* lays us under an obligation, which we gratefully acknowledge, in the sincere interest he evinces for the promotion of our Work, by his handsome commendation of it, and zealous call for that support which the "Communication of Biographical Documents" would undoubtedly afford us.—Page 122, an "Addendum to the Life of Captain Robert Campbell, R.N." adds to our numerous obligations to *Thessaly*.—125, an *Anonymous Correspondent* has obliged us with a "List of the Flag Officers of H. M.'s Fleet, 1747."—At page 193, *Thessaly's* Remarks "on the action between the *Endymion* and *President*," are candid, impartial, and probably just, although they differ from those of *Borer*, who has made the various naval actions of the late American war, a subject of especial consideration, and in his calculations of opposed strength seems to reckon on assured data; we think with *Thessaly*, that the merits of a brave enemy should have due acknowledgment.—*Mentor's* "Character of the late Sir C. Parker," induces us to wish for a more ample account of him, and is an excellent example of Naval command.—At page 196, will be found some cogent observations, by *Tiphys*, "On the Eligibility of Falmouth as a Packet Station."—Page 199 and 201, the condition of "Old Commanders" is fairly considered, by *A Friend to Naval Merit*.—At page 203, an *Anonymous Correspondent* has added to his former favour, "A List of the Captains of H. M.'s Fleet in the year 1747."—At page 206, are some very judicious remarks "On Marine Surveying."—207, *Albion*, on the failure of our "Fif Frigates."—*Nestor*, on the "Payment of Ships on Foreign Stations, *ibid*."—At page 211, letter of *Archimedes*, to Sir Joseph Banks, requesting his influence towards promoting a further survey of New Holland, &c.—At page 212, is a "Memorial presented by the French Ambassador to the Spanish Minister at Madrid, relative to the victory of the 14th February, 1797; with the Spanish Minister's answer."—At page 285, is a letter from *Nestor*, on the expediency of a "Fixed System of Command;" a subject entitled to the serious consideration of those by whom command is delegated. To subject so numerous a body of British subjects, as in a period of war the subaltern officers and seamen of our Navy constitute, to the sole will and caprice of the commander, is to give to such commander a power which we withhold from the Sovereign himself. The necessary duties to be performed on board a ship of war are sufficiently determined to admit of fixed punishments for any omission of performance by those to whom they are assigned; but when tasks are imposed, and compliances exacted, merely to gratify the whim or caprice of a crabbed tyrant, or a haughty, self-willed humourist, and reluctance under such circumstances is punished by the power of a petty despotism assumed without warrant, and seemingly connived at merely from the want of a due adverting to the injustice of such a system of command, by those who have the power to control it; we do consider that the liberties of that class of our countrymen who are sufferers under it, are unnecessarily infringed, and British spirit most unwarrantably humbled.

Nestor has accompanied his own observations on the subject, by an Address from a Captain to his Crew; under such a captain, it was not likely that the ship's company would be unjustly treated; but as the characters of men vary, and not unfrequently in the very same person, it is evidently necessary that his government of others should be directed and restrained by some fixed and clearly defined rules.—At page 286, is a Letter "To the President, Vice-President, and Committee of the Marine Society," from Mr. *Urguhart*, remonstrating on the conduct of that respectable body, as incongruous with the principles of the Institution—and at page 289 is a letter from the same gentleman, "To the Right Hon. Viscount Melville, vindicating the general character of our Seamen, and

objecting to the general treatment of them. The zeal of this gentleman for the interests of the British Navy does him great honour, and many of his suggestions are worthy of adoption; but he is apt to extend his inferences into too many collateral ramifications, and thereby weaken his course of radical argument. We, however, consider Mr. Urquhart as a very valuable Correspondent, and hope to see the Naval Chronicle long honored by his support, and the Navy benefited by his laudable exertions.—At page 300, is another Letter from Mr. *Urquhart*, "To the Right Honorable Viscount Melville," on the inattention of Government to suggestions of improvement, or the invention of plans for the public benefit.—Page 301, some judicious observations "On Naval Courts Martial," by *Britannicus*.—Page 302, *Mentor*, in support of Nestor's call for a Fixed System of Command.—374, *Orion*, advising the employment of our large merchantmen in the "Private East India Trade."—375, *Thessaly*, "On the Distresses of our Seamen." A very excellent Letter, in which he not only commiserates their condition, but suggests a mode of affording them at least a partial relief, with advantage to the country.—377, a valuable Letter from *Britannicus*, "On the depressed state of the Shipping Interest." His hints seem both practicable and profitable.—378, *Orion*, on the probable advantages of a "South American Trade."—379, *Occidens*, offering "Hints respecting the Necessity of a Fixed System of Internal [or Naval] Discipline." The arguments and suggestions contained in the several letters on this subject, will, we trust, obtain their due notice from those whose *fiat* alone can give them full efficacy.—*Alfred*, at page 382, has a Letter addressed to "Lord Cochrane," written in the spirit of friendly reproof, accompanied by such advice, as we think his Lordship might adopt, with every prospect of ultimate benefit to himself and his country.—At page 384, a Letter from *P. C. T.* in reply to *Thessaly's* observations on the action between the *Endymion* and *President*. The truth must surely appear at last from so many different views of the Action.—385, some observations from *Occasional*, "On Admiral Frederick's Memoir," for which we respectfully thank him. We believe the particulars of the Admiral's birth and family are correctly stated at the conclusion of the Memoir.—At page 387, are some just remarks, relative to the "Pensions to Naval Officers' Widows."—389, a very humane Letter from *J. C.* suggesting a mode of "Provision for Seamen."—Page 465, *J. C.* "On the insufficient state of our Navy," evinces a very proper anxiety for the preservation of our best bulwark—the Queen of the Ocean can only maintain her title by her superior strength.—At page 468, is a "Comparative Statement of the European Navies, by *Juvenal*, and we see in it a gratifying superiority—may we always maintain it as the sheet anchor of England.—At page 470, *Triton* has given us two laudable "Instances of a Mild System of Command;" we hope the time is not distant when the opposite System shall no longer be allowed.—Page 471, *Mentor*, "On Retirement."—Page 472, *Alfred*, on the advantages resulting from "The Lords Commissioners of the Admiralty visiting Naval Arsenals."—At page 472, *Gracchus* has obliged us by his recommendation of a more general patronage of the Naval Chronicle: our worthy friend has made a very accurate statement of the trifling expense at which the advantages of our Publication might be rendered available to the whole British Navy, and being so exclusively devoted to its interests, we hope his kindness will not be ineffectual—our sense of gratitude it has already duly excited.—Page 473, *Britannicus* has suggested the expediency of "Constructing Royal Dock Yards in Scotland and Ireland."—At page 475, is a very excellent Address, from *Nestor*, "To the CAPTAINS OF THE BRITISH NAVY," "On the Duties of Command." An Address in perfect consonance with the zeal which Nestor so invariably displays for the best interests of the Navy. A degree of discretionary power is perhaps indispensably necessary in the command of a ship's company;

but, to use the words of the late Lord Mansfield, as quoted by Sir M. W. Ridley, in the recent discussion which took place in the House of Commons, on the petition of the Academical Society, "that discretion should be a sound discretion, guided by law; it should be a rule not determined by individual humour, arbitrary, vague, and fanciful, but legal and regular."—And at page 481, is some very natural and true remarks, by J. C. "On the Renewal of Barbaric Piracy," which concludes the Correspondence of the present Volume.

Although we have but barely named our friends, and numbered our obligations to them, and even that with many instances of omission, it has occupied so much of our limited space, that we have scarcely room, under the indelible impression of our respected friend the Hydrographer's kindness, to repeat our acknowledgment of it; this, however, we do, with sincere respect for his long and steady attachment to the interests of the Naval Chronicle, and wish him many years of uninterrupted health, not wholly disinterested in our views of probable advantage resulting from it to ourselves.

To Dr. BURNES, the conductor of that excellent Establishment, the Naval Academy, Gosport, for his interesting Meteorological Register, we return likewise our most sincere and respectful thanks. The very accurate and scientific manner in which it is kept, with the regular transmission of it to us, renders it a most valuable acquisition; the minuteness of the observations; the illustration of various phenomena of the weather, &c. and the very high and deserved reputation of Dr. BURNES in Astronomical and Nautical Science, give to his Register a character of which we confess ourselves proud; nor is our sense of honour conferred by Dr. BURNES solely the result of his communication of the Register—we confess that our pride is in no small degree excited by a literary communication with the *Editor* of the last edition of FALCONER'S *Marine Dictionary*, a work which, from the very great augmentation of matter, with the science and the judgment displayed in the original and selected articles which constitute it, might more properly be termed BURNES'S MARINE DICTIONARY ON FALCONER'S MODEL. With respect to the Journal, we know of none that is kept in this country so extensive, and that will ultimately prove so stimulative to young Meteorologists, and beneficial to the much neglected science of Meteorology. There is only one thing wanted, and that is an Hygrometer.

That department of our Publication which is appropriated to a Review of Naval Literature, is in the present Volume peculiarly interesting, both in the utility of its subjects and style of handling them. To our Poetical Correspondents our thanks are eminently due, for many specimens of elegant versification, and ferule fancy; and among them stand conspicuously those of Mrs. M'MULLAN, M. M. and C. the inspirations of whose respective Muse, whenever they assume a Naval character, we shall feel much gratified by the transmission of. The specimens of early genius, by R. C. DALLAS, are in themselves so extraordinary and unique, that they admit no other comment than, *admiration!*

The Letters of James Duke of York, as Lord High Admiral of England, form also a prominent and interesting feature of the Volume; and with the Supplement of Gazette Letters, will afford valuable materials to the *British Naval Historian*. No expense has been spared in the Embellishments of the Volume, and we trust they will be found no less interesting in their subjects, than excellent in their graphic and chalcographic execution.

Finally to our SUBSCRIBERS, without whose liberal patronage the ingenuity and labour displayed in the construction of our *Chronicle* could not be encouraged and supported, we return our thanks, for their past and present kindness, and hope to merit their future favour by the progress of our endeavours to deserve it.



Admiral Sir John Hawkins, Ob. 1595.



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BIOGRAPHICAL MEMOIR
OF
ADMIRAL SIR JOHN HAWKINS.

Reign ever thus, unconquer'd Britain, reign ;
Whilst thy free sons in firm battalions stand,
And guard with lion-ramp their native land ;
Thus fix thy throne, thus rule the subject main !
So shall bright Victory o'er thy laurel'd head
Her eagle-pennons spread ;
Whilst soft-ey'd Peace, quitting at thy command
Her radiant orb in yon empyreal plain,
Waves o'er the willing world her myrtle wand.

POTTER.

IF requires but a glance through the pages of British History to convince us, that England has hitherto had no just reason to regret the non-existence of a Salic Law to save her from the domination of female sovereignty. With the exception of Mary, surnamed the Bloody, this nation never was, comparatively as to the general circumstances of the world, exalted to a greater height, either in literature, or martial prowess, than under our queens, Elizabeth and Anne. The exception of Mary is indeed so peculiar, that it scarcely admits of a relative consideration. Her sceptre swayed by the impulse of a bigotted, sanguinary, and vindictive priesthood, would have been equally degraded and disgraced under as weak a *man* thus influenced by the persuasions of superstition and malice.

With respect to martial exploits, whether in receiving the commands of a sovereign *Mistress*, the influence of knightly sentiments more powerfully prevail, and an emulation of sexual gallantry more effectually pervade the execution of them, we certainly find, especially in the reign of Elizabeth, the reign more immediately under our present contemplation, an ardency of character in the admirals and generals of her day, perhaps never excelled, even in our own. Elizabeth herself was a heroine, her

mind was high, and her heart warm ; and she seems to have infused an ardency of spirit in all around her, except the cool and prudent Burleigh, who directed both her foreign and domestic policy with the most sedate wisdom.

In the number of those illustrious men by whom the dignity of the Queen and the honour of the Nation were at that period so gloriously supported, was the distinguished subject of this memoir, Sir John Hawkins, a native of Devonshire, and the son of William Hawkins, Esq. by Joan, daughter of William Trelawney, of the county of Cornwall, Esq.

Mr. Hawkins was the second son, and born at Plymouth, it is supposed, about the year 1520. His early attachment to a maritime life was probably the result of paternal example, his father being an excellent seaman, and the first Englishman who made a voyage to Brazil.

The age of Elizabeth is remarkable for voyages of adventurous discovery, and Mr. Hawkins was one of her first adventurers. Having previously qualified himself, by the study of navigation, and those branches of mathematical science necessarily connected with it, he, in the spring of the year 1562, projected his first voyage to the Canary Islands, with advantageous results to himself, his proprietors, and his country.

Inconsistency in the human character is so hourly evident, that it needs not excite our wonder to find Mr. Hawkins, a man who, we are told, was beloved abroad and at home for his characteristic tenderness and humanity, the very identical Englishman that first introduced the British *Slave Trade* ! It was in his repeated voyages to the Canaries, that he acquired a knowledge of the great gains made by the sale of African Negroes in the West India Islands—humanity yielded to the speculation of pecuniary profit, and, in company with Sir Lionel Duckett, Sir Thomas Lodge, Sir William Winter, Mr. Bromfield, and Mr. Gunson, his father-in-law, he opened a trade for the purchase of Negroes at Guinea, whom he afterwards bartered at Hispaniola and other Spanish Islands, for sugar, hides, silver, &c.

For the commencement of this disgraceful traffic, the Solomon, of 120 tons, in which Mr. Hawkins himself sailed, the Swallow, of 100 tons, commanded by Captain Thomas Hampton, and a bark of 40 tons, called the Jonas, were equipped, having about

100 men, and sailed in the month of October 1562, first to Teneriffe, and thence to Guinea, where he obtained 300 Negroe slaves, which he sold at a large profit at Hispaniola, and returned to England in September, the following year.

On the 18th of October, 1564, Mr. Hawkins again sailed from Plymouth, having been encouraged by the gains of his former voyage, to augment his force, which now consisted of the *Jesus*, of Lubeck, a ship of 700 tons, the *Solomon*, and two barks, the *Tiger* and *Swallow*. His course was in this voyage, to the coast of Guinea, for his wretched cargo! thence to the Spanish West Indies—and having touched at the port of the *Havannah*, he sailed through the gulph of Florida, and arrived at Padstowe, in Cornwall, on the 20th September, 1565, with a rich cargo, and such high reputation, that he was honoured, by patent, with a crest—"A Demi Moor in his proper colour, bound with a cord"—an honour that might easily be mistaken, or, more properly, construed, for a badge of infamy.

But let us not be too severe in our application of censure to Mr. Hawkins. He does not appear to have been the first promoter of this inhuman traffic, although the first *British Slave-trader*. And when we consider the numbers that have followed him in this abominable commerce; that in the *Assiento Treaty* a monopoly of it was formally and coolly stipulated for by the enlightened statesmen of Queen Anne's Council *—we should rather consider it as an additional corroboration of the truth contained in the general remark, that avarice hardens the heart, and dims the intellect to all views but those of a selfish and sordid interest.

In the year 1567, the cause of the persecuted Protestants in France having excited the interest of Elizabeth, Captain Hawkins was sent to Rochelle to relieve them; and on his return prepared for a third voyage to the Spanish West Indies, in pursuance of

* According to the purport of this contract, the Company of English Merchants were allowed for the term of thirty years, that is, from the first day of May, 1713, to the first day of May, 1743, to transport annually for sale to the Spanish dominions in the West Indies, four thousand eight hundred Negroes, amounting in the whole of the term specified to one hundred and forty-four thousand Negroes; the contract farther stipulated, that the Company should pay as duties in full to the Crown of Spain, thirty-three pieces of eight for each Negro transported, pursuant to the terms of the said contract.—(SMOLLETT.)

his gainful trade in human flesh. The *Jesus*, of Lubeck, was again equipped for his conveyance, to which were added the *Minion*, and four other ships; and on the 2d of October, 1567, he sailed from Plymouth.

The weather was so unfavourable in the outset of this voyage, that he had at one time determined to return; but a change having taken place, he proceeded to the Canaries, and afterwards to Guinea, where having shipped his cargo, he sailed to the West Indies: there circumstances of a somewhat mysterious nature took place; for at Rio de la Hacha, the governor having refused to trade, Captain Hawkins chose to consider it as a warrant for his landing and taking the town; the trade then went on in a friendly manner, and the governor has been suspected of collusion. As the whole of the Negroes were not sold here, the Captain afterwards proceeded to Carthagena, where he completed the sale. In his return, however, he was destined to encounter many difficulties. Off the coast of Florida he was driven by storms to seek shelter in the port of St. John de Ulloa, in the bay of Mexico. On entering that port, he was visited by the Spaniards, under the idea of his having come from Spain, a mistake, of which they were no sooner sensible, than they were seized with alarm; the Captain assured them that he only wanted provisions, and evinced the sincerity of his professions by forbearing an attack on twelve merchantmen then in the port, the cargoes of which were worth 200,000*l.* and having seized two persons of distinction as hostages, sent to Mexico a statement of his demands.

It would seem, from a general view and consideration of the naval expeditions of this period, that as private gain was their object, the means contemplated, and in many instances practised, gave to them rather a character of piratical adventure, than of fair trade, or fortunate discovery. It appears that there was no war declared against Spain, no warrant for hostilities, and yet credit is assumed for our English adventurers not attacking twelve merchant-ships in the port, of considerable value, and contenting themselves with seizing two persons of distinction as hostages.

On the next day, the appearance of a Spanish fleet alarmed the English Captain, who immediately revolved as a question, whether he should keep the fleet out, with nearly two millions ster-

ing on board, with a certainty of its being lost, or admit it. Captain Hawkins was, however, apprehensive (and we think with sufficient reason), that his sovereign, Elizabeth, would never pardon such an act, and therefore admitted the fleet, previously stipulating with the new Viceroy of Mexico, who was on board it, that the English should be furnished with provisions for their money, and that the island, with its cannon, should be put into his hands while he stayed. This certainly does appear a very strange demand, and we are therefore not surprised to find that the Viceroy was highly displeased at it. He, however, pretended to yield (for it proved but a pretence, though he promised subsequently to perform it).

Three days after the Spanish fleet entered, the officers and crews of the respective fleets exchanged civilities, and professed friendship; but how was friendship to be expected on stipulations of enmity—it was a mere *profession*, for in the meanwhile 1000 men had been assembled on shore, and a treacherous attack upon the English at their dinner-time was resolved upon.

On the morning of the day appointed, a more than ordinary bustle was observed on board the Spanish ships, and their ordnance was pointed towards them. It is certainly an uncandid mode of estimation, to stamp the character of a nation from the conduct of individuals, although in execution of the national business; with what justice the vice of treachery has been assigned to Spain, let the events of the past and present times determine; we are aware, that in the concerns of a whole country, it assumes other designations, such as *ruse de guerre*, *state policy*, &c. but as a violation of confidence, which is the great bond of society, however necessary, it must be considered as at least a necessary evil.

The apprehensions of the English being thus excited, Captain Hawkins demanded of the Viceroy an explanation of these extraordinary movements, and the Viceroy gave immediate orders for the removal of every apparent cause of alarm, and promised him protection from any attack. The English Captain having still reason to suspect a treacherous muster of men on board a ship of 900 tons, moored next the *Minion*, sent again to the Viceroy to know if it were so; when the Viceroy's villany not being proof

against a second appeal, unmasked, ordered the messenger to be detained, the signal-trumpet to be sounded, and the English were attacked in all quarters. Those on shore endeavoured to escape to the ships; but a few only effected it, and got on board the *Jesus*, the rest were all intercepted by debarkations from the Spanish ships, and instantly put to death.

The suspected ship fell on board the *Minion*, but the latter having previously weighed her anchors, in the short space between the period of their suspicion and attack, she cleared her enemy. The Spanish ship then laid the *Jesus* a-board, attacked by two other ships at the same time, but she also succeeded, after an arduous contest, and the loss of many men, in cutting her cable, and getting clear.

Having attained the distance of two ships' length from the Spanish fleet, the *Jesus* and the *Minion* commenced a regular action; and in one hour, it was supposed, the Spanish Admiral's, and another ship, were sunk, and the Vice-admiral burned, but by the ordnance on shore the small ships of the English were sunk, and the masts and rigging of the *Jesus* so cut up, that there were no hopes of saving her. They accordingly determined to take out of her all they could, and relinquish her to the enemy; but this intention was prevented, by the approach of two large ships on fire, which bore down so rapidly and directly on the *Minion*, that without waiting for orders, she made off from the *Jesus*, and it was with difficulty that Captain Hawkins could reach her. Some of the men followed in a boat, and the rest were left to the mercy of the Spaniards, of which they had already had a sample.

The only two English ships that escaped were the *Minion* and the *Judith*, the latter of which separated in the night. After enduring great distress from a scarcity of provisions, the navigation of unknown seas, and many of his men wounded, he entered a creek in the Bay of Mexico, where one half of his men were by their own desire put on shore, and with the rest he resolved to endeavour to reach England. He accordingly stood through the gulph of Florida, and in his passage, being forced into Ponte Vedra, in Spain, he again narrowly-escaped the consequences of Spanish treachery, his timely suspicion of it enabled him to set sail, and put into Vigo; there being relieved by some English

ships, he made his departure for England, on the 20th January, 1568, and arrived at Mount's Bay, in Cornwall, on the 25th.*

* As the events of this voyage constitute a very interesting period in the life of Sir John Hawkins, we give the following account of them in his own words:—

“ At the end of three days the treaty was concluded, and the fleet (*vis.* the Spanish) entered the port, the two fleets saluting one another according to custom. We then laboured two days to place the English by themselves, and the Spanish by themselves—the captains and seamen on each side promising all friendly offices to each other; which, as faithfully as it was meant on our parts, was as treacherously designed on theirs; for they had furnished themselves from the Continent with a supply of 1000 men, and had formed a design of falling upon us, on all sides at once, on the 23d of September, at noon.

“ The same morning, the time fixed for the execution of their villany being then near at hand, we began to discover some appearances of it, such as shifting of arms from one ship to the other, planting and levelling of their cannon from their ships towards the island where our men had the guard, companies of men moving to and fro, more than their common occupations required, and many other circumstances, which gave us a vehement suspicion. We therefore sent to the viceroy (the same who had signed the agreement) to enquire what this meant. He immediately sent strict orders to remove all cause of suspicion, and assured us, that he, on the faith of a viceroy, would be our defence against all treachery. This answer not being, however, satisfactory, and we suspecting a great number of men to be hid in a large ship of 900 tons, which was moored next to the Minion, we sent the master of the Jesus, who could speak Spanish, again to the viceroy, and desired to be informed of the truth. The viceroy, seeing he could now conceal his treachery no longer, detained our master; and causing the trumpet to be sounded, the Spaniards set upon us on all sides at once. Our men on shore being dismayed at the unexpected onset fled, and endeavoured to recover their ships; but the Spaniards landed their men in such numbers on all sides, that but very few of them got on board of the Jesus, the rest being slain without quarter. The great ship which had about 300 men privately put on board, fell immediately on board the Minion; but in the time we had the suspicion of the treachery, which was not above half an hour, she had loosened her fastenings to the shore, and so, escaping the first brunt, got out of the harbour. Upon this the great ship, with two others, set upon the Jesus; but she, likewise, with great difficulty, and the loss of many of her men, got out to sea.

“ No sooner were the Jesus and the Minion got about two ships' length from the Spanish fleet, than the fight began to be so warm on all sides, that, in less than an hour, the Spanish admiral was supposed to be sunk, the vice-admiral burnt; and another of their chief ships believed to sink, so that they, from their vessels, could not do us much harm.

“ The cannon on the island was, in the mean time, fallen into the hands of the Spaniards; and it was with them they now chiefly gauged us. The masts, yards, and rigging of the Jesus were so shattered, that we had now no hopes left of carrying her off. With this cannon, likewise, they sunk our small ships. We therefore resolved to place the Minion in such manner, that the Jesus might lie between her and the shore, and be, as it were, a fence, to secure her from the enemy's cannon till night, when we determined to take what provisions and necessaries we could out of the Jesus, and then to leave her.

His ill success in this expedition seems to have given him a disrelish of maritime enterprise. But his abilities were not over-

"While we were thus consulting and endeavouring to place the *Minion* out of danger of the shot from the shore, the Spaniards set fire to two great ships, and let them drive down towards us. Upon this the men on board the *Minion*, without either the captain's or master's consent, set sail in such hurry and confusion, that it was not without great difficulty that I was received on board.

"Most of the men, which were left alive in the *Jesus*, made shift to follow the *Minion* in a small boat: but the rest who could not get into the boat, were left to the mercy of the Spaniards. Thus the *Minion*, with only one small bark of fifty tons, the *Judith*, escaped the treachery of the Spaniards; but the same night, the *Judith* likewise forsook us. We were now left alone with only two anchors and two cables, our ship so damaged, that it was as much as we could do to keep her above water, and a great number of us with very little provisions. We were besides divided in opinion what to do. Some were for yielding to the Spaniards; others chose rather to submit to the mercy of the Savages; and again others thought it more eligible to keep the sea, though with so scanty an allowance of victuals, as would hardly suffice to keep us alive.

"In this miserable plight we ranged an unknown sea for fourteen days, till extreme famine obliged us to seek for land. So great was our misery, that hides were reckoned good food. Rats, cats, mice, and dogs, none escaped us, that we could lay our hands on; parrots and monkeys were our dainties. In this condition we came to land, on the eighth of October, at the bottom of the bay of Mexico, in twenty three degrees and a half, where we hoped to have found inhabitants of the Spaniards, relief of victuals, and a proper place to repair our ship: but we found every thing just contrary to our expectation. Neither inhabitants, nor provisions, nor a haven for the relief of our ship. Many of our men, nevertheless, being worn out with hunger, desired to be set on shore, to which I consented.

"Of about two hundred souls, which we then were, one hundred chose to seek their fortune on land, on which they were set with great difficulty; and with the remainder, after having watered, I again submitted to the mercy of the seas, and set sail on the sixteenth of October,

"Of the men who were put on shore, says Purchas, one boat not being able to get on shore, two of the men were drowned, and the rest got a mile through the sea to the shore, as well as they could. Some died in two hours space, with abundant drinking of fresh water: others were swollen exceedingly with salt water, and fruits they found; a shower of rain also leaving them not one thread dry; as if Heaven had pursued the sea's challenge without; and partly hunger, and partly the water and fruits of the earth, within their bowels, had conspired against this unhappy crew.

"The Chichimeci Indian Savages added their inhumanity, killing eight of their company in the first onset; but they yielding (having neither weapon nor heart to resist) the savages perceiving them not to be their Spanish enemies, pointed them to the port of Panuco. They divided themselves into two companies, one going westward, among whom was one Miles Philips, and the other northward, among whom was David Ingram, who both came afterwards to England, and the former gave Purchas a good part of this relation.

"After the stinging of flies, deaths by Indians, and manifold miseries, the

looked by his sagacious Sovereign, who, in the year 1573, appointed him Treasurer of the Navy, a post at that time by no

western company got to Panuco, where the governor stripped them of the little they had, and deprived them of their liberty, calling them *English Dogs and Lutheran Heretics*. When they desired the assistance of the Surgeons, for such as the Indians had wounded by the way, he answered, *they should have no other surgeon but the hangman*. After four days he sent for them out of the prison, and with many new halters (with which they were in expectation of suffering) bound and sent them to Mexico, ninety leagues distant, with a great guard of Indians. If some of their keepers used them mercifully, the others would knock them down, and cry *march, march English Dogs, Lutherans, Enemies of God*. After their coming to Mexico many died; but the rest had kind usage in the hospital. Thence they were carried to Tescuco, to be used as slaves, where by the means of one Robert Sweeting (son of an Englishman by a Spanish woman) they met with great assistance from the Indians, or else had all perished.

"After this, they were put to the Spaniards, as servants, and were allowed the means to get something for themselves, till they became a prey to the hellish Inquisition, which seized their goods and persons, and shut them asunder in dungeons for a year and a half. By frequent examinations, they endeavoured to pump something out of them, in matters of faith, and not being able, they yielding to their assertions in that kind, craving mercy, as men who came into that country by stress of weather; nevertheless they put them to the rack, to extort confession that way, which made some betray their own lives. After solemn proclamation that all might come to this sight, they were brought in fool's coats, with ropes about their necks, and candles in their hands, to the scaffold. George Rively, Peter Monfrie, and Cornelius an Irishman, were burnt, others condemned to two hundred or three hundred blows on horseback with long whips, and to serve in the galleys six, eight, or ten years; others to serve in monasteries in the S. Benito (or, fool's coats) divers years, of which Philips was one. The whipping was cruelly executed on Good Friday, two criers going before and proclaiming, *Behold these English Lutherans, Dogs, Enemies of God*; the Inquisitors themselves, and their familiars crying, *Strike, lay on these English Heretics, Lutherans, God's Enemies*. They were remanded to prison, all bloody and swollen, in order to be sent to Spain, to perform the rest of their martyrdom. Philips and the rest having served their times, had their fool's coats hung up in the chief church. The rest married there; but Philip escaped a second imprisonment, and, after many travels in the country, and dangers in Spain, returned to England in 1582.

"Job Hortob, another of this company, with some others, were sent prisoners into Spain, by the viceroy, with Don Juan de Velasco de Varre, admiral and general of the Spanish fleet. Offering to make their escape they were discovered, and severely stocked; then imprisoned a year in the contrectation house in Seville: but breaking prison, were taken, and by the Inquisition sentenced, Robert Barret and John Gilbert, to be burnt; Job Hortob and John Bone to the galleys for ten years, and after that to perpetual imprisonment. Others were adjudged to the galleys, some eight, some five years. Hortob served twelve years in hunger, thirst, cold, and stripes: and after four years imprisonment in his fool's coat, was redeemed to the service of Hernando de Soria, from whom, after three years service more, he stole away, and landed at Portsmouth in December 1590, after twenty-three years miserable bondage."

means a *sinecure*, for it usually comprised the command of the squadron appointed to protect the Narrow Seas, and the superintendence of the building, repairing, equipping, victualling, and manning the royal navy.

Having thus escaped with life from the treacherous enmity of the Spaniards, and obtained the distinguished favour of his Sovereign, at a time when no suspicion of danger could arise from external circumstances, an accident happened that had nearly proved fatal to him. A gentleman of the Middle Temple, of the name of Birchet, in a deranged state of mind, had resolved to kill the Vice-chancellor Hatton; and as Captain Hawkins was passing through the Strand, he was mistaken for that gentleman, and stabbed by the insane assassin; he was, however, disarmed and secured by Captain Hawkins, and afterwards sent to the Tower.

In course of service, Captain Hawkins, with a squadron, was riding in Catwater, when the Spanish fleet was sent to Flanders to convey thence Anne of Austria, the second wife of Philip the Second. The Spanish Admiral, either inadvertently or insultingly, endeavoured to run between the island and the English squadron, without paying the usual salute. The gunner was immediately ordered by the Captain to fire at the rigging of the Spanish Admiral; the Spaniard was still silent, and the gunner fired a shot through and through the hull, which induced him to take in flags and topsails, and run to anchor. An officer of distinction was then sent to Captain Hawkins, who, standing upon deck, refused admission to the messenger; but bid him tell his Admiral, that having neglected the respect due to the Queen of England, in her seas and port, and having so large a fleet under his command, he must not expect to lie there; but, in twelve hours, weigh anchor and be gone, otherwise he should regard him as a declared enemy, his conduct having already rendered him suspected.

In consequence of this message, the Spanish Admiral came off in his boat to the Jesus of Lubeck, and desired to speak with the English Admiral; a request which, although at first refused, was afterwards granted. Great surprise was expressed on the part of the Spanish Admiral, that the two nations being at peace, he should have received such treatment. To which remonstrance the English Commander replied, that his own arrogance had brought it upon him; that he could not but know what respect was due

to the Queen's ships ; that he had despatched an express to her Majesty, with advice of his behaviour, and that, in the mean time, he would do well to depart. But the Spaniard pleaded ignorance, and declared himself ready to give satisfaction.

The submissive behaviour of the Spaniard, induced a corresponding mildness in the English Admiral, who told him, that he could not be a stranger to what was practised by the French and Spaniards in their own seas and ports—"Put the case, Sir," said he, "that an English fleet came into any of the King, your Master's ports, his Majesty's ships being there, and those English ships should carry their flags in their tops, would you not shoot them down, and beat the ships out of your port." The Spanish Admiral acknowledged he should, confessed that his conduct was wrong, and acquiesced in the penalty enjoined. He was then kindly entertained, and the Admirals parted with friendly sentiments of each other.

We now come to that period of his services, which may be considered as the commencement of our naval glory, the defeat of the Spanish Armada in 1588. The ostensible friendship of Spain could not hide from the penetrating eye of Elizabeth, the grasping ambition of Philip or the malice of religious bigotry. She had, for many years previous, watched and defeated their insidious attacks. But when she heard that Philip was preparing a formidable fleet for the invasion of England, she sent Sir Francis Drake* to Cadiz, and gave license to private adventurers to cruise for the interception of his treasures from South America and the West Indies. Drake, with his accustomed boldness and success, forced six galleys to shelter under the cannon of their castles, and burned upwards of a hundred ships in the bay, laden with ammunition and provisions ; thence he sailed to Cape St. Vincent, the mouth of the Tayo, and the Azores, destroying all that came in his way, and thereby delaying the completion of the Armada some months, and gave time to prepare an opposing force.

In the spring of the year 1588, the fleet was nearly ready, and received orders to rendezvous at Lisbon, and sail from thence to England. The extraordinary strength of this fleet was published in Latin, and most of the languages of Europe, except the

* For portrait and memoir of Sir Francis Drake, vide *H. C.* vol. xxix, p. 1.

English. This publication was dated May 20th, 1588, and the fleet was styled—The Happy Armada.—It consisted of one hundred and thirty ships, on board of which were 19,295 soldiers, 8,450 mariners, 2,088 slaves, with 2,630 pieces of cannon, besides a large fleet of tenders, with a prodigious quantity of arms on board, intended for such as should join them. There were also on board 124 volunteers of quality, and about 180 monks.

Of this formidable force, the Marquis of Santa Cruz was to have had the command, but he died at the time when it was proposed to sail, and Don Alphonso de Guzman, Duke of Medina Sidonia, succeeded to the appointment. The command was, however, virtually assigned to Don Martinez de Ricalde, who acted under him in rank, but by whose direction he was led.

In the meanwhile, the active policy of Elizabeth was not confined merely to exertions of defence at home; she influenced the foreign courts of Europe at least so far as to render some of them neutral, and others in a degree active in her defence. The King of Denmark acceded to a request of her ambassador, that he would lay an embargo on a squadron of ships hired for the use of Philip in his dominions. The Hanse Towns, although enemies of England at the time, retarded the ships they were to have sent to Spain. James VIth of Scotland lent himself to the interests of Elizabeth, notwithstanding the recent death of his mother by her order. The French conceived it their best policy to be neutral—and the Dutch equipped a fleet for her service under the command of Count Justin, of Nassau.

The English fleet had for its commanders, Howard Lord Effingham, High-admiral, Sir Francis Drake, Vice-admiral, and Hawkins, Rear-admiral, besides a number of other officers, whose courage and ability would have done honour to any age or nation. The orders were to lie on the west coast to receive the enemy, while Lord Henry Seymour, in conjunction with the Dutch squadron under Count Nassau, was to cruise on the coast of Flanders, to prevent a descent by the Prince of Parma, which it was expected he would attempt.

The land-force consisted of three armies. One of 20,000 men, cantoned along the south coast; another, of 22,000 foot, and 1,000 horse, encamped near Tilbury, under the command of the

Earl of Leicester; and a third, of 34,000 foot, and 2,000 horse, for the Queen's guard, commanded by Lord Hunsdon.

On the 1st of June, 1588, the Spanish fleet, under the presumptuous denomination of *Invincible*, sailed from Lisbon, under orders from the King, to join the Prince of Parma at Calais, and then to follow the instructions contained in a sealed letter, and delivered to the General.

The proceedings of this memorable fleet, and its final defeat and dispersion, have been related by so many able writers, that it may be thought unnecessary to repeat a tale so well and so often told; we are, however, tempted to enrich our *CHRONICLE* with that comprehensive account of it given in the *Encyclopædia Britannica*, a work, the contents of which cannot be too widely diffused, but the price of which renders unattainable to many, although a moderate estimation of its worth:—

This armada, to which the Spaniards, in confidence of success, gave the name of *Invincible*, consisted of 150 ships, most of which were greatly superior in strength and size to any that had been seen before. It had on board near 20,000 soldiers, and 8,000 sailors, besides 2,000 volunteers of the most distinguished families in Spain. It carried 2,650 great guns, was victualled for half a year, and contained such a quantity of military stores, as only the Spanish monarch, enriched by the treasures of the Indies and America, could supply. The troops on board were to be joined by 34,000 more, which the Duke of Parma had assembled in the neighbourhood of Nieuport and Dunkirk. For transporting these he had, with incredible labour, provided a great number of flat-bottomed vessels, and had brought sailors to navigate them from the towns in the Baltic. Most of these vessels had been built at Antwerp, and as he durst not venture to bring them from thence by sea to Nieuport, lest they should have been intercepted by the Dutch, he was obliged to send them along the Scheld to Ghent, from Ghent to Burges, by the canal which joins these towns, and from Burges to Nieuport, by a new canal which he dug on the present occasion. This laborious undertaking, in which several thousand workmen had been employed, was already finished, and the Duke now waited for the arrival of the Spanish fleet, hoping that, as soon as it should approach, the Dutch and English ships which cruised upon the coast would retire into their harbours.

When the news reached England, that this mighty fleet was preparing to sail, terror and consternation universally seized the inhabitants. A fleet of not above 30 ships of war, and those very small in comparison, was all that was to oppose it by sea. All the commercial towns of England, however, were required to furnish ships for reinforcing this small navy. The citizens of London, instead of 15 vessels, which they were commanded to equip, voluntarily fitted out double the number; and the gentry and

nobility equipped 43 ships at their own charge. Lord Howard of Effingham was admiral, and under him served Drake, Hawkins, and Frobisher, all of them renowned as seamen of courage and capacity. The principal fleet was stationed at Plymouth. A smaller squadron, consisting of 40 vessels, English and Flemish, was commanded by Lord Seymour, second son of Protector Somerset, and lay off Dunkirk, in order to intercept the Duke of Parma.

The land forces of England were more numerous than those of the enemy, but inferior in discipline and experience. An army of 30,000 men was disposed in different bodies along the south coast, with orders to retire backwards and waste the country, if they could not prevent the Spaniards from landing; 22,000 foot, and 1,000 horse, under the command of the Earl of Leicester, were stationed at Tilbury, in order to defend the capital; and the principal army, consisting of 34,000 foot, and 2,000 horse, commanded by Lord Hunsdon, was reserved for guarding the Queen's person, and appointed to march whithersoever the enemy should appear.

These armies, though all the Spanish forces had been able to land, would possibly have been sufficient to protect the liberties of their country.

But as the fate of England in that event must depend on the issue of a single battle, all men of serious reflection entertained the most awful apprehensions of the shock of at least 50,000 veterans, commanded by experienced officers, under so consummate a general as the Duke of Parma. The Queen alone was undaunted. She issued all her orders with tranquillity; animated her people to a steady resistance, and employed every resource which either her domestic situation, or her foreign alliances, could afford her. She even appeared on horseback at Tilbury; and riding through the lines, discovered a cheerful and animated countenance, exhorted the soldiers to remember their duty to their country and their religion, and professed her intention, though a woman, to lead them herself into the field against the enemy, and rather perish in battle, than survive the ruin and slavery of her people. "I know," said she, intrepidity, "I have but the weak and feeble arm of a woman, but I have the heart of a king, and of a king of England too!" The heroic spirit of Elizabeth communicated itself to the army, and every man resolved to die rather than desert his station.

The Spanish armada was ready in the beginning of May; but its sailing was retarded by the death of the Marquis of Santa Cruz, the admiral, and that also of the vice-admiral, the Duke of Paliano. The command of the expedition was therefore given to the Duke of Medina Sidonia, a man entirely unexperienced in sea affairs. This promotion, in some measure, served to frustrate the design, which was also rendered less successful by some other accidents. Upon leaving the port of Lisbon, the armada next day met with a violent tempest, which sunk some of the smallest of their shipping, and obliged the fleet to put back into the harbour. After some time spent in refitting, they put again to sea. Being descried by Fleming, a Scottish pirate, who was roving in those seas; he immediately sailed towards the English fleet, and informed the admiral of their approach.

Effingham had just time to get out of port, when he saw the Spanish armada coming full sail towards him, disposed in the form of a crescent, and stretching the distance of 7 miles from the extremity of one division to that of the other. The English admiral, considering that the Spaniards would probably be much superior to him in close fight, by reason of the size of their ships, and the number of their troops, wisely resolved to content himself with harassing them in their voyage, and with watching attentively all the advantages which might be derived from storms, cross winds, and such like fortuitous accidents. It was not long before he discerned a favourable opportunity of attacking the vice-admiral, Recaldo. This he did in person; and on that occasion displayed so much dexterity in working his ship, and in loading and firing his guns, as greatly alarmed the Spaniards for the fate of the vice-admiral. From that time they kept much closer to one another; notwithstanding which, the English on the same day attacked one of the largest galleasses. Other Spanish ships came up in time to her relief; but in their hurry, one of the principal galleons, which had a great part of the treasure on board, ran foul of another ship, and had one of her masts broken. In consequence of this misfortune she fell behind, and was taken by Sir Francis Drake, who, on the same day, took another capital ship, which had been accidentally set on fire.

Several other rencounters happened, and in all of them the English proved victorious, through the great advantage which they derived from the lightness of their ships, and the dexterity of their sailors. The Spaniards in that age did not sufficiently understand nautical mechanics to be able to avail themselves of the unusual magnitude of their ships. The English sailed round them, approached, or retired, with a velocity that filled them with amazement, and did infinitely greater execution with their cannon; for while every shot of their's proved effectual, their ships suffered very little damage from the enemy, whose guns were planted too high, and generally spent their force in air.

The Spaniards, however, still continued to advance, till they came opposite to Calais; there the Duke de Medina having ordered them to cast anchor, he sent information to the Duke of Parma of his arrival, and entreated him to hasten the embarkation of his forces. Farnese, accordingly, began to put his troops on board; but at the same time he informed Medina, that, agreeably to the king's instructions, the vessels which he had prepared were proper only for transporting the troops, but were utterly unfit for fighting; and, for this reason, till the armada was brought still nearer, and the coast cleared of the Dutch ships which had blocked up the harbours of Nieuport and Dunkirk, he could not stir from his present station, without exposing his army to certain ruin, the consequence of which would probably be the entire loss of the Netherlands.

In compliance with this request, the armada was ordered to advance; and it had arrived within sight of Dunkirk, between the English fleet on the one hand, and the Dutch on the other, when a sudden calm put a stop to all its motions. In this situation, the three fleets remained for one whole day. About the middle of the night, a breeze sprung up; and Lord Howard had recourse to an expedient which had been happily devised on

the day before. Having filled eight ships with pitch, sulphur, and other combustible materials, he set fire to them, and sent them before the wind against the different divisions of the Spanish fleet.

When the Spaniards beheld these ships in flames approaching them, it brought to their remembrance the havoc which had been made by the fire-ships employed against the Duke of Parma's bridge at the siege of Antwerp. The darkness of the night increased the terror with which their imaginations were overwhelmed, and the panic flew from one end of the fleet to the other. Each crew, anxious only for their own preservation, thought of nothing but how to escape from the present danger. Some of them took time to weigh their anchors, but others cut their cables, and suffered their ships to drive with blind precipitation, without considering whether they did not thereby expose themselves to a greater danger than that which they were so solicitous to avoid. In this confusion the ships ran foul of one another; the shock was dreadful, and several of them received so much damage as to be rendered unfit for future use.

When daylight returned, Lord Howard had the satisfaction to perceive that his stratagem had fully produced the desired effect. The enemy were still in extreme disorder, and their ships widely separated, and dispersed. His fleet had lately received a great augmentation, by the ships fitted out by the nobility and gentry, and by those under Lord Seymour, who had left Justin de Nassau as alone sufficient to guard the coast of Flanders. Being bravely seconded by Sir Francis Drake, and all the other officers, he made haste to improve the advantage which was now presented to him, and attacked the enemy at different quarters at the same time, with the utmost impetuosity and ardor. The engagement began at four in the morning, and lasted till six at night. The Spaniards displayed in every rencounter the most intrepid bravery; but from the causes already mentioned, they did very little execution against the English, while many of their own ships were greatly damaged, and twelve of the largest were either run aground or sunk, or compelled to surrender.

It was now evident that the purpose of the armada was utterly frustrated. The Spanish admiral, after many unsuccessful rencounters, prepared, therefore, to make his way home; but as the winds were contrary to his return through the Channel, he resolved to take the circuit of the island. The English fleet followed him for some time; and had not their ammunition fallen short, through the negligence of the public officers in supplying them, they had obliged the armada to surrender at discretion. Such a conclusion of that vain-glorious enterprise would have been truly illustrious to the English; but the event was scarce less fatal to the Spaniards. The armada was attacked by a violent storm in passing the Orkneys; and the ships having already lost their anchors, were obliged to keep at sea, while the mariners, unaccustomed to hardships, and unable to manage such unwieldy vessels, allowed them to drive on the western isles of Scotland, or on the coast of Ireland, where they were miserably wrecked. Not one half of the fleet returned to Spain, and a still smaller proportion of the soldiers and seamen; yet Philip, whose command of temper was equal to his ambition, received with an air of tranquillity the news

of so humbling a disaster. "I sent my fleet," said he, "to combat the English, not the elements. God be praised that the calamity is not greater!" This calamity, however, was sensibly felt all over Spain, and there was scarcely a single family of rank in the kingdom, that did not go into mourning for the death of some near relation; insomuch that Philip, dreading the effect which this universal face of sorrow might produce upon the minds of the people, imitated the conduct of the Roman senate after the battle of Cannæ, and published an edict to abridge the time of public mourning.*

The threat of a second attempt at invasion by the King of Spain, rendered it necessary to contrive the means of diverting his forces to another quarter. Elizabeth, accordingly, made known her intention of aiding Don Antonio in the recovery of his kingdom of Portugal. The wisdom of this design was so evident to her subjects, that an expedition was immediately fitted out, of which the Queen furnished six men of war, and sixty thousand pounds; Sir Francis Drake and Sir John Norris, the commanders, with their friends, fifty thousand pounds; and the remainder of the

* "The Duke of Medina Sidonia," says Campbell, "escaped punishment through the interest of his wife; but as for Don Diego Flores de Valdez, whose persuasions induced the general to take that rash step,* he was arrested as soon as he set foot on shore, and conducted to the castle of St. Andero, after which, he was never heard of more. The same writer, from whom we have this particular, remarks also an error in the conduct of the English; *viz.* that they did not attack the Spanish fleet after it had arrived before Gravelmès, which, however, he assures us, was not through any fault in the admiral, but was occasioned through the negligence of some under officers, who had the direction of the military stores, and had been too sparing of powder and ammunition; otherwise, he tells us, it was thought the Duke of Medina Sidonia, at the persuasion of his confessor, would have yielded both himself and his ships, which, it seems, were, in that particular, not at all better provided. This would have been a conquest indeed, a conquest equally glorious and important, the loss of which ought to teach posterity not to be too hasty in censuring great officers, or too remiss in punishing little ones. In the present case, this mischance seems to have been covered by the many favours bestowed by Providence, and the offenders to have escaped through that general joy which their deliverance from so great an evil diffused through the whole nation.

"It seems to be injurious to the reputation of those brave men, who, on this occasion, achieved such great things, to give no account of the force of the English fleet, which, however, I find not in any of our general historians; a

* *Viz.* departing from the king's instructions, by a premature commencement of the action.

charge was supplied by London, the Cinque Ports, Ipswich, Harwich, Newcastle, &c.

The Earl of Cumberland also fitted out a squadron with the same views of national defence and private profit. These two expeditions sailed in the year 1589, and in the following year Admiral Hawkins (who had received the honour of knighthood for his services in the defeat of the Armada), and Sir Martin Frobisher, sailed with two squadrons to oppose the King of Spain in his project of a second invasion, by intercepting the Spanish Plate-fleets in their return from America.

Each of these commanders had five ships, and the first intention of the Spanish monarch was, to oppose them with twice the number; but he afterwards contented himself with ordering his ships to remain close in port, and the Plate-fleet to winter in the Indies, a measure, which broke up their ships abroad, and their merchants at home; but as the expedition was neither gainful nor glorious in its results, and rather impoverished the enemy than

deficiency that I shall endeavour to supply, by adding a list collected at that time, and which, for any thing I know, has not hitherto been published.

A List of the English Fleet in the Year 1588.

Men of war belonging to her Majesty.....	17
Other ships hired by her Majesty for this service	12
Tenders and store-ships	6
Furnished by the City of London, being double the number the Queen demanded, all well manned, and thoroughly provided with ammunition and provision	16
Tenders and store-ships	4
Furnished by the City of Bristol, large and strong ships, and which did excellent service	3
A tender	1
From Barnstaple, merchant ships converted into frigates	3
From Exeter	2
A stout pinnace.....	1
From Plymouth, stout ships every way equal to the Queen's men of war....	7
A fly-boat	1
Under the command of Lord Henry Seymour, in the Narrow Seas, of the Queen's ships and vesseis in her service.....	16
Ships fitted out at the expense of the nobility, gentry, and commons of England	43
By the merchant-adventurers, prime ships, and excellently well furnished	10
Sir William Winter's pinnace	1

In all..... 143

enriched ourselves, it was more highly estimated by the court than by the people.

Another expedition, and the last undertaken by Sir John Hawkins, was proposed to the Queen by him and Sir Francis Drake, and which neither survived. Sir John was now advanced in years and honour, and it could not have been undertaken on ordinary motives. One, and perhaps of itself sufficient, was, that his son Richard being then a prisoner in the hands of the Spaniards, he hoped that the course of events might enable him to relieve him from captivity. In this expedition, they proposed to burn Nombre de Dios, to march from thence to Panama, and seize the treasure brought thither from Peru.

This proposal was favorably received by the Queen, and a squadron of twenty-seven ships and barks were equipped, having two thousand five hundred men on board. The strength of this force, and the reputation of the commanders, excited the most sanguine expectations in the people; but, alas, the ordinary course of human experience too generally proves, that the more sanguine our expectations, the more certain their disappointment. The Spaniards, aware of the intention of the English in this expedition, retorted their own policy of endeavouring to create a necessity for the employment of its force at home, and accordingly declared their preparations complete for a renewed attempt to invade England; and as a previous indication of it, sent four galleys to make a descent on Cornwall. The nation was alarmed, and the expedition delayed.

At length, on the 28th of August, 1595, the alarm of invasion having subsided, the fleet sailed from Plymouth; but the King of Spain had effected his purpose so far as the Plate-fleet was an object; for a few days before the departure of the English expedition, the Queen informed the commanders that the Plate-fleet had arrived in Spain, excepting one galleon, which had lost her mast, and put into Porto Rico. This ship they were advised to look after, as a practicable capture; but for the want of that due secrecy which should be observed in the conduct of all national enterprises against an enemy, one of the pinnaces being taken by the Spaniards, informed them of the intended attempt at Porto Rico; and five frigates were sent to protect the galleon, and the

island was put into a state of defence, by which the English were repulsed, and the prize lost, although the utmost bravery was evinced in the assault.

Historians differ in their account of the death of this distinguished commander. Hume, who probably derived his information from Sir William Monson, says, that he died after the attack and failure at Porto Rico. Dr. Campbell asserts the progress of the expedition to the following effect—That while at sea, the naval commanders differed. Sir John advised the immediate execution of the Queen's commands (which, indeed, appears to have been the most rational policy); and Sir Francis Drake was of opinion that they should sail first to the Canaries. Sir John yielded, and the project was unsuccessful. They then sailed for Dominica, where much time was spent in fitting and repairing, and in the mean while the Spaniards had despatched five frigates to Porto Rico, having intelligence of the intended attack on that place. On the 30th of October, Sir John left Dominica, and in the evening of the same day, the *Francis*, a bark of about thirty-five tons (which we may suppose to be the pinnace mentioned by Hume), being the sternmost of the squadron, fell in with the five Spanish frigates, and was captured; "the consequences of which," says Dr. Campbell, "being foreseen by Sir John, it threw him into a fit of sickness, of which, or rather of a broken heart, he died, on the 21st of November, 1595, when they were in sight of the island of Porto Rico, and not, as Sir William Monson suggests, of chagrin, on the miscarriage in attempting the city of the same name, which in truth he never lived to see."—But what consequences?—Hume says the designs of the English were betrayed by the captured pinnace; but it appears from Dr. Campbell's account, that the Spaniards were previously apprized, and that in fact the Spanish frigates were despatched in consequence of that information.*

We shall conclude our account of this eminent commander,

* Our Correspondent N. B. who seems so much inclined to quarrel with our Biography, will hence infer, that errors may exist where *carelessness* is not imputable; for who will venture to impute it to a Hume, a Campbell, or a Sir William Monson; and yet they cannot all be right.

with the character given of him by Dr. Campbell, whose researches and sagacity so far exceed our own, that they must give a value to the draft which could not attach to any thing in our power to offer.

"At so great a distance of time," says the Doctor, "it may seem strange to enter into, or at least to enter minutely into the character of this famous seaman; but as we have good authorities, and such reflections may be of use to posterity, we think it not amiss to undertake this task, in performing which, we shall use all the care and impartiality that can be expected. Sir John had naturally strong parts, which he improved by constant application. He was apt in council to differ from other men's opinions, and yet was reserved in discovering his own. He was slow, jealous, and somewhat irresolute, yet in action he was merciful, apt to forgive, and a strict observer of his word. As he had passed a great part of his life at sea, he had too great a dislike of land-soldiers. When occasion required it, he could dissemble, though he was naturally of a blunt rather than of a reserved disposition. And now we are making a catalogue of his faults, let us not forget the greatest, which was the love of money, wherein he exceeded all just bounds.

"In spite, however, of his imperfections, he was always esteemed one of the ablest of his profession, of which these are no inconsiderable proofs, that he was a noted commander at sea forty-eight years, and treasurer of the navy two and twenty.

"He and his elder brother William were owners at once of thirty sail of good ships; and it was generally owned, that Sir John Hawkins was the author of more useful inventions, and introduced into the navy better regulations, than any officer who had bore command therein before his time. One instance of this among many, was the institution of that noble fund, the CHEST at CHATHAM, which was the humane and wise contrivance of this gentleman and Sir Francis Drake; and their scheme, that seamen safe and successful should, by a voluntary deduction from their pay, give relief to the wants, and reward to those who are maimed in the service of their country, was approved by the Queen, and has been adopted by posterity. Sir John Hawkins built also a noble hospital, which he plentifully endowed at the same place. He was elected member of parliament three times."

NAUTICAL ANECDOTES AND SELECTIONS.

NEW SOUTH WALES.

[From the Sydney Gazette, November 8, 1815.]

BY the Governor Macquarie are arrived Captain Fowler, and part of the crew of the Indian brig Matilda, which sailed from this colony in August, 1813, bound on a voyage to the Derwent and Eastern Islands, and from thence to China, but was cut off and plundered on the night of the 10th of April last, while lying at anchor in Duff's Bay, at the island of Rooapoah, one of the Marquesas, on a sandal-wood voyage. Five of the crew (Poomootoo men) had previously deserted, and joining with some of the Rooapoah natives, took the opportunity of a dark night, and the wind blowing fresh right on the land, to cut the vessel adrift; by which means she drove ashore through a heavy surf, and was soon bilged and filled with water. When the cannibal natives saw that it was impracticable to get the vessel afloat, they concurred universally in the design of putting the whole of her crew to death; which appears to have been a constant practice among the different islanders towards one another, when their canoes happen to fall upon a strange shore, through stress of weather, or from any other accident. Captain Fowler had formed an intimacy with their chief, or king, Nooheto, who presided at the horrible tribunal that had devoted the unfortunate mariners to instant slaughter: he withheld his assent to the murder; but had no hesitation in permitting the plunder of the vessel. The crew were informed, by such expressions as they could understand, as well as by gesticulations that accompanied their vehement debate on the occasion, that their lives were dependent on the issue; the good chief was opposed by many other chiefs, who, though somewhat inferior in rank, were very far superior in number, supported by the common usages of the island, from which the exhibition of clemency appeared an insufferable deviation. He was seated, with his son by his side, on a mat in his own dwelling: he had been called to the supremacy of the island by the general wish of the people, as it was not an hereditary right, but an elective dignity. His people pressed their solicitations earnestly; and at length peremptorily demanded his assent to the sacrifice; which he for a length of time opposed by the force of words; which not seeming likely to prevail, he adopted a method which silenced the whole in an instant, and saved the lives of Captain Fowler and his crew. Finding that all his expostulations were defeated upon the principle of undeviating custom, he deliberately took up two ropes that were near him, and fixing one round the neck of his son, and the other round his own, called to the chief next in command, who immediately approached him. His conference was short and decisive: he first pointed to the cord that encircled the neck of his son, and then to the other which he had entwined around his own, "These strangers are doomed to death," said he, "by my chiefs and my

people ; and it is not fit that I, who am their king, should live to see so vile a deed perpetrated. Let my child and myself be strangled before it is performed ; and then it never will be said that we sanctioned, even with our eye-sight, the destruction of these unoffending people." The magnanimity of such a conduct could not do less than produce, even in the mind of the unenlightened savage, a paroxysm of surprise, mingled with a sentiment of admiration, in which the untaught-man may possibly excel his fellow-creature, whose conceptions are moulded by tenets calculated to guard him from the extremes of passion. For a moment the people looked wildly upon their king, whose person they adored, because that his principles were good, and his government just and mild. They saw the obedient chief, to whom the order of strangulation had been imparted, staring with horror and amazement at the change which a few moments had produced : the mandate which had proceeded from the king's own lips must be obeyed ; and, commanded to perform the dreadful office, he proceeded to obey—when a sudden shout from the multitude awed him to forbearance. " The King ! The King !" from every lip burst forth :—" What ! kill the King ! No, no, let all the strangers live ; no man shall kill the King !"—Thus were their lives preserved—and the vessel plundered of every thing on board her.

The floor of the Greenwich, which was burnt at Nooaheva, still remains, and is dry at low-water. All her iron and copper have been taken out by the natives, who have a thorough knowledge of the use of these metals. That they are cannibals is well ascertained. They form distinct factions, and make war upon the ruling chief. The rebels are denominated the *Typhets* ; and the opposite parties are horribly sanguinary towards each other. Six of the adverse party were killed and devoured by the rebels, while Captain Fowler was among them ; and the following detestable circumstance occurred on the occasion :—A native man belonging to Port Anna Maria, who was not tattooed, and, in consequence, prohibited from the eating of human flesh, on pain of death, impatient of the restraint, fell upon one of the murdered bodies, and darting his teeth into it in all the madness of a voracious fury, exhaled the crimson moisture, which had not yet coagulated.

The chief of Port Anna Maria, who is very friendly to Europeans, is named Ke-atta-nooe, the first part of the name implying the outrigger of a canoe, and the latter signifying great. The dress of the men consists merely of a wrapper about the waist ; the women are covered from the shoulders downwards to the ancles, and are generally fairer than the Tahitian women. The chiefs have no distinguishing mark or ornament, but in the mode of wearing their hair, which the common orders wear tied up in a large knot on each side of the head, a stripe of which, extending from the forehead to the hollow of the neck, is kept shorn, which practice the chiefs do not adopt. Captain Fowler supposes the worms to be more prevalent and destructive to ships' bottoms there, than he has any where witnessed ; and to this cause attributes the caution of the natives in drawing up their largest canoes, some of which contain from 80 to 100 war-

riors. They are anxious after every kind of property carried among them for barter, and this is supposed their chief inducement for attacking vessels, when they can do it with a probability of accomplishing their object. They have no knowledge of the use of muskets, and have none among them, except a few at Port Anna Maria. A gentleman, at this time in Sydney, who resided among them about fifteen years ago, in a missionary capacity, describes them as a people constantly employing their thoughts on plunder, and devising schemes for taking advantage of strangers.—Their population is very numerous; which he remarked to some of them, to whom he gave a description of Otaheite, observing, at the same time, that its inhabitants were less numerous:—"Canst thou go and take them?—What is there to hinder us?"—was immediately demanded. This anecdote we notice as a specimen of their natural inclination to hostility, in which all accounts respecting them correspond.

WONDERFUL PRESERVATION OF THE MEANDER.

THE *Meander*, Captain Sir James Alexander Gordon, K.C.B. is arrived at Sheerness, in a sinking state, making upwards of 20 feet of water an hour, having struck upon a shoal called the Outer Garbed, lying about 18 miles to the S.E. of Orfordness. She sailed from Sheerness for Leith Roads, on the 16th December, 1816, but owing to thick weather, she was obliged to anchor occasionally until the 18th. On the 19th, at 8. 30. P.M. having been working to windward the whole day, endeavouring to gain an anchorage in Yarmouth Roads, it then blowing a gale of wind, breakers were reported on the lee-bow and beam; the ship, under her fore and main-top-sails and fore-sail, was attempted to be stayed, but would not come round, and in falling off, she struck upon the Outer Garbed Shoal, in 24 feet water; fortunately she went over it, and was immediately anchored in 17 fathoms. In a few minutes afterward, the carpenter reported nearly six feet water in her; "and here (says an officer belonging to her) it will be necessary to pause for a moment, at the dangerous and awful situation of the ship's company—the wind blowing a gale, with a tremendous sea, the ship making upwards of 20 feet water an hour, and nearly 12 hours' darkness before them; not a moment was to be lost, for not a hope of safety was entertained, save in the mercy of the Almighty, and the united exertions of every soul on board. By the zeal and energy of the captain and his officers, and the almost unparalleled exertions of the men, the ship was kept free until the morning: during the night, most providentially, the Great Disposer of all Events had lulled the storm, and hushed the raging sea. Minute guns were fired the whole time, and every blue light in the ship was burnt, in the hope of drawing the attention of vessels near; but it was not until long after daylight on the 20th, that several vessels were seen approaching, many of which were afterwards directed to stay by the *Meander*, in the event of its being necessary to quit her. The wind and tide being fair for Sheerness, the cable was cut, and sail made by the officers, it not being possible to remove a man from the pumps: at this moment the leaks had increased, but two sails, which had

been fitted with thrums, were then dropped over the bows, and had a wonderful effect in checking the leaks. At noon, on the ship's arrival within signal distance of Sheerness, her distressed state was made known, and the greatest and most prompt assistance was immediately afforded by the captains of the different ships, the Hon. Commissioner Boyle, with the officers and men under their respective commands; but it was not until the 22d, with all the skill and exertions employed, that the ship was safely secured in Dock. On examination, it was ascertained she had carried away the whole of her fore foot, about ten feet of her larboard garbed streak, and a great part of her false and main keels; and while these alarming and serious defects evidently shew what must have been the exertions at the pumps, for upwards of 20 hours, before any personal assistance could be afforded, they also most satisfactorily prove what gracious goodness and mercy must have been vouchsafed to them by that Almighty Being, whose arm alone can save the wanderers of the trackless deep.—Sir J. A. Gordon is perhaps considered (with all deference to others) one of the very best officers in his Majesty's navy, and bears most honourable testimonials of having distinguished himself upon many occasions in the service of his country. The officers of the *Meander* speak of him in terms of the highest respect and most affectionate regard; his firmness and zeal gave animation to all around him in the midst of this awful time, in which not a murmur was heard, nor the slightest disposition shewn towards intoxication. Such conduct as this will secure the ship's company a lasting honour. It appears the pilot of the ship is a clever and steady deserving man, and not the slightest blame whatsoever is to be attached to him. The *Meander* is ordered by the Admiralty to be fitted with all possible despatch, and the people of Sheerness Dock-yard are directed to earn as much money as they can in repairing her.

THE BREAKWATER.

It is most remarkable, that the *Amphitrite* frigate, sheltered by this well-devised work, even in its present almost incipient state, was enabled to ride out the last terrible gales of wind with ease, having only one anchor down; and a dozen more might have derived the same advantages of shelter and preservation during the same awful tempest. This breakwater is, perhaps, the only work of great national use and importance that has been undertaken in this country in modern times. It was begun upon the enlarged plan of affording protection to 40 sail of the line, to be there kept in readiness, from whence they might reach Brest at any time in 12 hours after the wind had come round to the eastward, and thus enabled a French fleet to sail from thence; so that in fact, when finished, it will constitute a kind of secure blockade on Brest harbour itself. Now is the time, therefore, for urging, with the utmost zeal, this transcendently useful operation, when such abundance of hands want employment, and labour will be procured comparatively cheap. Greatly will ministers endeavor themselves to the British navy, by seizing so happy an opportunity of completing an undertaking, which, next to the valour of its hands, must form its most

effectual bulwark. The utility of the whole work may be justly appreciated, when it is known, that if the part of the Breakwater which is already finished had not been there, not all the anchors in the ship could have saved the *Amphitrite* and her crew from destruction.

METHOD OF PREVENTING LEAKS IN SMALL VESSELS.

IN small decked vessels, such as sloops, there are seldom more than three or four men to navigate them; so that if they spring a leak, the fatigue becomes so great at the pumps, that the men are soon exhausted. When a sloop or small vessel is building, and before planking the bottom and sides, let the outside of the timbers be rubbed over with a mixture of pitch, tar, cow-hair, and powdered charcoal, made hot, and which, when cold, is of the consistency of shoemaker's wax; after rubbing the timbers on the outside with this composition, plank the bottom and sides; when the planks are caulked, fill all the space up between the timbers with this mixture, and also over the inside of the timbers; then nail on the ceiling or lining planks. It is impossible, if the seams of the outer planks are ever so open, for the vessel to leak; nor can rats or mice penetrate between the timbers, because they will not touch the composition. Two small brass rollers, or friction wheels, fixed on the opposite sides of the pump spear, at the valve, will keep the pump spear upright, and make the pump work easier.

AN ALGERINE SLAVE.

ONE of the persons delivered from Algerine slavery, in consequence of Lord Exmouth's Expedition, lately passed through Dijon, on his way to Paris.—At the age of 15 he was a groom in the service of the Count d'Artois, now Monsieur, and followed his Royal Highness to the siege of Gibraltar. Having been put on board a vessel which was to carry orders to Count d'Estaing, he was shipwrecked on the coast of Africa, where he was taken by the Arabs, and sold to one of the princes of the country. During 34 years of slavery, passed in the mountains, he was constantly yoked in a plough, suffering the greatest hardships during the day, and sleeping with a multitude of wretched companions, heaped together under a tent at night. But the most remarkable circumstance in the history of this man, now aged 49, is, that in consequence of his being cut off from all communication with the rest of the universe, no report of the French Revolution had ever reached him. His first notions of the misfortunes which the Royal Family and all France have undergone during these 25 years, were only acquired during his passage, and on his landing at Naples. His astonishment at the doubtless imperfect relations which he received of so many extraordinary events may be conjectured; but how great will it be if he one day read the history of his country? This man, in whom the persons who have had the opportunity of interrogating him feel much interest, has a brother at Paris, named Dupont, who is still in the service of Monsieur.

FRACAS BETWEEN THE BRITISH AND AMERICANS AT MESSINA.

THE following particulars have been published on the authority of a gentleman lately arrived from Messina:—"On the 16th of September, the schooner *Ann*, Captain Bell, of Malta, was lying in the port of Messina, waiting for a cargo. The captain being on shore, the mate observed on board, under suspicious circumstances, a man of colour belonging to the Java American frigate. On endeavouring to search him, the fellow knocked the mate down. The crew of the *Ann* came instantly to his aid, and having overhauled the intruder, found concealed about his person some leather, and other articles, which he had stolen on board the *Ann*. According to a practice not unfrequent with British tars, they summarily tried him, without any reference to the civil power, and punished him with a smart flogging. The Mulatto, on being released, repaired immediately to the American commodore, who, choosing to consider the affair as a national insult, made a formal complaint upon the subject to the American consul. The latter, in his turn, represented the occurrence in the most glowing colours, in a note to Mr. Barker, the British consul. An interview took place the same day between the consuls, and it was mutually agreed that the dispute should be left to the decision of the Sicilian government. Next day, to prevent any breach of the peace whilst the matter was under investigation, an order was transmitted to the mate of the *Ann* not to come on shore. Captain Bell, however, conscious of having given no offence to the Americans, went on shore, and proceeded to the billiard-room. There he was rudely accosted by three American officers, who asked his name. He had no sooner replied, than one of them called him a *blackguard*, the second a *liar*, and the third a *coward*: the latter at the same time gave him a blow, and challenged him to a *set-to*. Nothing could be more acceptable to Bell: he happened to be of *Bristol metal*, and had obtained a degree of A.M. in the Pearce and Belcher school. They retired to a spacious room, and the conflict terminated, not much to the satisfaction of the American combatant. Another of the party insisted upon trying his luck: Captain Bell was not reluctant to accommodate him, and soon put him *hors de combat*. The third officer then engaged him, but their companions, who had by this time numerously assembled, anticipating another defeat, broke into the ring, and beat Captain Bell most cruelly, and treated him in a way which delicacy forbids us to describe. He owed the preservation of his life entirely to the arrival of the Sicilian guard at the critical moment. Captain Bell, of course, made a representation on the subject of his cruel and unmanly treatment to the British consul. He went on shore on the 18th, but immediately returned on board, apprehending fresh insults. Soon after, two boats' crews from the Java, armed with pistols and cutlasses, rowed towards the *Ann*. Captain Bell loaded his guns, and threatened to fire into them if they did not keep off. He thus kept them at bay until the arrival of the British consul, by whose advice two American officers were permitted to come on board, with a view to the adjustment of the quarrel. During the conversation, Captain Bell happening to contradict the statement of one of the officers,

the latter snapped a loaded pistol at him, which fortunately missed fire. The interview terminated in again referring the matter to the decision of the Sicilian government. On the 19th and 20th there were partial disturbances between the American officers and English captains. The merchants at Messina intending to make a considerable remittance in specie to Malta by the *Ann*, applied to the British consul to procure a safe conduct from the American consul. This the latter refused to give, observing, that he supposed the British captain was desirous to be off as soon as possible, being conscious of his misconduct. About the 21st, two American frigates sailed for Tunis, and two others put to sea, with the intention, it was feared by some, of intercepting the *Ann*, should she proceed on her voyage. By others it was alleged that the American frigates had been sent off in consequence of an intimation from the governor of Messina to the commodore, that if he did not keep proper order on board his squadron, the forts would be directed to fire on them. The *Washington*, 74, (the commodore), and a sloop of war, remained at Messina. The *Ann* sailed, at length, on the 22d, without waiting for the decision of the Sicilian government. She was no sooner clear of the port than she was boarded by two armed boats from the *Washington*. The American officers mustered the crew, and took away one of the men, under the false pretence of his being an American. This proceeding, whether it resulted from a wish to mortify the British captain, or was intended as a retaliation for our right of search, is not very consistent with the general character of Commodore Decatur. It is but just to state, that neither the commodore nor the American seamen took part in any of the affrays on shore: the whole was confined to the American officers, the leader of whom was a Lieutenant Armstrong.

THE VATICAN PICTURES AND SCULPTURE.

A "true-born Englishman" has no idea of the ardent enthusiasm of the Italians, in their veneration for the productions of ancient art. Many persons went from Rome to Civita Vecchia, a distance of 50 miles, to hail the arrival of the English ship, which brought their celebrated pictures and statues from Antwerp, whither they had been sent from Paris. The venerable Cardinal Consalvi, the Roman secretary of state, was sent by his Holiness the Pope, for the same purpose, and on his arrival, went on board, accompanied by the governor of Civita Vecchia, and other distinguished persons, under a salute from the ship, which was returned by the fort. Till that *auspicious* day, the weather had been very boisterous, but on the first cable being hoisted from the ship, containing the magnificent colossal statue, called the *Nile*, a salute of 15 guns was fired from the fort, and the sea became instantly *calm*! It was remarked, that the moment the *Nile* appeared on deck, the wind abated, and when it landed, a *French* schooner, which had just entered the harbour, got aground! Such were the observations which the superstition of the people made, on the influence of the *Gods of the Nile*, and they were confirmed by the opinion of the *Cardinal*! His Eminence, by command of the Pope, invited the captain and principal officers to visit Rome, where they were received and treated with

every mark of regard by his Holiness, who presented each of the officers with a casket of jewels, he ordered rings to be given to the petty officers, and a silver medal to each of the seamen, with 400 sequins in money, to be distributed among them.

After landing his precious cargo, which occupied four days, the captain gave a *Ball to the Ladies*, on board. Many of them had come from Rome, but the *Gods* were not so propitious to them, as they had been to the *Nile*—the sea became rough, and but few ventured to quit the shore—but those who did, joined in the dance, and were not a little amused with *Jack's* active and strenuous efforts in *Waltzing*. The governor obligingly furnished the band of music, which consisted of three violins, two flutes, one clarionet, and four guitars. A Roman Lady, with great *naïveté*, asked the captain, if the English had any more such large ships, which question the captain very characteristically answered, by putting *Steel's List* of the British navy into her hands.

On quitting the ship, the sailors gave three *cheers* to the ladies, very much to their astonishment. From Civita Vecchia they proceeded to Leghorn, where the cases containing the casts, &c. for the Prince Regent, were embarked. The Ex-Empress, Maria Louisa, being then at Leghorn, she went to the Roads in a pinnace to view the English ship, but did not go on board. On her name being announced, all hands crowded to the side, and generously saluted her with three cheers in the true English style—which her Royal Highness acknowledged by standing up, and treating *Jack* with three of her best *curtsies*!

During the time the ship remained at Civita Vecchia, they were abundantly supplied with fresh provisions, wines, fruit, and vegetables, by the governor; and the captain and officers were every where received with high favors by all ranks, from their arrival till their departure.

ANTI-MAGNETIC PROPERTY OF THE ONION.

THE magnetic power of a compass needle will be entirely destroyed or changed by being touched with the juice of an onion. This fact may seem trifling; but we regard it as one of the first importance; and investigated, may lead to consequences equally astonishing as the discovery of the magnet itself.

SOUTH SEA FISHERY.

It was the opinion of a late much-respected and opulent merchant of Plymouth, that there was scarcely any branch of commercial enterprise in which the capitalists of Plymouth could, from local considerations, adventure their capital with greater prospects of success than in the South Sea Fishery. All information received from the Committee tends to confirm the justice of that opinion. Having reference, therefore, as well to the expectations of success which that opinion holds out, as to the peculiar circumstances of the times, it is with no small degree of satisfaction that the Committee report, that, in the month of May last, the ship *Countess of Morley* sailed from Plymouth, upon a voyage to the South Sea. Her equipment was most judicious, and there is every reason to hope that she will have a prosperous and advantageous voyage.

CORRESPONDENCE.

Minutes of a Running Action fought in the Adriatic.

MR. EDITOR,

11th December, 1816.

IMRESSED with the general sense of gratitude, so often, and so justly, bestowed on you, for the great exertions exemplified in the pages of the Naval Chronicle, in defence and support of deserving characters in the Royal Navy, I cannot omit testifying to you, that every new number gives me a higher opinion of the worth and talents of the directors and authors of so enlightened a record of national deeds, and hydrographical observations and discoveries.

Should it not be derogatory to your arrangements,* I beg leave to hand you the minutes of a running action fought in the Adriatic; the insertion of which may serve (if it is possible) to enhance esteem for those gallant officers, by whose vigour and intrepidity the achievement was performed.

I am, Mr. Editor, your very obedient servant,

Thessaly.

On the 28th of November, 1811, Captain Murray Maxwell, of H. M. S. the *Alceste* (and senior officer of a squadron in the harbour of Port St. George,† island of Lissa, in the Adriatic), had received intelligence that a squadron of the enemy's ships had it in contemplation to sail from Trieste, with a supply of corn for the French troops at Corfu. An hour afterwards, Charles Davenport (one of the *Alceste's* signal men), discovered from the look-out house on Whithy hill, three sail in the south-east quarter, which he averred to be ships of war. Captain Maxwell (although exceedingly unwell), with great fatigue, climbed the mountain, and corroborated the fact: and before his return to the ship, the squadron was unmoored preparative to ulterior operations. Lieutenant J. C. Hickman, and Mr. Croker, midshipman, were sent, with thirty seamen, to man three gun-boats (prizes) for the protection of the island; together with Lieutenant Walter Griffith Lloyd, a serjeant, two corporals, and 48 privates of the royal marines, to mount guard, and man the two batteries (erected by Captain Maxwell)‡ on Hoste island, situated in the mouth of the harbour of the colony: there then remained on board the *Alceste* 218 officers and men.

* We assure our friend Thessaly, that it is perfectly coincident with them—we are desirous of such communications, which we might properly term—*A Seaman's Fire-side Recollections.*

† Lat. 41° 49' N. Long. 16° 27' E. Variation, 1¼° W.

‡ This officer is gone with the embassy to China.

The wind was at E.N.E. and blew fresh into this narrow port; not a moment was lost, the squadron was under-way in a few minutes; the *Alceste* warped and towed to Hoste island, then made sail in the narrow part of the channel; the sails no sooner trimmed, than the helm was put a-lee successively: the wind and sea increasing, the ship missed stays, yet nothing could damp the ardor of the commodore; and by seven o'clock in the evening, from the most unremitting zeal, the squadron was at sea.*

At 9. 30. a strange vessel was seen to windward, that fired two guns, and the *Unité* boarded her. 10. 40. Captain Chamberlayne visited the commodore, accompanied by Lieutenant M'Dougall, R.N. of the *Unité*, who was taking a passage in the strange vessel to Malta: that zealous officer made the commander of her put back (although he could have avoided them), in order to communicate the intelligence to the squadron, of his having seen that morning three French frigates in the east quarter, under the island of Augusta. The squadron now made all the sail that they could carry; the wind shifted to south-east, and blew hard; employed in making and shortening sail, and beating to windward the remainder of the night. The morning of the 29th was dark and hazy; but at 9. 20. that vigilant officer, Captain Gordon, made the signal for seeing three strange sail in the E.N.E. pursued them without intermission. 10. made them out to be frigates; cleared ship for action; the enemy put their ships before the wind, and formed a compact line: the British squadron in full chase, under a press of sail, with the commodore taking the lead, after receiving (en passant) the congratulations of some of his colleagues; the *Alceste* outsailing *Active* and *Unité*.

At 11. 30. the sternmost ship of the enemy altered course two points to starboard, and was instantly followed by the assiduous Captain Gordon; but the commodore, placing great value upon this officer's more immediate service, recalled the *Active*, and despatched the *Unité* to chase the detached frigate, which appeared to be the smallest of the three.

At 11. 50. the commodore telegraphed the squadron—"Remember the battle of Lissa."† The moment was pregnant with the most lively imaginations—the day was passing fast—and the two squadrons appeared nearly equal in their rate of sailing.

At 12. 30. the island of Pelagosa ‡ bore S.W. about 5 leagues; saw the *Unité's* chase open her fire from the stern, which was returned from the bow of the chasing ship; at this time it was observed with much pleasure, that the *Alceste* gained upon the enemy, by the removing of the shifting ballast forward.

At 1. 10. P.M. the stern of the second to the French commodore became a distinct object; when it was no longer doubted but that she could

* *Alceste*, Murray Maxwell, Esq. captain; *Active*, J. A. Gordon, Esq. captain; *Unité*, E. H. Chamberlayne, Esq. captain.

† In allusion to that brilliant action gained by the gallant Commodore Hoste, over the brave French Commodore Duberdou.

‡ This rock lays to the northward and eastward of Manfredonia, on the east coast of Italy; and its lat. is 42° 22' N. long. 16° 32' E.

be enfiladed with success. The commodore replied, "Our success this day depends upon being cool and collected; we'll yet continue to close, as I intend to pass the rear ship, and engage the headmost." (The French commodore is taking in his royals.) "The Active is carrying all sail, and will join us shortly."

The *Alceste* was now rapidly advancing upon the larboard quarter of the enemy's second ship, with colours and a broad pendant flying; the commodore asking Lieutenant James Montague,* who commanded on the main deck, if he could bring any of the guns of the foremast platoon to bear on the *Flora*, which was answered in the negative. The commodore entertained the idea, that they were the French ships, *Dane*, *Flora*, and *Caroline* (the second of which made a dastardly escape from Commodore Hoste, after her surrender). At this moment, the *Alceste's* ship's company were called upon deck, when the commodore intimated to them, that he expected they would capture the fugitive frigate in 40 minutes! The approximation to each other was accelerated by the rapidity of the *Alceste's* motion, and was now only a pistol-shot distance from the supposed *Flora*, whose jib-boom (by the bye) was not more than 20 yards distant from the taffarel of her leader. At 1. 20. a well-directed shot was fired by Mr. Harris, the gunner, which passed through the second ship (and by Captain Rosamel's account, it killed one man, and wounded two badly). The tri-coloured flag (that had been hitherto withheld) was now displayed, with a commodore's broad pendant at the main-top-gallant-mast head of the leading ship; and a single shot returned from the second ship, that splintered the main-top-gallant of the *Alceste*—here was extreme forbearance on the part of the enemy: the ships were running above 9 knots per hour, with the wind on the larboard quarter; the position was favorable, and to windward of the enemy; † when, at 1. 24. the order was given to fire on both ships; it was then that a most furious and destructive cannonade ensued, receiving the fire of two heavy 44-gun frigates, and returning it proportionally, with admirable interest!!

At 1. 40. the *Alceste's* main-top-mast was cut in two above the cap, and fell with a tremendous crash to starboard, accompanied by its whole paraphernalia of steering-sails, top-gallant, and royal ditto, &c.!!! Commodore Maxwell exclaimed, "For the honour of the day, never mind it, we will have them yet."—"What cheering is that?"—"A salute of *Vive l'Empereur!* from both of the enemy," replied an officer; the action continuing with redoubled fury, but it was visible that the enemy began to draw a-head. 1. 50. the signal was made for the *Active* to cut off the rear ship of the enemy; the French commodore set his royals again; the *Active* fired a shot from her bow gun at the enemy's rear ship, which passing the *Alceste's* starboard quarter (very close), fell short. The firing from the foremast and centre platoons was vigorously maintained, and

* Son to Admiral Sir George Montague, Bart. promoted to the rank of commander 27th June, 1814.

† Perceived Captain Chamberlayne in action with the detached frigate.

directed with a precision, the effects of which was truly certified from ocular demonstration.

At 2. 15. the *Alceste* ceased firing, the *Active* passing with an intrepidity that did honour to her commander ; taking up a position on the starboard quarter, and to leeward of the second ship, at less than pistol-shot distance ; where he opened a well-directed fire, that was continued with the greatest gallantry, it being impossible for any officer to display more zeal than Captain Gordon did on this occasion. The French commodore braced up, tacked, and on approximating (with his starboard tacks on board), again engaged the *Alceste*, when both fought with great animation. At 2. 30. Mr. Charles Nourse, signal officer, fell by a cannon ball shattering his knee, an interesting and brave young gentleman.* About the same time, four seamen were killed, and ten wounded, on the quarter-deck, which was followed by the fall of the first lieutenant, Mr. Andrew Wilson,† by a severe wound on the left side by a large splinter ; but he did not quit the quarter-deck ; and immediately fell the cool and gallant Commodore Maxwell, by the head of a seaman, that struck him on the breast, taken off at the foremast gun (by a shot through the port hole) on the larboard side the quarter-deck. On his being raised up, the upper part of his body and face was so disfigured with blood and brains, that he really appeared to have been shattered to pieces : yet recovering in a few minutes, he calmly washed himself (where he stood), and gave his orders with a precision that marked the nobleness of his soul.‡ The action continuing with unabated ardor, a shot damaged the wheel, and killed the helmsman, which being observed by George Lyall, seaman (himself wounded), he supplied his place without orders.§ The French commodore set his main-sail, and passing to a quarter of a mile astern, wore ship, in the act of which, he fired his larboard broadside, with an intention to enfilade the *Alceste*, but his shot fell short a few yards, by an excess of depression : at which time it was intimated to Commodore Maxwell, that

* He was conveyed below, when a young inexperienced surgeon amputated the limb, without turning back the skin, in order to cover the wound afterward. When his assistant, Mr. G. C. Tegetmeir, arrived in the gun-room from the cockpit, discovered to his superior the serious neglect of which he had been guilty ; the instrument dropped from his hand, and he stood appalled, blushing at his own ignorance. Consequently, a second operation was performed by the assistant with judgment—but alas ! this noble youth, from the great loss of blood, survived it only a few minutes. This was sacrificed to imbecility and ignorance, a valiant Briton, who in all probability might have lived to be an ornament to his parents and his country, and perhaps one of its best defenders ! He was the son of Captain Nourse, of the Somerset militia.

† This officer was promoted to the rank of commander on the 17th of September, 1812.

‡ The present Admiral Sir J. T. Duckworth was once near killed in the same manner, only with this difference, that it was the head of a black man.

§ Afterwards promoted to be second master of his Majesty's ship *Eagle*, of 74 guns, Charles Rowley, Esq. captain.

the enemy was coming up to again execute the same evolution, with more effect: he replied, "No, he knows better, he will not come near us." Then Mr. Howard Moore, the master,* suggested the idea to wear ship; which was done; and the cautious enemy enfiladed in turn, apparently with good effect, the shot being heard to crack against her hull; to this he returned a few shot, braced sharp up on the larboard tack, quitted the field of battle, and made off under all sail to the south-west, without the loss of a mast; as it has appeared, that the whole of the *Alceste's* shot must have taken effect in her hull, a gratification to those concerned, confirmed subsequently by a prisoner who was that day on board the French frigate *Pauline*, of 44 guns, and 322 men, commanded by François Gilles Monfort Aîné, (capitaine de vaisseau, and grand officier de la légion d'honneur), that he had 50 men killed and wounded by the *Alceste's* fire, and many of the wounds mortal.

Whilst this was passing, the gallant Captain Gordon,† in standing on a shot box, and giving his orders with the greatest coolness, a 36lb. shot came in through a port hole, grazed the carriage of a carronade, took off a seaman's leg, and struck the captain on the knee-joint, carrying all off as if it had been done by a knife, and leaving the leg hanging by the tendons, but shattered down to the ankle; he instantly fell, and calmly directed Lieutenant William Bateman Dashwood ‡ to fight the ship; and as he was carried below, told the second lieutenant, George Haye, "If any mischief happens Dashwood, do your best, and fight her well, my boy." As if the words had been prophetic, in a few minutes Lieutenant Dashwood lost his right arm, and was likewise conveyed below: then Lieutenant Haye assumed the command, and fought the ship most gallantly, being himself slightly wounded.§

At 3. 5. the *Active* shot a-head of her antagonist (notwithstanding her three top-sails lay to the mast) and a cessation of firing followed; the *Alceste* again closed, and fired her starboard broadside at the enemy, when, in a few minutes, her main and mizen-masts went over the side, and with them the tri coloured flag. At 3. 40. the enemy hoist a union jack, and the *Alceste's* jolly-boat conveyed Mr. Howard Moore, the master, on board of her, when he took possession of *La Pomone*, of 44 guns, and 322 men, with five feet water in her hold, commanded by Charles Ducamp Rosamel, capitaine de frigate (a brave and gallant enemy, wounded in the mouth by a grape shot); he was sent, with his lieutenants and midshipmen, on board the *Alceste*, and upon her quarter-deck delivered their swords to

* A most courageous officer, promoted to the rank of lieutenant the 27th June, 1814.

† Now Sir James Alexander Gordon, who distinguished himself recently on the coast of America.

‡ This officer was promoted to the rank of commander on the 19th of May, 1812, and lately commanded the *Prometheus*, at Algier.

§ This officer was promoted to the rank of commander, 19th May, 1812.

Commodore Maxwell. Mr. Norwich Duff, midshipman* of the *Active*, having arrived on board, intimated (by orders) a desire to know to which of the ships the frigate struck to; on which, the question was put to the French captain: he replied, in a dignified tone, "*à le chef d'escadre Anglois*;" and immediately after a French officer declared, that "the firing from the English commodore was all directed at the *Pomone's* masts, and that there was not more than half an inch distance between the lodgment of four of his largest shot 32-pounders) in their main-mast, when it fell."

The commodore heard the misfortune that had happened to the brave Captain Gordon, with the most unfeigned sorrow, and deeply lamented the severe affliction of his dear friend and gallant associate: snatching up the French captain's sword (that lay on the capstern), he directed it to be put into his boat, proceeding himself without delay to the *Active*, to see his wounded colleague, with a heart full of honour and benignity, and to bestow upon the valiant Gordon, that trophy which had been so recently presented to himself; but at the time of his arrival there, Doctor J. S. Swayne† did not deem the moment favourable for an interview; therefore the commodore left the sword with Lieutenant Haye, to be presented to his captain accordingly.

At 4. 20. Mr. Moore, the prize-master, had the misfortune to see the *Pomone's* foremast fall overboard, thereby rendering her a complete wreck. Captain Rosamel appeared very much agitated and chagrined at his destiny, often pointing to his fugitive commodore, and declaring, if it had not been for him he would not have been taken; in this affirmation, there certainly appeared a probability: for instance (after the loss of the *Alceste's* main-top-mast, and when she dropt to a distance a-stern, from the velocity of the French ships at that time), had he directed his evolutions so as to cripple the *Active*, there is every reason to think they might have effected their escape.

At 5 o'clock employed shifting all the prisoners into the *Alceste*: joined H. M. S. *Kingfisher*, Captain Ewell Tritton, who took the *Pomone* in tow, until such time as the *Alceste* shifted her topmast; then despatched the sloop, and proceeded with the prize to Lissa, where the *Unité* joined, with *La Persane* frigate (employed as a store-ship, pierced for 30 guns, but only mounting 28 long nine-pounders, and 190 men (a new ship), commanded by Joseph Andre Satie, capitaine de fregate, having on board 130 iron and 20 brass guns, to fortify the shores of the Adriatic. This ship being deemed inadequate by government, was sold at Malta to an agent of the Dey of Tunis for 60,000 hard dollars, ex. five shillings and twopence. The *Pomone*, afterwards named *Ambuscade*, was found

* This officer was promoted to the rank of commander on the 17th of June, 1814, and is the son of the late Captain Duff, who was killed in the action off *Trafalgar*.

† Dr. J. S. Swayne is a medical officer of great talent and professional ability.

defective, and broke up at Deptford, in September, 1812.* This last ship was built by the citizens of Genoa, and presented by them to Jerome Bonaparte, on his being promoted to the rank of capitaine de fregate, and had her cabin *once* highly ornamented and gilt, for that nautical mushroom!—An anomalous and coincident circumstance in the ship and her then commander! Thus was a convoy frustrated (in part) in their intentions to aid and protect, in conjunction, the Trieste squadron, in facilitating the relief of Corfu, by conveying the garrison corn.

It is an unaccountable circumstance, or a gross instance of the partiality shewn in naval promotions (by the head of the naval department) at the period the above action was fought, as the first and second lieutenants of the *Active* appear to be both promoted four months previous to the first lieutenant of the *Alceste*, which was the commodore's ship, and his standing as an officer nearly treble the time of either of them; and whose name for meritorious services had frequently appeared in the *Gazette* before: this certainly conveys an act of the greatest injustice—nay we may say *cruelty*; to withhold from a meritorious officer, a paltry four months' rank, yet an object of the most vital concern to every officer on the half-pay list, as bringing him sooner or later within the first class of the same rank. These dreary times, Mr. Editor, demand a revival of such omissions; and should this remark meet the eye of any of the present noblemen at the Admiralty, the writer of this has little doubt of hereafter seeing redress given where it is due, particularly as the present Board are composed of gentlemen of a more liberal disposition than some of their predecessors.

It is also no less strange, that Lieutenant W. Crabb (nephew to Captain Raggett, R.N.) first lieutenant of the *Unité*, on that day, was omitted altogether, in the different promotions since that period, though a most distinguished officer in every sense of the word; and although the ship captured was not of equal force to the *Unité*, she was notwithstanding an important capture, from the nature of her cargo, and being commanded by an officer coeval in rank with a post captain in the British navy; surely, this case, with his other merits (if they are known at the Board) entitle him to their Lordships' early notice.

Escaped.—La Pauline, 1100 tons.

Taken.—La Pomone, 1100 do. 42 iron and 9 brass guns in her hold.

Taken.—La Persane, 860 do.

ALCESTE.—7 killed, 16 wounded.

ACTIVE.—8 killed, 27 wounded.

UNITÉ.—1 wounded.

28 18-pounders; 16 36-pounders; 28 9-pounders; 130 24-pounders; 42 18-pounders; 20 brass guns; 9 do. do.—273. Total of cannon captured from the enemy, which, if it had been done by the army, would have promoted one major to the rank of lieutenant-colonel, and three captains to the rank of majors; and very justly these officers would have deserved it.

* Vide N. C. for September 1812.

Deprecating the practice of "Bondsmen" for leave on Shore.

MR. EDITOR,

Clapham, Surrey, 18th December, 1816.

INFLUENCED by a sincere regard for the welfare and reputation of our naval service, I shall feel very thankful if you will permit me to point out, as meriting decided reprehension, a novel bad practice, which had its origin but about two or three years prior to the peace (and that with some obscure characters), of requiring "*bondsmen*," as they are termed, for the due return of those seamen who obtain leave to go on shore. These bondsmen being subjected, in event either of want of principle, or accident, preventing the exact return of the party for whom they are sponsors, to receive *three dozen lashes*, without regard to character or station in the ship.

I have, Mr. Editor, myself, witnessed this litigious and vexatious practice, which is no less *unwarranted* and *unjustifiable*, than replete with injury to the good discipline of the service, and the interests of the country, causing some of the most respectably behaved, and best seamen in the ship (a few of them petty officers *), to be thus punished, who became in consequence dead to the feeling of reputation, abandoned to drunkenness, anxious to desert, thereby sacrificing every claim on account of their long servitude, and at any rate *lost to the service*!—I beg again distinctly to state, that the assumption of such a power is *totally unwarranted*, either by the naval aticles of war, the naval instructions, or indeed by any one legal authority or construction whatever, and is therefore an offence as a 'public wrong,' severely punishable by the laws of the country.

Impartial.

MR. EDITOR,

18th December, 1816.

IN looking over some old newspapers the other day, I cast my eye upon an elaborate account of the gallantry of Captain Halliday, of H. M. S. Repulse, in giving battle to a very superior force of the enemy off Toulon, on the 31st of August, 1810; a drawing of which has appeared already in your useful Chronicle, from the pencil of Captain Guion, then commanding the Philomel brig. And in order that you may satisfy your-

* Purely an accident, of late, brought to my knowledge, that five of these identical men, animated by resentment, had deserted over to the service of America; three of whom were actually serving as *petty officers* on board the American frigate Constitution, when she captured the Guerriere (British frigate) in 1812.

self whether it is deserving of a place in your pages, I send you the *Edinburgh Evening Courant* accordingly.

I have the pleasure to remain, Mr. Editor,

Your very obedient servant,

Thessaly.

P. S. After this service was completed, Captain Guion telegraphed to the *Repulse*, "Permit me to come on board and return thanks—the *Repulse* has repulsed the enemy nobly, and saved us."

With thanks to our obliging Correspondent Thessaly, we avail ourselves of his kind communication.

MEDITERRANEAN.

British line-of-battle ships in the Mediterranean, under Sir Charles Cotton, Bart. on 31st of August, 1810:—

OFF TOULON.

San Joseph	{ Sir Charles Cotton.	
	{ Captain Neve.	
Ville de Paris	—— Thomas—ordered home.	
Royal Sovereign	—— Peard.	
Centaur	Sir S. Hood.	{ Appointed to the chief command on the Jamaica station, and going home.
Tigre	Captain Hallowell.	
York	—— Barton.	
Sultan	—— West.	
Invincible	—— Alexander.	
Bombay	—— Cummings.	
Ajax	—— Otway.	
Conqueror	—— Fellowes.	
Warspite	—— Blackwood.	
Leviathan	—— Harvey.	
Repulse	{ One of the in-shore squadron, which consists of this ship and Alceste frigate, and Philomel sloop of war.	

AT PALERMO.

Canopus	{ Admiral Martin.	
	{ Captain Inglis.	
Magnificent	—— Eyre.	
Victorious	—— Talbot.	
Montague	—— Mowbray.	
Warrior	—— Spranger.	

AT MELAZZA.

Cumberland	Captain Wodehouse.
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AT MALTA.

Fame.—The Ajax has joined the fleet at Palermo.

To this force was attached a proportionate number of frigates. Besides those already mentioned as composing the in-shore squadron, there were

cruising, upon different services, the *Topaze*, *Pomona*, *Cambrian*, *Volontaire*, *Thames*, *Seahorse*, *Euryalus*, and *Active*, several frigates, whose names we have not exactly learned, and a number of sloops of war and smaller craft. From this statement, it will be seen, that the force immediately before Toulon, after the departure of the *Ville de Paris* for England, and *Ajax* for Palermo, amounted to thirteen sail of the line, besides frigates; and the force at Palermo, and the other ports of Sicily, to seven sail of the line, when joined by the *Ajax*, independently of smaller vessels.

The enemy's naval force in Toulon consisted of thirteen sail of the line and eight frigates, ready for sea, fully manned and appointed. Of this number, the *Austerlitz*, *Majesteux*, and *Wigram*, were three-deckers of immense size, each having seventeen ports of a side, a port more than the *San Joseph* carried, and four 80-gun ships. In addition to this force, there were two Russian line-of-battle ships in ordinary in the inner harbour, a three-decker called the *Commerce de Paris*, nearly ready for sea, and two sail of the line building.

Admiral Allemande had the chief command of the French marine at Toulon. This officer's professional character was very respectably mentioned, though his deportment in private was by no means engaging: he was, however, a favorite with his master. After the appointment of Admiral Allemande to this command, his efforts were unceasing, to give as much instruction to those under his authority, as the small space of water he could venture upon would admit of. He regularly exercised yards and sails; and frequently unmoored, and stood down the harbour, as far as Cape Sepet.* He was occasionally more enterprising. During a short period that the British squadron was blown some distance off the coast, the French admiral ran outside Cape Sicie, the extreme headland which forms the harbour of Toulon, with nine sail of the line and four frigates. He was, however, within the observation of the in-shore squadron, and it was very apparent that, notwithstanding all his practice, the mode of managing his ships was very inexpert. Encouraged by this trip, in a few days afterwards he ventured out with 11 sail of the line, five frigates, and a corvette; the British fleet lay becalmed at a considerable distance, whilst the French stood out to sea with an off-shore breeze. The in-shore squadron, however, consisting of the *Repulse*, Captain Halliday, the senior officer, the *Alceste* frigate,† and *Philomel* sloop of war, was on

* For view and description of Cape Sepet, *vide* *M. C.* vol. xxxiv. p. 384.

† It was the *Alceste* frigate, Captain Murray Maxwell, that was within an ace of being taken in the same manner as the *Proserpine*, Captain Otter, was by the *Palinure* and *Pauline* French frigates, a little time before.* The discovery of some of the enemy's vessels being in motion in the outer harbour, was made by the first lieutenant of the *Alceste*, at 11 o'clock at night, by his declaring, that he heard a sound proceeding from the harbour, like cheering, or great acclamations, and that he thought the enemy were towing out their gun-boats. This

* *Vide* *M. C.* vol. xxxvi. p. 405.

its station, well in with the land, when the French fleet appeared, and this gallant and judicious officer formed his little force into a compact line, and, under easy sail, kept merely out of gun-shot of the enemy's van, which consisted of three frigates of the largest class, the *Pomone*, *Penelope*, and *Idelle*, the last a very beautiful ship, and appears of immense length, by carrying yellow sides all through her quarter gallery, from one extreme to another. Captain Gantheaume, son to the French admiral of that name, commands her. The whole squadron, after manœuvring for some time, tacked together, and stood back into the harbour, without attempting any thing against Captain Halliday's small force, which tacked with them, and kept close to their rear, until they reached the port of Toulon. The enterprising character of Captain Halliday often takes his little squadron within half gun-shot of the enemy's batteries, from which, however, as those efforts to reconnoitre are generally at a very early hour of the morning, he generally draws off unmolested.

Until a very recent period, the in-shore squadron had blocked up two twenty-four gun store-ships, which had taken shelter in the road of Porquerolle, one of the Hieres islands. On the 31st of last August, whilst the *Repulse* and *Philomel* were on this duty, and the *Alceste*, Captain Maxwell, observing the enemy's fleet, then at anchor inside Cape Sicie, Rear-admiral Boudain, second in command at Toulon, weighed with a part of the fleet, and stood out to relieve the blockaded store-ships. The British fleet was then nine leagues to leeward of the port of Toulon. Three large frigates, the *Pomone*, *Adrian*, and *Penelope*, formed the advanced divi-

assertion, however, was not for two hours paid attention to; but the circumstance took such an effect upon the first lieutenant, that he did not quit the deck for the whole night, convinced in the correctness of his declaration. About one o'clock in the morning (perfectly calm, and profoundly dark), he induced Captain Maxwell to listen along with him, when the fact was no longer doubted; it was also visible that the ship was closing the mouth of the harbour, through the effect of an indraught or current: the situation became extremely alarming—a boat a-head kept the ship's head to sea, but she made no way—on the enemy coming outside the harbour, they ceased to make a noise—and nothing was seen—and frequently no danger apprehended by some of the officers; but at the very first peep of day, the first lieutenant (who had never ceased to look out alongside the look-out men abaf.) declared he saw the boom of a large ship, close astern; hopes were entertained that every succeeding moment would bring the morning land breeze—but no such luck—in a few minutes the enemy was plainly discovered to be a ship of the line, with the sea covered with boats, to the distance of a quarter of a mile a-head of her, advancing with rapidity. The only way to save the ship appeared to be by towing; but the captain for a moment was against hoisting out the boats (all ready for battle); yet the first lieutenant prevailed with him, as there could be no chance against such a huge ship,* then within gun-shot, with a light air of wind, and her boats casting off their tow-ropes: the plan had the desired effect; the seven boats towed the *Alceste* at the rate of three and a half knots, and in 15 minutes the skysails and royals felt the breeze—then good by to the French.

* *Ajax*, of 80 guns.

sion of the enemy, and proceeded, under a press of sail, with a fine breeze at S.S.E. to the Petite Passe, through which the store-ships were to attempt their passage to Toulon.

At the same time a fast-sailing line-of-battle ship, carrying all sail, off the wind, chased the *Alceste*. Under those circumstances, the junction of our little squadron became necessary, and every effort was made to effect it, and prevent the escape of the store-ships. Those vessels were, however, under weigh before the squadron could be united, and, with a crowd of sail, entered the passage between the Hicres islands and the main. The *Philomel* opened an animated fire upon one of the largest of them, which was spiritedly returned, and at the same time the *Repulse* opened a tremendous fire upon the headmost frigate, which not only checked her progress, but compelled the three frigates to retreat, though they sustained the contest for a short time warmly. The store-ships, however, had by this time got under the protection of the batteries, and finally reached their destination. The whole of the detachment under Admiral Boudian, who carried his flag in the *Majesteux*, of 132 guns, approached in this state of things, with all sails set, and it therefore became necessary for the *Repulse* and *Philomel* to take measures for their safety. Upon the appearance of reinforcement, the frigates which had been beaten back rallied, and the chase became general.

The *Repulse* dropped the *Philomel* and the enemy fast, but Captain Halliday adopted the gallant resolution of saving the *Philomel* at any risk, which he saw then reached by the enemy's shot, and, in the characteristic bravery of his service, said, "*If one falls, all shall.*" Perilous as the determination was, he instantly put it in execution. He shortened sail, wore round, and stood towards the enemy's van with great intrepidity, pouring a well-directed fire upon their headmost ships as he proceeded. This bold manœuvre compelled the enemy's frigates, and the line-of-battle ship, which was advanced in chase of the *Alceste*, to bear up, by which Captain Halliday got the weather gage of the enemy, and saved the *Philomel*. The whole of the French squadron shortly closed with the van, and the *Repulse*, *Alceste*, and *Philomel*, had to sustain the fire of six sail of the line and five frigates, which, however, the able management of our little squadron rendered very little injurious. The French admiral found it impracticable to come to close action with his more skilful opponents, and therefore he thought it discreet to return to port, lest Captain Halliday should be reinforced, and his retreat rendered difficult, being then seven miles off the land. The *Adrian* French frigate received very considerable injury in her *larboard* quarter, and in her sails and rigging. The advantage of seamanship on the part of our little force was very obvious, in the manner in which it out-manœuvred the enemy.

Some time after this occurrence, during a profound calm, the French admiral placed the boats of the whole fleet under his command in requisition, in consequence of having observed that the in-shore squadron was becalmed, and ordered that two fast sailing line-of-battle ships should be towed out during the night, with every possible expedition. This service

was so well executed, that at daylight in the morning the ships were discovered by the *Alceste*, at about a gun-shot distance, with every sail set that they could shew, and with an immense number of boats a-head towing; a light land breeze at the same time favoured their progress, whilst Captain Halliday's force was perfectly becalmed. The only resource in this emergency was the same that the enemy had adopted. The boats of the *Alceste* immediately took her in tow, and, by extraordinary exertion, she gained in distance upon the enemy, and he gave up the chase.

In some services unconnected with the blockade duty, our frigates have been greatly distinguished in the Mediterranean. The boats of the *Alceste* had been engaged six different times with the enemy, and each time successful. Upon those occasions, the skill and gallantry of Lieutenant Wilson, first of that ship, have pointed him out to most particular notice, and insure his advancement in the service, of which he is so conspicuous a member. In those conflicts, the *Alceste* has lost several gallant fellows, and had the master, Mr. Bell, the second lieutenant of marines, and a midshipman, badly wounded.* Mr. Bell's gallantry will place him in that rank which is the best road to promotion.

Lieutenant Williams, first of the *Euryalus* frigate, fell a sacrifice to very great gallantry. He had boarded and carried a ship under Cape Sicie, but, when under weigh, she unluckily cast in shore, and he and his party were exposed to the fire of 400 soldiers, by which he and two men were killed, and three wounded. The remaining party found it impracticable to bring off the prize, and therefore abandoned her.

The *Topaze*, in one of her cruises, drove on shore a schooner, of ten guns, and a man of war brig.

The *Active* frigate captured six vessels in the Adriatic.



Capture of the Proserpine.

MR. EDITOR,

19th December, 1816.

I PERCEIVE you have advertised, in February, 1811, for the particulars of the capture of the *Proserpine*, Captain Otter, and should you not have already received information upon that subject, you will have the goodness to insert the following short statement, which I believe is pretty near the truth: †—

Whilst that ship was attached to the in-shore squadron off Toulon, some time in 1809-10, she, in the usual way, lay-to off Cape Sepet, during the night. In one of these dark nights, the *Pauline* and *Palinure* slipped out,

* Mr. James Adair, midshipman, lost his left arm in capturing a convoy off Albano, on the coast of Italy: promoted to the rank of lieutenant, 20th February, 1815—but has no pension.

† We insert our Correspondent's statement, as an *Addendum* to the account of this capture, vol. xxxvi. p. 405.

aided by the boats of the French fleet, and surprised the Proserpine during the middle watch, at the very time the people were scrubbing hammocks (or washing their linen); and was first discovered by a marine, who was making fast his articles to the girtline: the enemy instantly closed, and threw in a destructive fire upon the Proserpine's people, which, from the state of the ship, with one watch below, that had had scarcely time to get upon deck, was but slightly returned—consequently was very soon surrendered.

I am, your's, &c.



Thessaly.

MR. EDITOR,

London, 2d January, 1817.

OBSERVING in sundry places of the N. C. reprinted gazette letters, of a date antecedent to the æra of your publication, and the wish for more expressed by several of your Correspondents, particularly and recently by OCCASIONAL (see vol. xxxvi, p. 474), I use this opportunity to hand you an interesting letter of that description from a gallant officer, of whom it may justly be said, as of the ancient roman captain: "*Eodem animo scripsit quo bellavit.*"

Joannes Scriblerus.

ADMIRALTY-OFFICE, MARCH 22.

The following despatch has been received at this office, from Captain Sir William Sidney Smith:—

SIR,

Diamond, off Cape Frehel, March 18, 1796.

Having received information that the armed vessels detached by the Prince of Bouillon had chased a convoy, consisting of a corvette, luggers, four brigs, and two sloops, into Herqui, I proceeded off that port, to reconnoitre their position, and sound the channel, which I found very narrow and intricate. I succeeded, however, in gaining a knowledge of these points sufficient to determine me to attack them in the Diamond, without loss of time, and without waiting for the junction of any part of the squadron, lest the enemy should fortify themselves still farther on our appearance. Lieutenant M'Kinley, of the Liberty brig, and Lieutenant Gosset, of the Aristocrat lugger, joined me off the Cape, and, though not under my orders, very handsomely offered their services, which I accepted, as small vessels were essentially necessary in such an operation. The permanent fortifications for the defense of the bay are two batteries on a high rocky promontory. We observed the enemy to be very busily employed in mounting a detached gun on a very commanding point of the entrance. At one o'clock yesterday afternoon this gun opened upon us as we passed; the Diamond's fire, however, silenced it in 11 minutes. The others opened on us as we came round the point; and their commanding situation giving them a decided advantage over a ship in our position, I judged it necessary to adopt another mode of attack, and accordingly detached the

marines and boarders to land behind the point, and take the batteries in the rear. As the boats approached the beach, they met with a warm reception, and a temporary check, from a body of troops drawn up to oppose their landing: the situation was critical, the ship being exposed to a most galling fire, and in intricate pilotage, with a considerable portion of her men thus detached. I pointed out to Lieutenant Pine the apparent practicability of climbing the precipice in front of the batteries; which he readily perceived, and, with an alacrity and bravery of which I have had many proofs in the course of our service together, he undertook and executed this hazardous service, landing immediately under the guns, and rendering himself master of them before the column of troops could regain the heights. The fire from the ship was directed to cover our men in this operation; it checked the enemy in their advancement, and the re-embarkation was effected, as soon as the guns were spiked, without the loss of a man, though we have to regret Lieutenant Carter, of the marines, being dangerously wounded on this occasion. The enemy's guns, three twenty-four-pounders, being silenced, and rendered useless for the time, we proceeded to attack the corvette and the other armed vessels, which had by this time opened their fire on us, to cover the operation of hauling themselves on shore. The Diamond was anchored as close to the corvette as her draft of water would allow. The Liberty brig was able to approach near; and, on this occasion, I cannot omit to mention the very gallant and judicious manner in which Lieutenant McKinley, her commander, brought this vessel into action, profiting by her light draft of water to follow the corvette close. The enemy's fire soon slackened; and the crew being observed to be making for the shore, on the English colours being hoisted on the hill, I made the signal for the boats, manned and armed, to board, directing Lieutenant Gosset, in the lugger, to cover them. This service was executed by the party from the shore, under the direction of Lieutenant Pine, in a manner that does them infinite credit, and him every honor, as a brave man and an able officer. The enemy's troops occupied the high projecting rocks all round the vessels, whence they kept up an incessant fire of musketry; and the utmost that could be effected at the moment was to set fire to the corvette (named L'Etourdie, of 16 guns, twelve-pounders, on the main deck), and one of the merchant brigs; since, as the tide fell, the enemy pressed down on the sands, close to the vessels; Lieutenant Pine therefore returned on board, having received a severe contusion on the breast from a musket-ball. As the tide rose again, it became practicable to make a second attempt to burn the remaining vessels. Lieutenant Pearson was accordingly detached for that purpose with the boats; and, I am happy to add, his gallant exertions succeeded to the utmost of my hopes, notwithstanding the renewed and heavy fire of musketry from the shore. This fire was returned with great spirit, and evident good effect; and I was much pleased with the conduct of Lieutenant Gosset, in the hired lugger, and Mr. Knight, in the Diamond's launch, who covered the approach and retreat of the boats. The vessels were all burnt, except an armed lugger, which kept up her fire to the last. The wind and tide suiting at ten at night to come out of the harbour again, we

weighed and repassed the point of Herqui, from which we received a few shot, the enemy having found means to restore one of the guns to activity. Our loss, as appears by the enclosed return, is trifling, considering the nature of the enterprise, and the length of time we were exposed to the enemy's fire. Their's, I am persuaded, must have been great, from the numbers within the range of our shot and shells. The conduct of every officer and man under my command meets with my warm approbation; it would be superfluous to particularize any others than those I have named; suffice it to say, the characteristic bravery and activity of British seamen never was more conspicuous. Lieutenant Pine will have the honour to present their Lordships with the colors which he struck on the battery; and I beg leave to recommend him particularly to their Lordships as a most meritorious officer.

I have the honor to be, &c.



Evan Nepean, Esq. Secretary to the Admiralty.

A Return of the Killed and Wounded belonging to his Majesty's Ship Diamond, in the three Attacks of the Enemy's Batteries and Shipping in Herqui, the 7th of March, 1796.

Killed.—2 seamen. Wounded.—First lieutenant, Horace Pine; Lieut. Carter, of the marines, and 5 seamen.

W. L. Smith.

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*List of Flag Officers in 1773.*

MR. EDITOR,

6th January, 1817.

THE accompanying List may prove acceptable, and, probably, be the means of some of your Correspondents furnishing you with nautical anecdotes of the worthies whose names appear thereon. It would, perhaps, be of some importance to ascertain when the alteration commenced, of inserting the admirals, with the dates of their commissions, as captains, rear-admirals, and vice-admirals, as they appear on the lists at this day. On the one from whence the inclosed was copied, no such distinction appears, and therefore it is subsequent to November 1773.

It is not a little singular that the gallant Earl Howe was the junior flag-officer at that period, and that he should succeed the Honourable John Forbes, who then was the third, as Admiral of the Fleet, Your's, &c.

*Neah.*



*A List of the Flag-Officers of His Majesty's Fleet, Corrected to November, 1773.*

*Admiral of the Fleet.*—Right Hon. Sir Edward Hawke.

*Admirals of the White.*—Sir Charles Knowles, Bart.; Hon. John Forbes;

*Admirals of the Blue.*—Sir Thomas Frankland, Bart.; His Grace the Duke of Bolton; Sir C. Hardy, Knight; Right Hon. George, Earl of Northesk; Right Hon. Sir Charles Saunders, K. B.; Sir T. Pye, Knight.

*Vice-Admirals of the Red.*—Francis Geary, Esq.; Sir George Brydges Rodney, Bart.; Sir William Burnaby, Bart.

*Vice-Admirals of the White.*—James Young, Esq.; Sir Piercy Brett, Knight; Sir John Moore, Bart. and K.B.; Sir James Douglas, Knight; Right Hon. George, Lord Edgcumbe.

*Vice-Admirals of the Blue.*—Samuel Graves, Esq.; William Parry, Esq.; Hon. Augustus Keppel; His Royal Highness Henry Frederick, Duke of Cumberland.

*Rear-Admirals of the Red.*—Sir P. Denis, Bart.; Robert Hughes, Esq.; Mathew Buckle, Esq.; Robert Man, Esq.

*Rear-Admirals of the White.*—Clark Gayton, Esq.; John Barker, Esq.; Sir Nicholas Spry, Knight.

*Rear-Admirals of the Blue.*—John Montagu, Esq.; Sir Robert Harland, Bart.; James Sayer, Esq.; Right Hon. Richard, Lord Viscount Howe.

*Recapitulation.*

|                               |   |                              |      |
|-------------------------------|---|------------------------------|------|
| Admiral of the Fleet .....    | 1 | Rear-Admiral of the White .. | 3    |
| White .....                   | 2 | Blue .....                   | 4    |
| Blue .....                    | 6 | Captains .....               | 318  |
| Vice-Admiral of the Red ..... | 3 | Masters and Commanders ..... | 107  |
| White .....                   | 5 | Lieutenants .....            | 896  |
| Blue .....                    | 4 |                              |      |
| Rear-Admiral of the Red ..... | 4 | Total .....                  | 1353 |

*On our Naval Biography, &c.*

MR. EDITOR,

7th January, 1817.

THE perusal of your Correspondent Gracchus's letters, on the subject of biographical memoirs of naval officers, afforded me much gratification, as I entirely agree with him in thinking it a duty incumbent on surviving friends, to pay to the memories of the fallen brave—To record their virtues, is a pleasing, although painful, task to survivors; and the pen is never perhaps exercised with more *immediate* advantage, or *future* benefit, than when paying a due tribute to the worth and excellence of those with whom Providence has adorned society for a time, and then, by some sudden event, has swept them away, and left their image alone to memory. In reading the highly interesting and instructive memoir of the late Captain John Stewart, of the *Seahorse*,\* it will be found, that the reasons

\* Vol. xxviii.

given by his surviving friends for compiling the memoir, was a sense of duty to him whom they had lost, whose memory they thus hoped (and justly) to preserve from oblivion.

I am glad to find that your calls for such memoirs of departed heroes, is likely to be answered; as in your last number we have that of a brave and excellent officer, Captain R. Campbell, late of the *Tremendous*; and I hope, Mr. Editor, you will continue to be well supported in this department, which is perhaps one of the most important belonging to your highly useful work.

There is another branch of it, however, which I am of opinion is but feebly and inadequately supplied with materials, although it is a most interesting one, and relates to occurrences which, alas, happen too frequently—I mean the relation and description of shipwrecks, or of preservation from those dreadful catastrophies. I am convinced, that a faithful and particular narrative of these events, with the different means of preservation resorted to under these appalling circumstances, would be often useful to others in similar cases, and cannot be made too generally known. I have, I confess, Mr. Editor, been led to the consideration of this subject, by reading lately in your 11th Volume, Lieutenant Archer's\* narrative of the loss of the *Phoenix* frigate, commanded by Sir H. Parker, in 1781, whilst cruising on the Jamaica station; it is introduced to the notice of your readers in the following words, which justly describes its merits:—"This manuscript contains so correct and animated an account of one of the most awful events in nature, that by its simplicity and minute description, it makes you feel yourself *on board the Phoenix*. Every circumstance is detailed with feeling, and powerful appeals are continually made to the heart. We also observe with much pleasure the devout spirit of a seaman frequently bursting forth, and imparting additional sublimity to the relation." I never read any similar production, not even the shipwreck of my early acquaintance, Robinson Crusoe, with higher feelings of emotion or interest; and I would emphatically say to shipwrecked mariners, go and do likewise; you cannot employ your pen nor an idle hour more usefully.

Although unconnected with the foregoing suggestions, I would now, with infinite satisfaction (for which, Mr. Editor, I know you will give me credit), join my feeble tribute of praise to that of the naval profession, and unite in return g thanks to the Board of Admiralty, for their late excellent regulations, and judicious allotment of pay, and allowances to officers *afloat*, which gives in a more delicate and proper way, something for table money to commanding officers, and will make every class far more comfortable and happy, as it not only fixes the *rate*, but the *time*, and *manner* of *drawing* their pay, &c. Such regulations were undoubtedly necessary: and I rejoice to see that the valuable classes of warrant officers have been highly and deservedly noticed, and the passed midshipmen allowed something like adequate pay. As I have been permitted to fill many pages with my suggestions for improvement in the naval service, I wish to be, if

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\* Can no surviving friend supply you with his memoir; he died a captain.



possible, the first to testify my approbation of what has now been done; and I am satisfied these regulations augur favourably for the introduction of others relating to a fixed system of command, and which I doubt not, on consideration, the Board will deem it right and necessary to establish. What has been now done must give the profession confidence in their future measures, and I trust *one* of these will be, some plan for promoting old commanders and lieutenants, whose hard case is not more generally known, than lamented and sympathized with by their countrymen.

In the hope that the system of judicious improvement in our naval concerns will be prosecuted with alacrity and perseverance, I am, &c.

*Nestor.*

*On the Use of Life-Boats in our Men of War and Transports.*

MR. EDITOR,

10th January, 1817.

**A**NOTHER melancholy instance of shipwreck, wherein so many valuable lives were lost (I allude to the Harpooner transport,\* on the coast of Newfoundland), has led me to think, that by proper care and regulations, many of these afflicting and melancholy events might be guarded against; or at any rate, when through unavoidable accidents, or unlooked-for dangers, they were inevitable, that many more lives might often be saved. For effecting this humane purpose, I am of opinion that life-boats ought to be invariably furnished to our men of war and transports; it cannot have escaped the attention of naval men, that were ships supplied with boats constructed on Greathead's principle, or even with one of that description, such a boat, even if injured by the wreck, would swim, when all others were completely useless; and it is well known, that in very many cases, the crews are lost for want of a communication with the shore.

From a recent invention in sending ropes ashore, by firing from a ship's gun, or on board, by firing from the shore, a communication is frequently established, and the lives saved; but this valuable improvement is only of use on inhabited and populous coasts, where plenty of assistance can be speedily given. The life-boat, however, will certainly be found particularly useful in many urgent cases. I select the following:—If a ship in a storm, or heavy gale, and thick weather, unfortunately take the ground, and cannot be got off, an immediate communication with the shore (even though an enemy) becomes necessary, if there are no ships in company; how seldom in such cases ordinary boats can live at sea, or in a surf, daily experience lamentably shews.

A life-boat here would offer the *certain* means of saving the crew, not only from death, but (with a consort in sight) from becoming prisoners. In a fleet, such boats would afford great facility in conveying information

\* For the particulars of which, see vol. xxxvi. p. 482.

from the flag, or from any ship, on topics which signals cannot always provide for, and when the weather prevents common boats being employed: they would also save from *fire*. In actions, when the boats have been entirely disabled by shot, and it becomes a matter of great difficulty to take possession of a beaten enemy, life-boats, if not greatly cut up in their bows, although otherwise hurt, might be serviceable to carry men on board almost immediately. Again, in attacking ships or batteries with boats, they are often destroyed by shot, and the crews sometimes lost; this could scarcely happen to life-boats. These suggestions, Mr. Editor, are not entirely new; but I believe, although before brought to public notice, by the inventor, and others, they have never yet been generally introduced on board our men of war and transports, where I think they could scarcely fail to be the means of saving many useful and valuable lives.



*Alfred.*

*Suggestions relative to the situation of Old Commanders and Lieutenants.*

MR. EDITOR,

12th January, 1817.

IT appears to me, that the desired amelioration in the situation of old commanders and lieutenants, as well as the promotion of flag officers, might be effected in the following manner, so as to do less violence to the feelings of our gallant naval officers, than by continuing the present absurd, and evidently illiberal and unfair practice, of promoting only commanders to be post captains, who have the good fortune to obtain command of a sloop of war; and those post captains to be flag officers, who have commanded line-of-battle ships; thus rendering their promotion entirely dependent on their *interest*. Would it not be better to adopt the following easy regulations for the promotion of those who may *want interest*, but have the strongest inclination, and the first abilities, for distinguishing themselves in the service of their country.

Let every lieutenant be eligible for obtaining the next step of commander in his turn\* (whether serving afloat at the time or not), who has served *twelve years at sea*, half of the time as lieutenant. Every commander in his turn, who has served fifteen years at sea, six as lieutenant, to be qualified, on a general promotion, to get the next step of post captain; and every post captain, who has served twenty years afloat in the navy, and commanded a ship as post captain, to be entitled to a flag, when a general promotion brings it down to his name;† and that every officer, having

\* Let promotion, as now, invariably attend the performance of gallant actions and meritorious services: my plan is only for those equally willing, but less fortunate, officers, who have wanted opportunity only.

† If still effective, and disabled by wounds received in battle.



previously made offer of his services, shall be permitted to serve as *super-numerary* for such a period as may entitle him to the next step. These regulations, however, could not have the desired, or full effect, except the suggestion of more extended retired lists (for non-effectives), and the annual promotion of a few of the less fortunate old lieutenants and commanders, was attended to.

Being of opinion that some new and salutary regulations are wanted, for bringing promotion *more certainly* within the reach of those whose general services entitle them to it, I beg to lay those suggestions before your naval readers. I am at the same time very happy to observe, that the Admiralty is still employed in redressing *grievances*; and has lately made some *excellent* arrangements with respect to the pay of naval officers.

### *A Friend to Naval Merit.*

#### *Breaking the Line.*

MR. EDITOR,

Edinburgh, 12th January, 1817.

SO much has been written and said about *breaking the line*, that it seems superfluous to add any more, unless we could establish incontrovertibly with whom the idea originated, and to whom the merit of first practising it belongs; the first I shall not attempt to do, but I shall produce *several* instances from history to prove that it was practised, and with success, nearly a century and a half before Lord Rodney's victory on the 12th April, 1782.

1st. In the new edition of Campbell's *Lives of the Admirals*, by Redhead Yorke, vol. 2, p. 246, it is said, "the parliament in the mean time took care to strengthen Sir George Ayscue's fleet, so that it increased to 38 sail, of which only two were large ships, and the rest frigates and fire-ships: with these he put to sea in search of the Dutch, took many rich prizes, and at last met with De Ruyter, who, with a fleet equal to his own, was conveying home between 50 and 60 merchantmen. This was on the 16th of August, 1652, and as our admiral was cruising off Plymouth. It was about one in the afternoon when the fleets came in sight. De Ruyter took twenty of the merchant ships into his *line of battle*, and was then very ready to engage. The fight began about four, when the English admiral, with nine others, *charged through the Dutch fleet*; and having thus GOTTEN THE WEATHER GAGE, attacked them again very bravely; and so they continued fighting till night, which parted them."—(*Clarendon's History of the Rebellion*, vol. 6, page 461). &c. &c. &c.

2d. Again in the same book, page 262—"On the 2d of June, 1653, in the morning, the English fleet discovered the enemy, whom they immediately attacked with great vigour, &c. &c. *The blue squadron charged through the enemy*, and Rear-admiral Lawson bid fair for taking De Ruyter; the fight continued very hot till three o'clock, when the Dutch fell into great confusion," &c.

3d. In Campbell's *Lives*, vol. 2d, page 337—"Things went at first very equally on both sides; *several squadrons charging through and through*;

without any remarkable advantage; but about noon the Earl of Sandwich, with the blue squadron, *FELL into the centre of the Dutch fleet, divided it into two parts*, and began that confusion which ended in a total defeat." (*Earl of Sandwich's Journal*, M.S.)—You will readily perceive this was the battle off Lowestoff, June 3d, 1665, mentioned in your last number by your correspondent "Thessaly," taken from *Gillingwater's* account, and only differs from the account above in one word; viz. *found himself*, instead of *fell*, which, however, is so far a material difference, as to create a doubt whether the breaking the enemy's line was premeditated, or purely accidental.

4th. The same volume, page 392, giving an account of the Solebay fight in 1672, May 28th, in which the gallant Earl of Sandwich lost his life, after relating the early part of it, goes on—"All this time the French, who composed the white squadron, instead of seconding the continued efforts of the English, kept as far out of danger as they could; and left our fleet to sustain the whole force of the enemy, at a disadvantage of three to two. But, notwithstanding this vast inequality of numbers, the fight continued with inexpressible obstinacy till towards the evening, when victory declared for the English. Five or six of the enemy's fire ships were sunk by an English man of war; and Sir Joseph Jordan, of the blue squadron, having the advantage of the wind, *pierced the Dutch fleet*, and thereby spread through it the utmost confusion," &c.—(*Kennel's History of England*, vol. 3, page 314.

These are instances in which this celebrated manœuvre actually took place; that it was contemplated in 1704, see Campbell's *Lives*, vol. 3d, page 418, when "Sir George Rooke ordered the Panther and Swallow, two fourth rates, with a fifth and sixth, and two fire-ships, to lye to windward of him, that if the enemy's van should *push through our line*, they might give them some diversion."—(*Sir George Rooke's account of this battle*, published by authority).

The authorities on which Dr. Campbell rests are distinctly and precisely stated at the bottom of each page, so that any reader who doubts may refer to them; and I therefore presume are sufficient to prove, *that the practice did not originate with Sir George Rodney*; and in one instance in 1652, proves also that Mr. Clerk was in error when he states, vol. 2d, pages 33 and 34, "that the action of the 12th of April was the *first in which the line of the enemy was broke from the leeward*."

I perfectly agree with "*Scrutator*," N. C. vol. 25, page 401, that it was impossible in point of time Sir George Rodney could have learnt this point of naval tactics from Mr. Clerk, in the manner there mentioned; but I wonder much at his concluding paragraph, where he says, "that Mr. Clerk might have conceived this manœuvre, without any communication from Lord Rodney, I by no means deny; but I have often been assured by that brave officer himself, that it *first occurred to him* a considerable time before, in France, during a conversation at the table of Maréchal Biron." This supposes an ignorance in Lord Rodney of naval history, which is almost impossible to give credit to. Of the same nature



is the anecdote from *Cumberland*, also N. C. vol. 25, page 401, of the arrangement of two hostile squadrons of cherry stones;" though he might in both instances be contemplating in what part of the line the attempt might be made with the least hazard. I therefore cannot subscribe to the inference you draw, that *Cumberland's* anecdote was nearly decisive, as to the plan having originated with Rodney; nor that "*Scrutator's*" letter sets the question at rest for ever; except in so far as it lies between Rodney and Mr. Clerk.

From the long disuse of this manœuvre (as I find no instance recorded posterior to those before-mentioned), it is very probable Lord Rodney's thoughts might not be much occupied with it, until the near prospect of an extensive command presented itself; and which I believe was exactly at the time of his visit to Maréchal Biron, who, if report says true, actually furnished him with the means of returning to his country.

I have no doubt of "*Scrutator's*" correctness, in the account he gives in his letter already alluded to, of the action with Guichen; nor can I doubt (if I am right in my conjecture as to his identity) of his confidential conversations with Rodney, as, if I mistake not, he must have been on board the *Sandwich* in that action, and also on board the *Formidable* in that of the 12th of April, though from professional reasons probably not on the quarter-deck. I think, however, I can establish, that much as the breaking the enemy's line contributed to their total defeat on that day, the manœuvre was not premeditated, and might almost be said to be accidental; and that this may even be understood from the letter of Sir Charles Douglas to the Russian admiral, Greig, inserted in your last number, page 464, the authenticity of which, I presume, is not to be doubted; indeed, to those acquainted with Sir Charles's style, it bears internal evidence of being his. After premising that the line was formed most expeditiously, and in the best order, he says, "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 Count De Grasse's line,† and at  $\frac{1}{2}$  past 7 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 eighth or ninth ship of De Grasse's line, but did not immediately return it, the distance being so great; but standing a little farther on, the fire of our centre, which consisted  $\frac{1}{3}$  of three 3-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 fourth ship astern of the *Ville de Paris*; her immediate followers hereupon putting their helms a-weather, got together in a heap, &c. &c. The instant the enemy's

\* Which had become the van.

† Should be included.

‡ On contrary tacks observe.

§ Probably disordering the enemy's line.

order of battle was broken, the signal for the line was hauled down, though the signal for battle and close battle was still kept abroad."

Throughout the whole of Sir Charles's letter, there is not the least hint thrown out that Sir George Rodney had, by signal or otherwise, intimated to his fleet that he *contemplated* breaking the enemy's line; for the only signals after our line was formed were, for battle and close battle: this is clear also from the conduct of all our ships a-head of the *Formidable* (i. e. the van division, and half of the centre); who, when they fetched in with the van and centre of the enemy's line, bore round up, *LEADING LARGE, slowly and closely under the enemy's lee*. I am, therefore, I conceive, warranted from that letter in saying, that it took place at last in consequence of an unexpected opening in the enemy's line, between the *Glorieux* and her second astern; *Sir George availing himself of the impression made by the van division*. Whether that opening was occasioned by negligence, or from the effect of our fire, is immaterial; it was promptly taken advantage of, by the *Formidable* passing through. In corroboration of any opinion deduced from the above-mentioned letter, I am enabled to bring the verbal authority of Sir Charles Douglas himself, for saying that this was actually the case:

Although I had not the honour of being in the *Formidable* on the 12th of April, I joined her as lieutenant a few months after, when Admiral Pigot's flag was flying on board her; Sir Charles Douglas still continuing captain of the fleet: though Sir Charles, like most sailors, had entered the service too early to have a finished academical education, he was a gentleman of great literary acquirements, and very extensive general knowledge, which (it would be unnecessary to say to any who knew him) it was his great pleasure and constant practice to communicate to any young officers about him, of whom he thought favorably: and as the subjects of conversation were of course often professional, he used with great satisfaction to "fight the battle of Pharsalia over again," when his hearers happened to have been in the same action. There are several of my contemporaries in the *Formidable* still living, who can vouch for the truth of this; otherwise it might appear rather incompatible with his relative situation, as Sir Charles had naturally his full share of *hauteur*. Often when it has been my watch on deck, he has walked with me, conversing in the most familiar manner, and giving his advice as to conduct, &c. At such times a great theme with him was Mr. Keppel's action of the 27th July, 1778, because I happened to be lieutenant of one of the line-of-battle ships in that affair, and he wished to know what ideas I had formed respecting an affair which had occasioned the greatest schism that had ever happened in the service: this naturally enough led to the recent and last battle, in which he had borne so conspicuous a part. He distinctly told me, that the *Formidable's* passing through the enemy's line on that day was *not a premeditated plan*; that the idea suggested itself to Sir George Rodney at the moment, on observing the opening between the *Glorieux* and her second astern, and instantly adopted, with his (Sir Charles's) entire concurrence: and he always disclaimed the merit of having first suggested it (though I had fre-



quently heard it so asserted), and ascribed it, as I have said, to Sir George himself. The circumstance was frequently, and very circumstantially, repeated, and made an indelible impression on my mind. Of this also I am quite certain, that Mr. Clerk's name was never mentioned. I do not think that I had at that time ever heard of his book; the date of its first publication I do not recollect, not being in possession of it at present.

If you consider what I have written at all decisive of the question, or meriting insertion in your useful miscellany, it is much at your service; and though I do not wish to have my name appear to it publicly, I have thought it right to give it to you, as a corroboration of that part which is personal to Sir Charles Douglas and myself, lest it should be doubted, as coming anonymously. I am, your

*Occasional Correspondent.*

## PLATE CCCCLXXVIII.

### *Fort Nieulet.\**

**T**HIS fort is one of the strongest appendages to Calais,\* a maritime town of France, in the province of Lower Picardy, according to some the *Portus Iccius* of Cæsar, and taken after a siege of eleven months by our Edward III. in 1347; and which remained in our possession until the reign of Mary, when, in the year 1557, it was lost in less than a fortnight, an event so long and so ardently desired, that M. de Cordes, a Frenchman, who lived previous to its recovery, we are told, used to say, *he would be content to lie seven years in hell, on the condition that Calais were taken from the English.* The loss of Calais seems to have been no less sensibly felt by Mary, who shortly after, on her death-bed, said to her attendants, *that if she were opened, they would find Calais next her heart.*

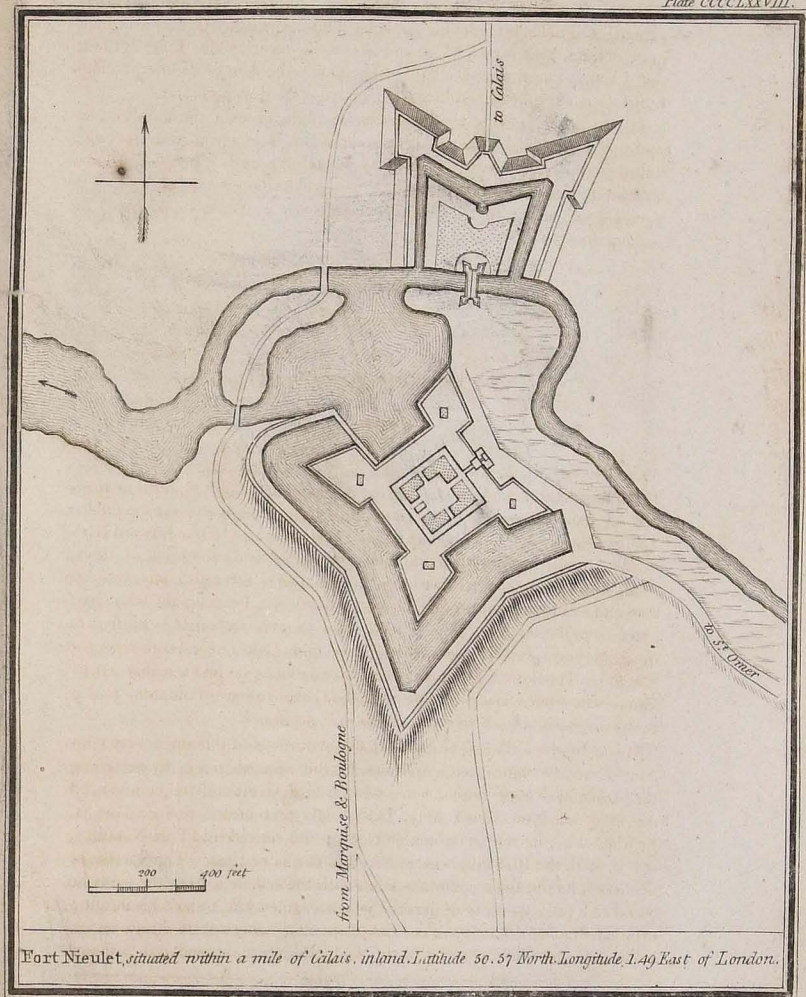
It was by the Duke of Guise that the operations of this siege were conducted, and having caused a diversion of the Spanish force, by detaching the Duke of Nevers with an army towards Luxemburg, he commenced the siege on New Year's Day, 1557. His first attack was on Fort St. Agatha, the garrison of which quitted it, and retired into Fort NIEULET, which, with the Risbank, was attacked at the same time. The surrender of these forts opened a communication with the sea, and from the ships he received a large quantity of hurdles, which enabled him to pass his infantry over the morasses that lay round the town, and after a false attack on the water-gate, he fired upon the castle, and ultimately succeeded in bringing

\* It was our intention to have given a Plan of Calais, but the plate has accidentally been lost.

† For Calais, see *B. C.* vol. vi, p. 189.

# FORT NIEULET.

Plate CCCCLXXVIII.



Fort Nieulet, situated within a mile of Calais, inland. Latitude 50. 57 North. Longitude 1. 49 East of London.

Published Jan<sup>y</sup> 31. 1817, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.



the governor to terms, and thus in eight days recovered what cost Edward III. nearly a whole year's siege, and which had been in possession of the English 210 years. It appears a little extraordinary that Calais should not have been occupied by the Allies as one of the cautionary towns under the last Treaty of Paris, as a *tête-de-pont*, or bridge-head, to secure communications with our army, which, in case of need, could now only retreat upon Ostend ! At Calais the little river Hames disembogues.

#### *Gravelines.*

Gravelines has a tall spirey steeple, and is easily known by two mills, one at the west end of the town, and the other at the east end : as you come from the sea the town appears like an island ; the land is low, and full of hummocks, and a little to the eastward of it stands an old monastery.

This harbour, being dry at low water, must always be entered at high tide. There are two beacons, which you bring on in a line, and then you may sail in between the Jetties. The river Aa here disembogues.

When you come from Dunkirk, take care to avoid a reef of sand, which lies a good way off : on the west side runs a reef, which you take care also to keep clear of. You may sail along the flat that runs at some distance from the shore, as far as Calais, in 3, 4, or 5 fathoms water.

From Gravelines to Calais is above three leagues and a half, between which are seen the two flat steeples of Hooghenpryse and Dasen ; and the flat church of Waldam, with a little spire in the middle of it.

#### *Calais.*

In sailing into this port, you must keep the mill at the east end of the town right over the eastern Jetty head, and so run in close by it, keeping the citadel to the west. You must avoid the little reef that runs from the head of the western jetty. When you are between the jetties, steer to the westward for Paradise, where you will lie dry at low-water.

Though this port is dry at low-water, it is not safe to enter, because of the strong flood-tides, and on account of the anchors of ships, till it is almost high-water, when there is but three fathoms of water. This port is dangerous with a northerly wind.—(*Le Petit Neptune Français.*)

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Calais, on the coast of France, nearly opposite to Dover in England, at the very neck of the channel, has a harbour, which was formerly a good one ; but this is now too much choked up for ships of burden to enter it with safety. It is only 22 miles S.E. from Dover ; and to the haven it is almost E.S.E. from Calais Cliff. This Haven ebbs dry at every tide, and yet has not less than 3 fathoms at high-water with a common flow. To sail in, keep the mill, which is on the E. point of the town, right over the East Pier Head, and run in close along by that head, leaving the castle on the W. Avoid a little ledge which runs off from the West Pier head. In coming in with the West Pier head, sail up to the westward into Paradise ; there ships will lie dry at low-water. At the time when the tide serves in the night, there are two fires, right in with which a ship may run ; but it

is best to wait for high-water, on account of the very strong tide of flood, and also to avoid the anchors of ships lying in the harbour. Yet it is but a bad situation, besides being dangerous in a northerly wind, which there blows right in. There is a bank thwart off from the West Pier head, on which is about 2 fathoms; but there is a channel between this head and the bank, having 3 fathoms at half-flood. Under the Cliff of Calais, between Calais and Blackness, there is also anchorage at the E. end in 10 fathoms; and at a musket shot from the W. end is a rock under water. This cliff may be seen, when a ship has 24 fathoms in the channel. The lat. of Calais is  $50^{\circ} 58' N.$  and long.  $1^{\circ} 51' E.$  and it has high-water at spring tides about half-past 11 o'clock. The flood sets in N.E. b. E. Calais is 7 leagues from the S. Foreland, and 40 from Dunnose.—(MALHAM'S *Gazetteer*.)

CALAIS:—A seaport town in the heretofore province of Picardie, now called the department of the *Pas de Calais*. Its geographical site is in latitude  $50^{\circ} 57' 32'' N.$  longitude  $23^{\circ} 59' W.$  from Paris. The cape of Calais, called by the Dutch Calais-cliff, is a very white cliff, on that account named by the French *Blanc-nez*. From the word *nez*, a nose, has been formed “ness” and “naze” in English; as Orford-ness, Sheer-ness, Denge-ness, the Naze, &c. But by a strange corruption, *Blanc-nez*, of which the simple and descriptive English equivalent is “White-ness,” is usually named by the lower class of mariners upon the opposite coast of Kent, “Black-ness.”! This is rather high land, which appears 6 or 7 leagues off: it is near 2 leagues W.S.W. from Calais, and with the North-foreland at the southern entrance of the Downs, forms the very throat of the English Channel, called the Strait of Dover by us, but by the French *le pas de Calais*. The width of this channel is not much above 18 sea miles; but from the South-foreland to Calais it is about 22, and from Dover to Calais near 23. The run from Dover to Calais is shorter than that from Calais to Dover, because in the first case the tide is more favorable. The depths of the channel in this part 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: in the middle 28 or 30; but towards the English coast it grows shallower. The tides here 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 is fine sand. Within pistol-shot of *Blanc-nez* are rocks under water, carefully to be avoided. From *Blanc-nez* to *Gris-nez* the course lies S.W. b. W. near 2 leagues, the land being pretty hilly. A little south of *Gris-nez* 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 mile from *Blanc-nez* lies the inside end of *les Quenais* bank; it thence extends N.W. b. W.  $\frac{1}{2}$  mile, and has only 2 fathoms on its shoolest part. Calais is, in time of peace, conjointly with Boulogne, the principal ferry between England and France.—(*Robinson Crusoe*, academic edition, 1815.)



## HYDROGRAPHY, PILOTAGE, &amp;c.

## EUROPE.

## ENGLAND.

*Downs and Ramsgate.*

12th December, 1816.

IN order to facilitate the navigation from the Downs to Ramsgate, a white buoy is placed in two and a half fathoms water, nearly in the fair way of the passage from the Downs to Ramsgate harbour, between the Rattler and the shore, Woodensbury church, and St. Clement's church, in the town of Sandwich, in one, bearing from the red buoy, S.S.W.  $\frac{1}{2}$  W. distance about two miles and a half: which red buoy is placed in  $6\frac{1}{2}$  feet low water spring-tides, bearing W.S.W. three quarters of a mile distance from the light-house on the West Pier-head.

## PORTUGAL.

*Azores.*

MR. HYDROGRAPHER,

*St. Michael's, 10th November, 1816.*

THROUGH the medium of the *Naval Chronicle*, I take leave to make public the establishment of the light-houses on the south side of this island,\* which cannot fail of being of great utility to navigators frequenting these seas, whether bound to St. Michael's, or any other of the Azore islands, as well as to vessels from the American continent, bound to Lisbon or the Mediterranean, &c. which frequently take their departure from this island, or St. Mary's.

I have long had it in contemplation to propose to the respective governments of Europe, to erect a light-house at their joint expense, on the centre of the Formigas (or Ants) rocks, situated to the east of this and of St. Mary's, where a base for a foundation might be had, infinitely more secure and easy than the Eddystone light-house, and which might be constructed with much less expense than that edifice cost; but the idea, however beneficial it might prove to navigators, if carried into effect, presents so many difficulties, from the supineness of some, and the want of unanimity in other governments, that it would most likely prove abortive, without England, perhaps, the power least interested in the navigation of these islands, in proportion to her commerce, were to take under her special direction such an undertaking.

The number of vessels lost on the Formigas, however, demand imperiously for the cause of humanity, that a light-house be erected thereon, which would save many a valuable ship and crew, none of whom were ever

\* That document came to hand from another quarter before this letter, and has been inserted in the last geographical section of *N. C.* See vol. xxxvi. p. 490.—(HYDR.)

known to escape if wrecked on those rocks: I should be glad that some abler pen would point out to the attention of the commercial nations of Europe the necessity of such a work. I remain, &c.

W. H. R.

## ASIA.

### ■ INDOOSTAAN.

#### Goa.

THE HYDROGRAPHER of B. C. has to apologise for having been (though in appearance only) somewhat dilatory in inviting the attention of the nautical world to a "*Chart of Goa, and Murmagoa, surveyed in 1812, inscribed to Captain JAMES HORSEURGH, by his friend DAVID INVERARITY.*"\* This excellent survey was published by the Hydrographer of the E. I. C. on 1st October, 1816: and by the courtesy of that scientific and liberal person, we were early provided with a copy of the same; but which various circumstances have hitherto prevented our publicly noticing, with a degree of promptitude commensurate with our estimation of its value.

The chart in question comprises that portion of the western, or Malabar coast of India, from Algoada fort and light-house in the N. to Binbay-point in the S. delineated upon the very distinct scale of 4 inches to 1 mile. Besides the hydrographic survey, it comprises: 1. "*view of St. George's islands and the Buffalo; off the latter about 1½ mile, and bearing S. 22° E. the best bearing to clear Cabo-reef, outer extreme in 7 fathoms water.*" 2. "*A view of the land to the eastward, when entering Murmagoa road.*" 3. *Remarks and directions, &c.* 4. *Memoranda.* These two latter articles we think fit to extract for the benefit of mariners; viz.—

"*Remarks and directions for Goa.*—To enter the river of Goa, steer for the fort of Gaspar-Dios, keep it a little N. of E. or the south part of the buildings on or nearly so with the Pilot's trees upon the south part of St. Ignacio's hill, until near the bar; when you must bring the Banian-tree upon the north part of Pangam hill (which is about 100 yards above Pangam church, and stands between 2 other trees close to it), just opening with the brow of the hill called Pilot's brow in the chart. You will then perceive the Pilot's double-headed tree, opening with the high part of Mama point, and then you are close to the bar between the north and south sand heads. Proceeding on eastward and over the bar, steer about E. b. N. or E. N. E. according to wind and tide, keeping the Banian-tree about half open with Pilot's brow, until half-way between the bar and Gaspar-Dios fort, when you may gradually open it out a little more, as you get near to Gaspar-Dios point, which you must round at a cable's length distance. Should you open the whole of the Banian-tree, it will carry you upon the north sand; and if entirely shut in, upon the south sand. Here you must guard against the tides; the last of the flood sets towards the north sand, and

\* See *Nautical information*, by this distinguished navigator, B. C. xi, 398. The HYDROGRAPHER of B. C. solicits Captain INVERARITY's contributions.—(HYD.)



The first of the ebb towards the south sand ; if the wind blow across the channel, it will make up for the set of the tide. Wishing to anchor in the Well, the bearings are as follow :—Catacomb-church in one with the 9th, 10th, or 11th fishing-stake, counting from the west. Pilot's tree upon the south part of St. Ignacio's hill, on with a hollow (place) between the two sand-banks on the beach, or close to the water, or nearly touching the northernmost part of the hollow. On the sand-banks are several bushes, and John-de-Mello's house is seen through the hollow. Also, S.W. cocoa-nut trees near the water in one with St. Ignacio's church ; where you will find at low-water 22 feet, mud. Proceeding up the river toward Pangam, steer from the Well for the north-westernmost fishing-stake, giving it a berth of half a cable's length, in 3 fathoms at low-water : then haul over towards Reis fort, passing it in 4 fathoms at low-water, mud ; guarding against Reis-sand, on the south part of which you will have 2 fathoms, and on the north-west part only 3, 5, 6 fathoms, mud. The leading mark for mid-channel is a scraggy tree upon a hollow, between 2 hills, or in the centre between Mark-houses : you will then be about  $\frac{1}{2}$  cable's length from the western shore. When abreast of the landing-place at Tuan-passage, you must haul over towards the Banian-tree in the bottom of Verané-bay, taking care not to shut-in Bettee point with the point at Rio-Bundar, nor towards the north part of Reis-sand : when the Banian-tree (upon the hill behind Donna Juliana's house) be on or nearly on with the centre of the front of that house, you can pass close to the cross upon the point which forms the east part of Verané-bay ; but be you careful of the reef which runs out westward of it ; after which steer for the anchorage abreast of Pangam, as denoted (on the chart) by the anchors, or proceed up the river to old Goa ; for which purpose a pilot will be required.

" *To enter the road of Murmagoa.*—Coming from the N. give a good berth to Cabo-reef, not bringing the Buffalo rock (properly called Camberree isle) farther westward than on the eastern extreme of the middle or largest of the St. George's isles ; or between the inner and largest island will clear Souncee rocks on the extreme of Cabo-reef, steering southward until Rasseen hill will be on with the north extreme of Secretary-island, which is the leading mark until up with Murmagoa point, and clears Amee-shole, and the bank to northward of the Buffalo ; or if Rasseen hill be not seen, steer eastward, keeping Chiklee point on with the centre of Secretary isle, the other half of this island being shut in. Secretary isle is also called the isle of St. Ignacio. After having passed the north point of Murmagoa peninsula, steer for the anchorage, as denoted by the chart. Amee shole is supposed to be the bank on which an English line-of-battle ship was lost many years ago.

" *Memoranda.*—Latitude of Algoada light-house,  $15^{\circ} 29' 12''$  N. Longitude (deduced from Bombay)  $73^{\circ} 50' 16''$  E. of Greenwich. Boree mountain is distant from Algoada about  $15\frac{1}{2}$  or  $\frac{3}{4}$  nautic miles, 6120 feet to a mile. Saukaree creek is an excellent harbour for small vessels to winter in, or to take, in distress, during the S.W. monsoon, should they not be able to fetch Murmagoa. In the channel between Gasper-Dios fort and the north sand, lies a small table-rock, with 3 fathoms water upon it at low-water, spring-tides : in entering, this is difficult to be found : it is about 20 yards long, and extends in the direction of the channel. In the S.W. monsoon, Goa bar is one continued breaker ; and in very bad weather breakers stretch across the whole of Algoada bay, and extend out to 7 fathoms water. The bar is about 550 or 600 yards across, and has most water upon it in September. The rise of the tide on the springs is about 6

feet at the entrance of the river, and flows on the changes of  $\zeta$  at 11h. 45m. In the channel, towards the north sand, or rather upon the south edge of that sand, after having crossed the bar going-in, are many large stones. In general you will find upon the bar 16 or 17 feet, sandy bottom, at high-water spring-tides, and at low-water, 11 and 12, except in the end of August and September, when I have found upon it 20 feet. Camberree isle, so called by the natives, or the Buffalo rock (of mariners), is composed of a metallic stone, to which the needle is so much attracted, that I have found it impossible to place any dependence upon the bearings taken by compass. The whole surface of the rock is covered with sharp points, on which we found it difficult to walk. In case of necessity, a ship may pass inside this rock or island. The bearings for the 3 fathoms rocky bank to northward of Buffalo are, Murmagoa point and Bumbalee church in one; and the Buffalo on with the outer or western St. George's isle. Outer Souncee rock has upon it only 2 feet at low-water: it is small and pyramidal; and as the sea does not always break upon it, is thereby made very dangerous. The bearing [sic orig.] for Ance-shole is, the centre of Russeen-hill on with Cortalee-point in 3 fathoms, rocks; and Souncee inner rock and breakers on with the church of St. Laurenço, bearing about N.  $2^{\circ}$  W."

#### AMERICA.

*Directions for Vessels bound from New Providence, to East Florida, Georgia, and South Carolina.*

If you are bound to St. Augustin, Savannah, or Charleston, your best and shortest way is through the Gulph; your course from Nassau bar, to clear the Berry islands, is N.N.W.  $\frac{1}{2}$  W. distance 18 leagues. From thence your course is W.N.W. 32 leagues, which will bring you off the west end of Grand Bahama, where on shore there is excellent water, and lies in lat.  $26^{\circ} 45' N.$  and long.  $79^{\circ} 25' W.$  From hence you should haul up N.W. b.W. and continue that course until you pass Wood, Water, and Sandy, Kays, laving on the bank, about 4 leagues from the Bahamas. If you wish to see the Memory rock, you must haul up N.N.W. but the safest way, especially in the night, is to continue a N.W. b.W. course, about the distance of 6 leagues farther, which carries you well in the Gulph, and clear of all danger.

You may then direct your course as you please; but if for Charleston, the best course is N. b.W.; for Tybee light-house, N.N.W.; and if for St. Augustin, N.W. But should you have the wind very light, as it is generally in the summer months, you had better steer half a point farther to westward on any of these courses, according to the port you are bound for, in order to prevent your being carried too far to the northward by the N.E. current, which runs very strong.

|                        | Lat.               | Long.               |
|------------------------|--------------------|---------------------|
| Nassau Bar .....       | $25^{\circ} 5' N.$ | $77^{\circ} 20' W.$ |
| St. Augustin Bar ..... | $29 55 N.$         | $81 45 W.$          |
| Tybee Bar .....        | $31 55 N.$         | $80 00 W.$          |
| Charleston Bar .....   | $32 42 N.$         | $79 46 W.$          |



*Courses from the east end of New Providence, and other Islands, with their proper courses and distances, by experienced Pilots.*

N.B.—Those places with a § have salt ponds.

|                                                                     | <i>Courses.</i> | <i>Lgs.</i> |
|---------------------------------------------------------------------|-----------------|-------------|
| From east end of New Providence to Ship Channel Kay                 | E.S.E.          | 10          |
| From Ship Channel Kay to the Hawk's Nest, Cat Island                | E.S.E.          | 30          |
| From Ship Channel Kay to Norman's Pond §                            | S.E. b. S.      | 30          |
| From Ship Channel Kay to North End, Long Island                     | S.E. b. E.      | 35          |
| From Ship Channel Kay to the E. end of Eleuthera                    | E. b. S.        | 14          |
| From Norman's Pond to Stocking island, Exuma§                       | E.S.E.          | 10          |
| From East Channel, Stocking island, to the north end of Long island | N.E.            | 8           |
| From Stocking island to Hawk's Nest, Cat island                     | N. b. W.        | 15          |
| From Stocking island to Powell's Point                              | N.W. b. N.      | 22          |
| From east end of Cat island to Watling's island                     | E. b. N.        | 13          |
| From the north end of Long island to Bird rock                      | S.E.            | 27          |
| From the north end of Long island, to Rum Kay                       | E.              | 10          |
| From north end Long island, to W. Little island                     | N.E.            | 5           |
| From Hawk's Nest to W. Little island                                | E.S.E.          | 10          |
| From Rum Kay to Bird Rock                                           | S.E. b. S.      | 19          |
| Watlin's island, to Rum Kay                                         | S.W.            | 3           |
| Windward Little island to St. Salvador                              | N.W.            | 9           |
| From the N. end of St. Salvador to the E. end of Eleuthera          | W. b. S.        | 3           |
| From Great Harbour (Long island) to Rum Kay                         | N.              | 15          |
| From Great Harbour (Long island), to Bird Rock, (Crooked island)    | E.S.E.          | 15          |
| From the south end of Long island to Great Harbour                  | N.W.            | 6           |
| From Great Harbour, to Little Harbour, L. I.                        | S.E.            | 3           |
| From the S. end of Long island to Little Harbour                    | N.W. b. N.      | 3           |
| From the S. end of Long island to Bird Rock (C. I.)                 | E.              | 9           |
| From the north end of Long island § to the south end                | S.E. b. S.      | 25          |
| From Bird Rock to Watlings                                          | N.N.W.          | 22          |
| From the south end of Long island to Allen's Kay                    | S.E. b. E.      | 18          |
| From Bird Rock, Crooked island, to Long Kay, ditto                  | S.              | 5           |
| From Long Kay to Allen's Kay, or Castle island                      | S. b. E.        | 3           |
| From Allen's Kay to Miraporvos                                      | W. b. N.        | 4           |
| From Allen's Kay to the Hogsties                                    | S.E. b. E.      | 11          |
| From Hogsties to N.W. point Heneaga §                               | S.S.E.          | 12          |
| From Hogsties to French Kays                                        | N.N.E.          | 18          |
| From Hogsties to Mayaguana                                          | N.E. b. E.      | 21          |
| From French Kay to Mayaguana                                        | E.S.E.          | 10          |
| From Abraham's Bay, Mayaguana, to east end ditto                    | E.              | 5           |
| From east end Mayaguana to West Caicos                              | S.S.E.          | 15          |
| From West Caicos to Little French Kay, on the Caicos Bank           | E. b. S.        | 5           |

|                                                                           | <i>Courses.</i>         | <i>Lgt.</i> |
|---------------------------------------------------------------------------|-------------------------|-------------|
| From Little French Kay to elbow of the Bank .....                         | E.S.E.                  | 5           |
| From the elbow to Ambergris Kay .....                                     | E.S.E.                  | 5           |
| From Ambergris Kay to Great Seal Kay .....                                | E.N.E.                  | 4           |
| From Seal Kay, Caicos Bank, to Salt Kay, Turk's island .....              | E.N.E.                  | 3           |
| From Salt Kay to the Grand Kay, Turk's island § .....                     | N.N.E.                  | 3           |
| From Turk's island to clear Philip's Reef .....                           | N.N.W.                  | 12          |
| From Turk's island to the east Caicos .....                               | W.                      | 6           |
| From Cape Nichola Mole to Great Heneaga § .....                           | N.b.E.                  | 22          |
| French Kays to the N.E. point of South Crooked island .....               | W.N.W.                  | 7           |
| Hogsties to Castle island, or Acklin's Kay .....                          | N.W.                    | 11          |
| Castle island to Long Kay, or Fortune island § ..                         | N. $\frac{1}{2}$ W.     | 8           |
| Bird Rock to N.W. part of Atwood's Kay .....                              | E.N.E.                  | 10          |
| Atwood's Kays to French Kays .....                                        | S.                      | 8           |
| French Kays to Claret Cove, Nelson's Bay § .....                          | S.W.b.S.                | 10          |
| East end of Mayaguana to Heneaga .....                                    | S.b.W.                  | 20          |
| Abraham's Bay, Meguana, to the West Caicos ..                             | E.S.E.                  | 10          |
| S.W. point of Meguana to the Hogsties .....                               | S.S.W. $\frac{1}{2}$ W. | 20          |
| N.W. point do. to Atwood's Kays .....                                     | N.W.b.N.                | 16          |
| West Caicos to the S.E. point of Little Haneaga                           | N.W.                    | 10          |
| N.W. point of Little Haneaga to N.E. point of Great Haneaga .....         | S.S.W.                  | 4           |
| West Caicos to Castle island .....                                        | W.N.W.                  | 35          |
| N.E. point of South Crooked island to W. Caicos                           | E.S.E.                  | 30          |
| Bird Rock to Watlin's island .....                                        | N.N.W.                  | 2           |
| Bird Rock to south end of Long island .....                               | W.                      | 9           |
| Bird Rock to Great Harbour § do. ....                                     | W.N.W.                  | 15          |
| St. Salvadore to east end of Eleuthera .....                              | W.S.W.                  | 3           |
| E. end of Eleuthera to Ship Channel Kays .....                            | W.b.N.                  | 14          |
| Ship Channel Kays to N. end Long island .....                             | S.E. b. E.              | 35          |
| Portland Harbour, Crooked island, to Fortune island, or Long Kays .....   | S.                      | 5           |
| Atwood's Kays to Atwood's Harbour .....                                   | S.b.W.                  | 10          |
| West French Kay to Black Rock, § Nelson's Bay, South Crooked island ..... | SW. b.S.                | 11          |
| Castle island to Miraporvos .....                                         | W.b.N.                  | 4 2-1       |

*Course and distance from Ragged island to the different ports in Cuba ; viz.*

|                                      |                         |    |
|--------------------------------------|-------------------------|----|
| From Ragged island to Barracoa ..... | S.E.                    | 30 |
| Kay Moha .....                       | S.S.E.                  | 20 |
| Tanimow .....                        | S.b.W.                  | 20 |
| Carbinicus .....                     | S.                      | 10 |
| Mirce .....                          | S. $\frac{1}{2}$ W.     | 16 |
| Naraho .....                         | S.S.W. $\frac{1}{4}$ W. | 14 |



|                                                                                                                   | <i>Courses.</i>       | <i>Lgs.</i> |
|-------------------------------------------------------------------------------------------------------------------|-----------------------|-------------|
| From Ragged island to Hevarre .....                                                                               | S.W. b. S.            | 21          |
| Port-Padre .....                                                                                                  | S.W.                  | 25          |
| Mannatti .....                                                                                                    | S.W. b. S.            | 32          |
| Neuvitas .....                                                                                                    | W.S.W.                | 40          |
| Barcovel .....                                                                                                    | W.b.S.                | 45          |
| Aucays .....                                                                                                      | W.                    | 65          |
| In running down the Old Straits, keep the land on the north side of Cuba, about 5 leagues distance, course W.N.W. |                       |             |
| From the south end of Long island to Ragged island ..                                                             | S.W. b.W.             | 20          |
| From Ragged island § to Great Heneaga .....                                                                       | S.E. $\frac{1}{2}$ E. | 30          |
| Castle island .....                                                                                               | E. b. S.              | 25          |

*Latitudes and Longitudes of the B. Islands, from the best authorities.*

| <i>Names of Places.</i>               | <i>Lat.</i> | <i>Long.</i> |
|---------------------------------------|-------------|--------------|
| Square Handkerchief, N.E. point ..... | 21 17       | 70 30        |
| South-west point ditto .....          | 20 53       | 70 56        |
| Grand Turk, north end .....           | 21 32       | 71 5         |
| Sandy Kay, middle .....               | 21 11       | 71 10        |
| Endymion's Rock * .....               | 21 6        | 71 15        |
| Grand Caicos, south point .....       | 21 52       | 71 27        |
| Cape Comet .....                      | 21 44       | 71 21        |
| Caicos Shoals, S.E. point .....       | 21 00       | 71 32        |
| Do. south-west point .....            | 21 2        | 71 51        |
| West Caicos, south point .....        | 21 35       | 72 27        |
| French Kay† .....                     | 21 29       | 72 8         |
| Sandy Kay‡ .....                      | 21 19       | 72 8         |
| Elbow of north Caicos .....           | 21 58       | 71 58        |
| Heneagua, N.E. point .....            | 21 21       | 73 1         |
| Do. S.E. point .....                  | 20 59       | 73 5         |
| Do. S.W. point .....                  | 20 53       | 73 38        |
| Do. N.W. point .....                  | 21 9        | 73 39        |
| Do. middle point .....                | 21 00       | 73 44        |
| Little Heneagua middle .....          | 21 30       | 73 0         |
| Atwood's Kay, N.E. point .....        | 23 10       | 73 32        |
| Hogsties, west point .....            | 21 41       | 73 51        |
| Miraporvos .....                      | 22 5        | 74 28        |
| Mayaguana, south point .....          | 22 16       | 72 47        |
| Do. N.W. point .....                  | 22 38       | 73 10        |

\* The Endymion Rock is 5 miles S.W. of Sandy Kay, and is very dangerous.

† French Kay and Sandy Kay are both dangerous; they lay between the S.W. point of the bank and West Caicos. Sandy Kay does not shew itself till you are very near it, but the sea always breaks on it.

‡ The northernmost part of the Caicos.

| <i>Names of Places.</i>            | <i>Lat.</i> |    | <i>Long.</i> |    |
|------------------------------------|-------------|----|--------------|----|
| Mayaguana S.W. point .....         | 22          | 22 | 73           | 13 |
| Do. east point .....               | 22          | 18 | 72           | 48 |
| Castle island .....                | 22          | 6  | 74           | 15 |
| Bird Rock (Crooked island) .....   | 22          | 49 | 74           | 20 |
| Rum Kay .....                      | 23          | 54 | 74           | 55 |
| St. Salvador, N. point .....       | 24          | 36 | 75           | 50 |
| Do. S. point .....                 | 23          | 57 | 75           | 35 |
| Watling's island, S.E. point ..... | 23          | 55 | 74           | 34 |
| Long island, south end .....       | 22          | 50 | 74           | 45 |
| Do. north end .....                | 23          | 30 | 75           | 19 |
| Powell's point (Eleuthera) .....   | 24          | 38 | 76           | 34 |
| Egg island .....                   | 25          | 27 | 77           | 24 |
| Nassau, New Providence .....       | 25          | 5  | 77           | 20 |
| Andros island, north point .....   | 25          | 25 | 78           | 22 |
| Do. south point .....              | 24          | 4  | 78           | 7  |
| Bimini, S. island .....            | 25          | 40 | 79           | 18 |
| Grand Bahama, west point .....     | 26          | 39 | 79           | 00 |
| Memory Rock .....                  | 27          | 4  | 79           | 6  |
| Maranilla Reef .....               | 27          | 50 | 79           | 5  |
| Double-headed Shot .....           | 23          | 56 | 80           | 14 |
| W. Kay, on Salt Kay Bank .....     | 24          | 00 | 80           | 25 |
| Orange Kay .....                   | 24          | 37 | 79           | 14 |
| Great Isaac .....                  | 26          | 42 | 79           | 3  |
| Hole-in-the-Wall, (Abaco) .....    | 25          | 58 | 77           | 20 |
| L. Bahama Bank, N.W. point .....   | 27          | 48 | 79           | 15 |
| Cat Kays .....                     | 25          | 24 | 79           | 18 |

*Bahama Salt.*

A large quantity of good salt is for sale, lying on Long Kay, Crooked island, bearing from the west end thereof, or Bird Rock (in lat.  $22^{\circ} 47'$  long.  $74^{\circ} 20'$ ) south, 5 leagues; and from Castle island, the south-west end of Acklin's (in lat.  $22^{\circ} 6'$  long.  $74^{\circ} 15'$ ), north, 9 leagues. Vessels bound to Long Kay anchorage, opposite the Salt Pond (where two large anchors and chains are fixed), should haul close up for the high Bluff, about half a mile to the southward of those moorings; and on which Bluff a telegraph flag-staff is placed. A pilot is stationed off here and the Bird Rock, to conduct vessels to their anchorage.

There is also salt for sale at Claret Cove and Abraham's Bay, situated on the S.E. side of Acklin's island, and opposite to Black rock, the course to which, from the Western French Kay, is about S.W.b.S. 10 leagues. The entrance into Claret Cove is denoted by a flag-staff on the hill opposite the channel; and into Abraham's Bay by a stone pillar, with a flag-staff in the centre, on a high hill, bearing from the Black rock, about W.N.W. 3 miles. A pilot is stationed here, and will attend, on the usual signals being displayed.

Vessels calling at any of the above mentioned places for salt, meet with every despatch.



*Description of Great Harbour, Long Island (Bahamas), and  
Directions for entering the same.*

It is situated in lat.  $23^{\circ} 3' N.$  about six leagues from the south end of Long island, on that side of the island which forms the lee side of the Crooked island passage. From Bird Rock, (Crooked island) to Great Harbour, the course is W.N.W. distance 15 leagues; and from the S.E. end of Watling's island to Great Harbour, S. S.W. 22 leagues; from Rum Kay to Great Harbour, S. 12 leagues.

A vessel in the offing, on hoisting the usual signal for a pilot, will have it answered on shore by an union-jack at Archibald Taylor's new house, a large low building, and a boat with a pilot will be immediately despatched; but should stress of weather, or any other accident, prevent the pilot from getting out, the observance of the following directions will bring the vessel safe into the harbour, and to good anchorage.

Bring Archibald Taylor's new house (where the flag is hoisted) to bear S. b. W. and continue this course in for the house until the unroofed stone walls of Mr. Taylor's old house, near the highest hill to the southward, bear S.S.E.: continue this last course direct for the old house, until you pass the first point of Bare Rock on the larboard hand; here you will have breakers on both sides of you, but the channel is sufficiently bold and deep; then, on getting abreast of the point of the first low woody kay, on the larboard bow, haul to the eastward, and doubling round this last mentioned point of the low woody kay, drop your anchor in 3 fathoms water, on a clear sandy bottom.

At this place a quantity of the best large grained salt is always for sale, on reasonable terms. Vessels of any size coming here, will meet with every despatch in loading, and the harbour is safe and commodious; those of moderate size can lie and load within one hundred yards of the beach, sheltered from all winds.

Wood and water are to be procured with very little trouble, and without expense.

*Great Harbour, 16th April, 1815.*

*Rum Kay.*

At this island is one of the finest salt ponds in the Bahamas: the anchorage is good, and will afford shelter to vessels while loading, being sheltered from the S.E. E. N. and N. W. The course from Great Harbour, Long island, is north 12 or 15 leagues distant. A pilot is here also, who will come out to vessels on the usual signal.

CHRONOLOGICAL SKETCH  
OF THE  
MOST REMARKABLE NAVAL EVENTS  
OF THE YEAR 1816.

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JANUARY.

29. **T**HE Seahorse transport lost on the West coast of Ireland : 365 soldiers, &c. perished.
31. The Boadicea transport lost off Kinsale ; 220 of the crew perished.

FEBRUARY.

5. The House of Commons voted a Monument to commemorate the services rendered by the navy.
10. St. John's, Newfoundland, destroyed by fire.
14. A remarkable high tide at Chatham, which overflowed the Dock-yard.
16. An extraordinary high tide in the Humber.

MARCH.

4. The King of France published an Ordonnance for creating a Royal College and Companies of Naval Students.
7. The Ister frigate got on shore near Cape de Gat ; 12 seamen and an officer perished.

JULY.

14. Lord Exmouth sailed for Algier.
27. Lord Exmouth's victory at Algier, by which he abolished Christian slavery.

OCTOBER.

24. The Comus frigate lost.

NOVEMBER.

10. The Harpooner transport, with 400 troops, wrecked in St. Shot's Bay—upwards of 400 lost.
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OFFICIAL PAPERS.

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*Rules and Regulations relative to the Passages of Civil and Military  
Officers in his Majesty's Ships of War.*

1. **N**O passage at the public expense is to be given, either abroad or at home, without a special order of the Board of Admiralty, either on a signification of the Royal pleasure, or on the usual official application from some other department of the government.



2. The remuneration of naval officers for the expenses which they may incur in conveying persons under such orders, shall be made according to the length of time the passages may last, and the number of persons entertained, agreeably to the following rates and regulations.

3. The passages of royal personages will be considered on the circumstances of the individual cases.

4. For ambassadors and their suites, not exceeding in the whole five persons, and for any passage not exceeding *three* days, the sum of 40*l.*; for any passage not exceeding *seven* days, 80*l.*

5. For ministers plenipotentiary, envoys, governors of colonies of the first class, or commanders-in-chief, when the latter are of higher rank than major-generals, and their suites respectively, not exceeding in the whole *four* persons, for a passage not exceeding *three* days, 30*l.*; for a passage not exceeding *seven* days, 60*l.*

6. For governors and commanders-in-chief of lower rank than the foregoing military officers and diplomatists, not lower than brigadier-general or secretary of legation, and their suites, not exceeding in the whole *three* persons, for a passage not exceeding *three* days, 25*l.*; for a passage not exceeding *seven* days, 50*l.*

7. Passages exceeding *seven* days, are to be paid for at the above rates for the first week, and afterwards at the rate of 1*l.* 10*s.* *per diem* for each person entertained at the commanding officer's table.

8. If a greater suite should be embarked than the supposed number, for a passage not exceeding *seven* days, an additional allowance is to be made of 1*l.* 10*s.* *per diem* for each person so exceeding.

9. When individuals shall be ordered passages at the table of an admiral or naval officer commanding a ship or vessel, 1*l.* 10*s.* shall be allowed for every day not exceeding fourteen, and 1*l.* for every day after.

10. When individuals shall be ordered to be entertained at the lieutenants' mess in any of his Majesty's ships, 15*s.* shall be allowed for every day not exceeding fourteen, and 10*s.* for every subsequent day.

11. When a naval officer is directed to make preparation for any passengers, the Board of Admiralty will immediately recommend that *half* the estimated amount of the whole expense be immediately paid by the Treasury to the agent of the officer, of which he will be informed at the time; and when the officer shall report to the Secretary at the Admiralty, the performance and length of the service, a recommendation will be forwarded to the Treasury, agreeably to the number of persons entertained, or the payment of the remainder of the sum; but no officer is to draw any bill whatsoever for these allowances.

12. If it should happen that the passenger does not embark after the order for receiving him has been given, or having embarked, should be re-landed or transferred to another ship, the naval officer will nevertheless retain the half allowance already recommended, to cover the expenses he may have been at in making the necessary preparations.

13. Consuls and their families are to be paid for under the 9th section.

14. Commissioners of the navy and their families are to be paid for under the 9th section, and naval store-keepers under the 10th; and in these

two cases, and these alone, the commander-in-chief, or senior officer on a foreign station, is authorized to order passages without a previous order from the Admiralty.

15. The remuneration for persons under article 14, will be made according to the forms and rules prescribed in other cases, except that they will be paid for by the Navy Board instead of the Treasury.

16. Commissaries ordered passages with or without charge of public money, are to be entertained agreeably to their ranks in the military service, and paid for accordingly.

17. The sums specified in all the above cases includes a provision for a reasonable number of servants.

18. It being understood that regimental officers in the army, when embarked with their troops, whether in troop-ships or regular men of war, should all mess together, agreeably to the custom of the army, the naval officer commanding his Majesty's ship in which officers may be embarked under such circumstances, shall assign a proper place for holding the regimental mess, which the said regimental officers are to provide at their own expense, and no allowance whatsoever will be made on the part of the public to naval officers, for the entertainment of any regimental officers embarking with their troops, whatever be their rank. If it should be found convenient and agreeable to both parties to unite the regimental mess with the mess of the lieutenants of his Majesty's ship, the officers of the army are, in this case also, to provide for their share of the actual expense thereof.

19. Officers of the army below the rank of general, not embarked with their troops, are, when ordered passages, to be entertained at the captain's or lieutenant's table, according to their respective ranks, and paid for under sections 9 and 10.

20. No further allowances than those before specified, will, on any account whatsoever, be granted for any of the special services.

21. The above rules will be rigidly adhered to; and if any officer shall act inconsistently with them, he must himself be liable for all the expenses incurred.

By command of their Lordships,

*Admiralty-Office, March 1816.*

*J. W. Croker.*

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*Admiralty-Office, 10th December, 1816.*

*Abstract of Regulations, on the subject of Pay, established by the Lords Commissioners of the Admiralty, in obedience to and in pursuance of the Order of His Royal Highness the Prince Regent in Council, dated 25th November, 1816, to commence from the 1st January, 1817.*

1. The sea pay of all officers and men in his majesty's navy and royal marines, as stated in the table, is the nett pay, without addition or deduction of any kind.



2. In all cases where personal pay is now payable, three-fourth parts of the new nett pay shall be considered as personal pay, and shall be payable accordingly, and all laws, regulations or instructions, now existing concerning personal pay, are to be taken and considered to apply to three-fourth parts of the new nett pay, and those concerning compensation are to be taken and considered to apply to the remaining one-fourth part of the new nett pay, except as may be hereinafter mentioned to the contrary.

3. Flag officers or commodores with captains under them, when commissioned as commanders-in-chief, or properly succeeding to such command, shall have a pay of *3*l.* per diem* in lieu of the present table money, but this shall be payable only while the flag or broad pendant, of the officer is flying within the actual limits of his station; and on his death or absence shall be paid to the officer on whom the command may devolve, provided he be a flag officer or a commodore with a captain under him.

4. Captains who in the death or absence of a commander-in-chief are authorized to hoist a distinguishing pendant, shall receive the pay of *1*l.* per diem* in addition to their pay as captains while the pendant is flying within the limits of the station.

5. The following officers shall be permitted to draw bills for the amount of three-fourths of their pay, quarterly: captains, commanders, lieutenants commanding, surgeons.

6. The following officers shall be permitted to draw the whole of their pay, quarterly: flag officers, lieutenants not commanding officers of the royal marines, physicians of the fleet, masters of the fleet, chaplains, secretaries, assistant surgeons.

7. The following officers shall be permitted to draw the whole of their pay, half-yearly: passed mates, passed midshipmen, secretaries' clerks, captains' clerks, schoolmasters.

8. Bills drawn by any lieutenant of the ship, officer of royal marines, master, chaplain, secretary, assistant surgeon, clerk, mate, midshipman, or schoolmaster, must be certified by the purser and approved by the captain. The purser shall be held responsible that the said bill is not for a greater sum than the officer had a right to draw for, after any debt for slops or dead men's clothes is abated from the amount of his wages, for the period for which the bill is drawn; and the captain shall be held responsible, that the officer so drawing has been borne for wages during the specified period, and is entitled by these regulations to draw, and that the purser has already approved the said bills.

9. Mates and midshipmen shall be entitled to draw after they shall have passed the examinations prescribed by the regulations\* of the 22d January, 1816, both at the naval college, and before three captains. And no captain shall approve the bill of any mate or midshipman, who shall not have produced to him certificates of his having passed both examinations; for which purpose a duplicate certificate is to be given to him, at the time of his passing such examination.

10. But as mates and midshipmen, who had passed the usual examination before the 1st March last, or before the day of the receipt of the said regu-

\* See vol. xxxv, p. 283.

lations on the foreign station on which they may be serving, are not by the said regulations required to pass again at the college; captains are at liberty to approve the bills of mates and midshipmen, whose passing certificates are dated prior to the 1st March last, or to the day to which the said regulations were received on the foreign station; which date the respective commanders-in-chief are to notify herewith to the several captains.

11. The rates of pay of surgeons and assistant surgeons, are regulated by his majesty's order in council, of the 23d January, 1805; viz.

*Surgeons of Ships in Active Service.*

Of this time not more than three years, as hospital mate, or assistant surgeon shall be allowed. Under six years service, 10s. *per diem*; after six years service, 11s.; ten years, 14s.; and twenty years service, 18s. *per diem*. Surgeons of receiving ships, sloops, convalescent ships, prison ships, and all others (except hospital ships) in harbour duty, 10s. *per diem*; surgeons of hospital ships, unless by length of service entitled to a superior rate of payment, 15s. *per diem*; and assistant surgeons, 6s. 6d. *per diem*.

By Command of their Lordships,

*J. W. Croker.*

*Table, shewing the Nett Sea Pay of the Flag Officers of his Majesty's Navy, with the Nett Sea Pay and the number of their Retinue; the number of Commission, Warrant, Petty, and Non-commissioned Officers, with their Rates of Net Sea Pay respectively. To commence on the 1st of January, 1817, by order of Council of the 25th of November, 1816.*

Sea pay *per diem*, besides which every commander-in-chief shall receive a further sum of 3l. *per diem*, while his flag shall be flying within the limits of his station.

*Flag Pay per Diem.*

Admiral of the fleet, 6l.; Admiral, 5l.; Vice-Admiral, 4l.; Rear-admiral, or commodore with a captain under him, and captain of the fleet, 3l. In flag ships, all the lieutenants, including one extra as flag lieutenant, are allowed 6d. *per diem* in addition to their pay.

2d Class.—Physician of the fleet of less than three years service as such, 1l. 1s. *per diem*; physician to the fleet of more than three, and less than ten years service, 1l. 11s. 6d. ditto; of more than ten years service, 2l. 2s. *per diem*; master of the fleet, 15l. 7s. *per mensem*.

3d Class.—Secretary to the admiral of the fleet *per month*, 38l. 7s.; ditto to an admiral commander-in-chief, 30l. 13s. 8d.; ditto to a vice or rear-admiral ditto, ditto, 23l. 4d.; ditto to a junior flag officer or commodore ditto, 11l. 10s.

4th Class.—Two clerks to secretaries of commanders-in-chief each ditto, 4l. 12s.; one clerk to secretaries of junior flag officers or commodore ditto, 3l. 16s.; admiral's coxswain ditto, 2l. 9s.

7th Class.—Steward, cook, and domestics \* at *per month* each, 1l. 12s.

\* The numbers of these ratings to be—for the admiral of the fleet 12; admiral 10; vice-admiral 7; rear-admiral, or commodore with a captain under him 5; captain of the fleet 3.



*Classes for the Distribution of Seizures in Ships and Sloops.*

1st. Class.—Captain of 1st rate, 61*l.* 7*s.* 4*d.*; 2d rate, 53*l.* 14*s.*; 3d rate, 46*l.* 8*d.*; 4th rate, 38*l.* 7*s.*; 5th rate, 30*l.* 13*s.* 8*d.*; 6th rate, 26*l.* 17*s.*; sloops with 100 men and upwards, and under 100 men, 23*l.* 4*d.* each *per* month, according to the rate.

2d Class.—1st lieutenants of 1st, 2d, and 3d rates, if of seven years standing, 11*l.* 10*s.* *per* month each. All other lieutenants, 9*l.* 4*s.* *per* month for each rate; as also in sloops and bombs, and if commanding gun brigs, schooners and cutters, 11*l.* 10*s.* *per* month; masters *per* month, of 1st rates, 13*l.* 8*d.*; 2d rate, 12*l.* 5*s.* 4*d.*; 3d rate, 11*l.* 10*s.*; 4th rate, 10*l.* 14*s.*; 5th rate, 9*l.* 4*s.*; 6th rate, 8*l.* 8*s.* 8*d.*; and of each smaller class of vessels, 7*l.* 13*s.* 4*d.*

3d Class.—2d master of 1st, 2d, 3d, and 4th rates, 5*l.* 7*s.* 4*d.* *per* month; and of 5th and 6th rates, 4*l.* 12*s.* Chaplains of each rate, 12*l.* 5*s.* 4*d.* *per* month; purser of 1st rate, 5*l.* 7*s.* 4*d.*; of 2d and 3d rates, 4*l.* 12*s.*; 4th and 5th rates, 4*l.* 4*s.* 4*d.*; 6th rate, sloops and bombs, 3*l.* 16*s.* 8*d.* *per* month each; surgeons, their pay before stated; master's mate, if *passed* 1st rate, 4*l.* 12*s.*; 2d and 3d rates, 4*l.* 14*s.*; 4th rate, 3*l.* 6*s.* 8*d.*; and all lower rates, 3*l.* 9*s.* *per* month; master's mates, if *not passed* 1st rate, 3*l.* 16*s.* 8*d.*; 2d rate, 3*l.* 9*s.*; 3d rate, 3*l.* 1*s.* 4*d.*; and all lower rates, 2*l.* 13*s.* 3*d.* *per* month each.

4th Class.—At *per* month each: midshipmen, if *passed* 1st rate, 3*l.* 16*s.* 8*d.*; 2d and 3d rates, 3*l.* 9*s.*; and for each lower rate, 3*l.* 1*s.* 4*d.*; midshipmen, if *not passed* 1st rate, 2*l.* 13*s.*; 2d and 3d rates, 2*l.* 6*s.*; and for each lower rate, 1*l.* 18*s.* 4*d.*; assistant surgeons, their pay stated before; clerk and schoolmaster, 1st rate, 4*l.* 12*s.*; 2d and 3d rates, 4*l.* 4*s.* 4*d.*; 4th rate, 3*l.* 16*s.* 8*d.*; and for each lower rate, 3*l.* 9*s.*

## NAVAL LITERATURE.

*Letters on the Evils of Impressment, with the Outline of a Plan for doing them away, on which depend the Wealth, Prosperity, and Consequence of Great Britain.*—By THOMAS URQUHART. London, 1816.

**I**N these Letters will be found many very just observations on the subject of impressment, and the general condition of British seamen. The candour and moderation of the author's language and sentiments give him an additional claim to the notice of those to whom they are especially addressed; and as what Mr. Urquhart proposes does not seem in any degree impracticable, we think his request of "try" eminently warranted by the importance of the subject.

In our own minds a doubt does certainly exist, that, on any practicable system of provision, the necessity of the impressment of seamen in time of war can be wholly abolished; and of this Mr. Urquhart himself appears sensible, when he makes stipulations for an exemption in certain instances. On the

breaking out of a war against this country, the nature, both of our defensive and offensive operations, must be in the first place and instantly NAVAL; and it has never yet been found that our seamen entered the service as volunteers sufficiently early, or in sufficient numbers, to commence those operations with desired effect. Our military expeditions admit of longer delay, and are consequently exempted from this grievous, though necessary, violation of personal liberty. The suggestions of Mr. Urquhart are, however, very reasonable, and from among them we shall select a few in support of our assertion.

"When people are impressed from any ship, it should be the duty of the officer who performs that service, to afford the ship immediate help, and to take her into her destined port; and their wages ought to be secured to them whilst on board, and be under the controul of the officers of such ship.

"No impress should take place abroad, except under the most imperious necessity, and rules should be laid down for its proper regulation.

"No ship, bound to a foreign station, should be permitted to send on board of outward bound vessels, and take from them one or two men, as is too often the case at present, contrary to orders of government. It is also necessary that apprentices should be protected by some such rules, at I shall hereafter lay down; and if any officer transgress them, that he be amenable to punishment.

"When men have served a certain time in the navy, according to rank, situation, and trade, they should be freed from impress, agreeably to certain regulations, different situations, and tonnage of ships; making a difference between those who have entered, those who are impressed, and those who have left their country, during the time of war, to evade their services in the navy. Perhaps the following propositions would give the outlines to obtain the object in view.

"The East India Trade, as now conducted, is a waste of men instead of raising them, having no apprentices as seamen (except officers, servants, and midshipmen are considered as such, which I do not): while they can sail their ships with foreigners and Lascars, no change will take place. This trade ought, at least, to raise as many seamen as it now gives you, instead of drawing upon the navy, or other trades, to answer its purpose. What advantage government can possibly deem they obtain by the present mode, is beyond my comprehension. That it tends to impede the raising of seamen is sufficient proof against it, without advancing any thing further upon the subject. With respect to this trade, I should propose that, at the commencement of a war, the first and second officer be exempt from the impress, either on board or on shore. If the third officer had served one year in the navy, prior to that time, he should also be exempt. The fourth officer two years: the fifth and sixth officers of all ships above six hundred tons, three years; boatswains, carpenters, and gunners, four years; cooks, stewards, &c, six years; seamen, eight years; and, if it should be necessary to retain them one year longer, in that case they should be allowed double wages. All those who fill such situations at the commencement of a war, not having served in the navy during war, provided they enter into that service, should be discharged at the end of the periods above mentioned, but if impressed, then two years more to be allowed for exemption. Every ship should carry one apprentice, during time of war, for every fifty tons of tonnage: half of whom should be indentured, from seventeen years and upwards, for three years; and no apprentice should be impressed under the age of twenty, if he has not been five years at sea. All men who leave their country during time of war, and go into foreign service, or that



are in foreign service, and do not return within a limited time, should be liable to double servitude, if impressed.

"In the West India Trade, the first mate should be exempt as above; the second mate at the expiration of three years; in ships of five hundred tons and upwards, third mate four years; boatswains and carpenters, five years; gunners, stewards, and cooks, seven years; seamen, eight years; and the same regulation should apply to all other ships trading southward of the Canaries.

"The West India Dock system at present, with respect to apprentices, causes the loss of, at least, one thousand seamen annually.

"In the American, Mediterranean, and Baltic trades, the first mate, if he has served one year in the navy, should be exempt from the impress; second mate, four years; boatswains and carpenters, six years; gunners, stewards, and cooks, seven years; seamen, eight years, &c.

"In the Coal and Coasting Trades, first mate, three years; second mate, five years; other officers, seven years; and seamen, eight years, &c.

"No vessel under fifty tons should protect a master, except he has served three years in the navy, unless such vessel have two apprentices belonging to her; one of whom shall be seventeen years of age, or upwards, when indentured.

"Ships employed in the Greenland trade and fisheries, should have regulations adapted for their purpose, suitable to the above; apprentices the same.

"All running ships and packets should carry four apprentices to every ten of her complement of men, half of each class.

"All ships under the British flag, sailing to or from Europe, should be manned with British born subjects, at least to the extent of two-thirds of her complement, with their proportion of apprentices.

"A certain regulation should take place with respect to men in all other water employments, for whom I do not pretend to offer regulations, from want of information on the subject.

"Transports should have three apprentices to every one hundred tons; half of whom should be above seventeen when indentured.

"Apprentices should not be allowed to enter into the navy, without the approbation of their masters; and, in that case, the unexpired time of their apprenticeship should not be allowed as a part of the term of exemption, and the regular bounty should be granted to their masters.

"All men who have performed their service in the navy, agreeable to these rules, should have a decided preference, as long as their conduct deserves it, during, and after a war, in all shipping employments belonging to government, public docks, pilotage, &c. and the freedom of any town in the kingdom, where they might chuse to settle or reside after the war, should be theirs by right. No man should be allowed to transact the business of a ship-broker, by offering ships to the Transport service,\* or sell for the Admiralty, or be employed in other naval government concerns, unless he has served the country by sea.

"It would be desirable to institute public schools, founded upon voluntary contributions, in or near sea ports, devoted to the education of the children of persons actually serving in the navy; and even when their service expires, the education might be continued; but this must be regulated by the extent of the funds.

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\* This business, report says, afforded to one Company, not seamen, during a part of the late war, from 25 to £28,000. per annum. I broke the charm.

"At the conclusion of a war, or upon the expiration of time of servitude, the men should be conveyed, free of expense, to their nearest place of residence.

"That no ship should be allowed to sail outwards, at the commencement of a war, with more than one third foreigners, for the first two years; one fourth for the third year; one fifth for the fourth; one sixth for the fifth year; one seventh for the sixth year; one eighth for the seventh year, and the remaining period of war. This may be governed as circumstances require.

"Four years actually employed in the merchants' service, should be equal to two years in the navy.

"A certain portion of lieutenants employed in the navy, should be taken from those who have been brought up in the merchants' service.

"All masters, and half the mates and midshipmen in the navy, should be required to have served three years in the mercantile service.

"All trading merchant-shipping, in a political point of view, ought never to have direct taxes laid upon them, with a view, if possible, to restore the carrying trade we formerly had, but which is comparatively much diminished. This is absolutely necessary to keep up the number of seamen required to man our navy.

"I offer these suggestions to your Lordship, under a strong impression of their utility; and I feel persuaded that the outline I have drawn, when systematically arranged, would in the course of a few years war, supply the navy, to its full extent, with merchant-seamen; would conquer the aversion our seamen at present feel to the naval service; and be fully adequate to render it more efficient in officers and men, and blend the two services together."

[To be continued.]

*New South Wales.*—*Proceedings of a General Court Martial, ordered by Governor Macquarie, to try the Rev. Benjamin Vale, for Seizing an American Vessel trading in Sydney Cove.* 8vo. Pamphlet.

THE subject of this pamphlet is of peculiar interest, not so much from the combination of its circumstances as their principle. An American schooner lands a cargo of merchandize at Sydney Cove, Port Jackson—and a clergyman of the Colony conceiving it to be an illegal transaction seizes the vessel, but without any communication with the executive authority of the colony—thus rendering his motives suspected either as contemptuous of the governing power, or as the effect of a hasty ebullition of patriotism. The latter of which is what the writer seems anxious to establish, but we fear his endeavour is under circumstances that must strongly militate against his success. Had there been no superior authority in the colony, or that authority had declined to act, or had illegally transgressed its powers, the conduct of Mr. Vale had been not only justified but praiseworthy. He alleges the conduct of the late Lord Nelson under similar circumstances of illicit trade—but the two cases certainly admit of very different construction. In the case of Lord Nelson it was a port crowded with our own shipping and merchandize—a port to which there was a constant accession of trade. But Sydney Cove lies at such a distance from the ordinary course of traffic, that it must necessarily be often in want of supplies necessary to its European inhabitants, and therefore warrants an occasional departure from the general commercial code, in its commercial transactions.



## THE PRINCE REGENT'S SPEECH.

*The Speech of His Royal Highness the Prince of Wales, Regent, in the Name and on behalf of his Majesty, to both Houses of Parliament, on Tuesday, January 28, 1817.*

*My Lords, and Gentlemen,*

**I**T is with deep regret that I am again obliged to announce to you, that no alteration has occurred in the state of His Majesty's lamented indisposition.

I continue to receive from foreign powers the strongest assurances of their friendly disposition towards this country; and of their earnest desire to maintain the general tranquillity.

The hostilities to which I was compelled to resort, in vindication of the honour of the country, against the government of Algiers, have been attended with the most complete success.

The splendid achievement of His Majesty's fleet, in conjunction with a squadron of the King of the Netherlands, under the gallant and able conduct of Admiral Viscount Exmouth, led to the immediate and unconditional liberation of all Christian captives then within the territory of Algiers, and to the renunciation by its government of the practice of Christian slavery.

I am persuaded that you will be duly sensible of the importance of an arrangement so interesting to humanity, and reflecting, from the manner in which it has been accomplished, such signal honour to the British nation.

In India, the refusal of the government of Nepal to ratify a treaty of peace which had been signed by its plenipotentiaries, occasioned a renewal of military operations.

The judicious arrangements of the Governor-General, seconded by the bravery and perseverance of His Majesty's forces, and of those of the East India Company, brought the campaign to a speedy and successful issue; and peace has been finally established upon the just and honourable terms of the original treaty.

*Gentlemen of the House of Commons,*

I have directed the estimates for the current year to be laid before you.

They have been formed upon a full consideration of all the present circumstances of the country, with an anxious desire to make every reduction in our establishments which the safety of the empire and sound policy allow.

I recommend the state of the public income and expenditure to your early and serious attention.

I regret to be under the necessity of informing you that there has been a deficiency in the produce of the revenue in the last year; but I trust that it is to be ascribed to temporary causes; and I have the consolation to believe that you will find it practicable to provide for the public service of the year, without making any addition to the burthens of the people, and without adopting any measure injurious to that system by which the public credit of the country has been hitherto sustained.

*My Lords, and Gentlemen,*

I have the satisfaction of informing you that the Arrangements which were made in the last Session of Parliament, with a view to a New Silver Coinage, have been completed with unprecedented expedition.

I have given directions for the immediate issue of the new coin, and I trust that this measure will be productive of considerable advantages to the trade and internal transactions of the country.

The distresses consequent upon the termination of a war of such unusual extent and duration have been felt, with greater or less severity, throughout all the Nations of Europe; and have been considerably aggravated by the unfavorable state of the season.

Deeply as I lament the pressure of these evils upon this country, I am sen-

sible that they are of a nature not to admit of an immediate remedy; but whilst I observe with peculiar satisfaction the fortitude with which so many privations have been borne, and the active benevolence which has been employed to mitigate them, I am persuaded that the great sources of our national prosperity are essentially unimpaired; and I entertain a confident expectation that the native energy of the country will at no distant period surmount all the difficulties in which we are involved.

In considering our internal situation, you will, I doubt not, feel a just indignation at the attempts which have been made to take advantage of the distresses of the country, for the purpose of exciting a spirit of sedition and violence.

I am too well convinced of the loyalty and good sense of the great body of His Majesty's subjects, to believe them capable of being perverted by the arts which are employed to seduce them; but I am determined to omit no precautions for preserving the public peace, and for counteracting the designs of the disaffected: and I rely with the utmost confidence on your cordial support and co operation, in upholding a system of law and government, from which we have derived inestimable advantages, which has enabled us to conclude, with unexampled Glory, a contest whereon depended the best interests of mankind, and which has been hitherto felt by ourselves, as it is acknowledged by other Nations, to be the most perfect that has ever fallen to the Lot of any people.

### Poetry.

#### ON SEEING A FRIGATE (HEBRUS) WHEN REPAIRED, AFTER AN ACTION WITH L'ETOILE.

A S gaily floating on the tide,  
See yonder vessel proudly ride,  
So gallant and so trim:  
Nought of war's terrors we descry,  
All's fair and pleasant to the eye,  
That lately looked so grim.  
Not long ago in conflict dire,  
Tremendous was the awful fire,  
That rattled from her sides.  
When Frenchmen owned the mighty power,  
Which made them their proud ensign lower,  
And Britain's thunder guides.

#### ON THE NAUTILUS, COMMONLY CALLED PORTUGUESE MAN OF WAR.

G AY little shining man of war,  
Whose crimson sails are seen afar,  
As playful thus you lave,  
To Cupid's isle you sure are bound,  
While thus you skim the vast profound,  
The sport of every wave.  
Thy brilliant sides an omen good,  
To vent'rous wanderers on the flood,  
Most cheerfully we greet;  
May sunbeam gild you with its ray,  
And gentle zephyrs guide the way,  
Of all your splendid fleet.



## THE CHAPLAIN'S PETITION.

*A Petition for the use of the Quarter-gallery in the ward-room, from a Sea-chaplain to the Lieutenants; who, from having had in the preceding Chaplain a very disagreeable companion, had determined that his successor, be he who he would, should not mess with them; but a determination which was revoked with acclamation upon receiving the following lines.*

[The insertion of this *jeu-d'esprit* is the fulfilment of an engagement of long standing; it is to be found upon the wrapper of the *Babal Chronicle*, No. vi. This lively production appeared originally in the *Annual Register* for the year 1758, and again in the *Gentleman's Magazine* for 1796: from which latter edition it is now reprinted, because there is a notice prefixed thereunto, that the copy had been revised or authenticated by its author.]

YOU, who can grant, or can refuse, the pow'r,  
 Low from the stern to drop the golden show'r  
 When nature prompts, oh, patient deign to hear,  
 If not a parson's, yet a poet's pray'r!

Ere taught the deference to commissions due,  
 Presumptuous, I aspir'd to eat with you;  
 But now, the difference known 'twixt sea and shore,  
 That mighty happiness I ask no more:  
 An humbler boon, and of a different kind,  
 (Grant, Heav'n, it may a different answer find!)  
 Attends you now (excuse the rhyme to write),  
 'Tis, though I eat not with you, let me sh—e!

When, in old bards, ARION tunes his song,  
 The ravish'd dolphins round the vessel throng;  
 Verse sooth'd of old the monsters of the sea,  
 Verse sav'd ARION, verse may plead for me!  
 And, if the Muse can aught of truth divine,  
 The boon the Muse petitions shall be mine;  
 For, sure, this answer would be wond'rous odd,  
 Sh—e with the common tars, thou Man of God!

Of those more vulgar tubes, which downward peep,  
 Near where the lion awes the raging deep,  
 The waggish youth (I tell what I am told),  
 Oft smear the sides with excremental gold;  
 Say, then, when pease, within the belly pent,  
 Roar at the port, and struggle for a vent,  
 Say, shall I squat on dung remissly down,  
 And with unseemly ordure stain the gown?  
 Or shall I—terrible to think!—displode  
 Against the unbutton'd plush the smokey load;  
 The laugh of swabbers?—Heavens avert the jest,  
 And from th' impending scorn preserve your priest!  
 But, grant that CLOACINA, gracious queen!  
 Preserves her od'rous shrine for ever clean,

Yet frequent must I feel th' offensive spray,  
 When the toss'd vessel ploughs the swelling sea ;  
 Yet, as I sit, incessant must I hear  
 The language of the nauseous galley \* near,  
 Where blockheads, by the list'ning priest unaw'd,  
 Though *uncommission'd*, dare blaspheme their God !

Happy the man, admitted oft to ride,  
 Within the ward-room, where his tools abide,  
 The Man of Leather ! he, when nature calls,  
 Can, for the needful space, repose his awls ;  
 And, while I squeeze o'er some ignobler seat,  
 There disembody his vile burgoo in state ;  
 While peeping Nereids smoke the christian jest,  
 The honor'd cobbler, and neglected priest ;  
 And swear by Styx, and all the pow'rs below,  
 In good old heathen days 'twas never so !

Ah ! what avails it, that, in days of yore,  
 Th' instructive lashes of the birch I bore ;  
 For four long years with logic stuff'd my head,  
 And, feeding thought, went supperless to bed ;  
 That, last, enroll'd in *Alma's* graduate band,  
 I felt the hallowing load of *HOADLY's* hand ;  
 Since you, with whom my lot afloat is thrown,  
 (O sense ! O elegance ! to land unknown !)  
 Superior rev'rence to the man refuse  
 Who mends your morals, than who mends your shoes !

But *CRISPIN* saves your purse, you answer. True ;  
 Nor does your priest without his off'ring sue ;  
 Whene'er, compell'd, I seek the needful hole,  
 In some by-nook I'll leave some moral scroll ;  
 The moral scroll who next succeeds may reach,  
 And to his brains apply it, or his br——.  
 Thus shall old journals plead a just excuse,  
 And one sea-chaplain boast his works of use.

And as yourselves from time to time repair,  
 To drop the reliques of digestion there,  
 Still may your pork an easy exit gain,  
 Nor cause to form one ugly face in vain ;  
 Still may your flip, refin'd to amber, flow  
 In streams salubrious to the brine below,  
 Nor ever in too hot a current hiss ;  
 But may all holes prove innocent as this !

Thus grant my suit, as grant unhurt you may,  
 Your Chaplain, and without your groats, shall pray !

*J. T.*

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\* The cook-room,



## NAVAL HISTORY OF THE PRESENT YEAR, 1816-17.

*(December—January.)*

## RETROSPECTIVE AND MISCELLANEOUS.

**T**HE necessity of improving, by all possible means, the present depressed condition of our trade, is too sensibly felt, both by government and people, to be neglected. It is supposed, that government mean to throw open the trade from India in British merchant vessels to some places of depot in the Mediterranean, probably including the Ionian Islands; a measure which may prevent America from snatching the profit of that trade from us. There is doubtless too much yet to be learned upon this subject to permit our speaking positively upon it; but we recollect, that Lord Valentia makes a very accurate exposition of the advantage which American traders had over English, in carrying coffee from the Arabian gulph to the Mediterranean. The regulations of the East India Company compelled the latter to carry the coffee to one of their settlements, unload it, and re-ship it for Europe. The Americans stood away with it straight for the Mediterranean. These restrictions may be abolished now, but they served to introduce the Americans into the trade, and the cheapness of their shipping may still give them some superiority in it, if we do not counteract them by a depot for that and other Eastern commodities. One of the greatest encouragements of commercial adventure, is the permission to warehouse cargoes near the markets.

By a recent Order of 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 1765 is annulled, and the above regulations took place from the 1st of July, 1816. The boys half a share; and many other minor regulations are comprehended in the same order.

Two proclamations have reached this country from South America. They are issued by the chief military authorities of the Portuguese King, on the advance of his Majesty's troops to take possession of Monte-Video, and the Spanish colonies on the Left Bank of the Rio-Plata. Never were proclamations saying so little accompanied by acts speaking so forcibly. No pretence is put forth for the invasion of the country—no intimation given what is to be the future lot of the inhabitants. Whether the invaders have been invited by any portion of the Spaniards, or whether it is meant to be supposed the country has been consigned to them by secret treaty, does not appear. All that the invaded are told is, that they are to keep quiet in their houses—that Artigas is a great tyrant—that the Portuguese do not come to conquer or destroy, (but what they are come for they do not say)—that a provisional government is to be established, and—Live the King! live the King! live the King! If, however, the other King—that is, the King of Spain—is wholly unacquainted with the motives and origin of this singular proceeding, he has of course cause enough for attacking in the same manner the European possessions of the King of Portugal; and so the poor people must suffer in both instances for faults which are none of theirs. We see no date to either of the proclamations: but, of course, they must have been issued a very short time after the two Portuguese Princesses were dispatched to Europe to marry the Sovereign of the invaded territories and his brother. The Portuguese ambassadors at the Courts of Madrid and London are said to deny all knowledge of the matter, and are therefore incompetent to afford any explanation.

# RESULTS OF A METEOROLOGICAL REGISTER

*Kept at the Observatory of the Naval Academy, Gosport, in 1816.*

Lat. 50° 47' 58" N. Long. 1° 6' 4" W. in Time, 4' 24", 3.

| 1816.        | BAROMETER. |       |         |                               | THERMOMETER. |      |         |                               |                       |                       |                       | WINDS.   |          |          |          |                       | WEATHER.     |                   |        |                      |                               |                        |
|--------------|------------|-------|---------|-------------------------------|--------------|------|---------|-------------------------------|-----------------------|-----------------------|-----------------------|----------|----------|----------|----------|-----------------------|--------------|-------------------|--------|----------------------|-------------------------------|------------------------|
| Months.      | Max.       | Min.  | Medium. | Greatest Var.<br>in 24 hours. | Max.         | Min. | Medium. | Greatest Var.<br>in 24 hours. | Medium at 8,<br>A. M. | Medium at 2,<br>P. M. | Medium at 8,<br>P. M. | N. to E. | E. to S. | S. to W. | W. to N. | Total No. of<br>Days. | A clear Sky. | Fine, Cloudy, &c. | Rainy. | Total No. of<br>Days | Evaporation<br>in Inches, &c. | Rain in Inches,<br>&c. |
|              | In.        | In.   | In.     | In.                           |              |      |         |                               |                       |                       |                       | days     | days     | days     | days     |                       | days         | days              | days   |                      |                               |                        |
| January ...  | 30.40      | 28.99 | 29.639  | 0.54                          | 51°          | 22°  | 34.84°  | 17°                           |                       |                       |                       | 5        | 8        | 10       | 8        | 31                    | 5            | 14                | 12     | 31                   | 0.58                          | 2.18                   |
| February ... | 30.37      | 28.82 | 29.842  | 0.55                          | 54           | 08   | 32.07   | 21                            |                       |                       |                       | 5        | 3        | 11       | 10       | 29                    | 6            | 16                | 7      | 29                   | 0.77                          | 2.21                   |
| March .....  | 30.28      | 29.00 | 29.742  | 0.63                          | 55           | 27   | 37.95   | 20                            |                       |                       |                       | 4        | 10       | 9        | 8        | 31                    | 5            | 15                | 11     | 31                   | 1.33                          | 2.49                   |
| April .....  | 30.08      | 29.20 | 29.690  | 0.42                          | 72           | 28   | 45.22   | 26                            | 45.73°                | 54.53°                | 46.10°                | 7        | 11       | 3        | 9        | 30                    | 6            | 16                | 8      | 30                   | 1.42                          | 1.56                   |
| May .....    | 30.16      | 29.21 | 29.814  | 0.39                          | 74           | 30   | 51.63   | 24                            | 52.42                 | 61.32                 | 50.80                 | 9        | 4        | 7        | 11       | 31                    | 5            | 14                | 12     | 31                   | 1.85                          | 1.91                   |
| June .....   | 30.14      | 29.41 | 29.922  | 0.41                          | 78           | 38   | 57.50   | 26                            | 58.00                 | 67.73                 | 55.90                 | 4        | 4        | 7        | 15       | 30                    | 4            | 17                | 9      | 30                   | 3.27                          | 1.26                   |
| July .....   | 29.96      | 29.38 | 29.656  | 0.31                          | 76           | 46   | 59.60   | 22                            | 58.93                 | 68.48                 | 56.71                 | 3        | 5        | 10       | 13       | 31                    | 3            | 9                 | 19     | 31                   | 4.66                          | 5.13                   |
| August ..... | 30.35      | 29.20 | 29.999  | 0.80                          | 74           | 47   | 57.50   | 23                            | 57.64                 | 69.26                 | 56.71                 | 7        | 2        | 10       | 12       | 31                    | 4            | 17                | 10     | 31                   | 3.73                          | 3.29                   |
| September .. | 30.40      | 29.51 | 30.041  | 0.49                          | 75           | 36   | 54.60   | 25                            | 55.30                 | 65.13                 | 55.20                 | 4        | 8        | 6        | 12       | 30                    | 4            | 18                | 8      | 30                   | 2.42                          | 1.68                   |
| October .... | 30.33      | 29.25 | 29.950  | 0.38                          | 69           | 36   | 53.50   | 20                            | 51.84                 | 60.39                 | 51.95                 | 3        | 10       | 8        | 10       | 31                    | 3            | 16                | 12     | 31                   | 1.38                          | 3.38                   |
| November ..  | 30.75      | 28.97 | 29.885  | 0.73                          | 58           | 28   | 42.65   | 18                            | 39.63                 | 47.76                 | 41.57                 | 8        | 3        | 7        | 12       | 30                    | 4            | 16                | 10     | 30                   | 0.72                          | 2.70                   |
| December ..  | 30.76      | 28.98 | 29.880  | 0.86                          | 53           | 22   | 41.17   | 19                            | 38.19                 | 45.19                 | 41.68                 | 5        | 3        | 11       | 12       | 31                    | 4            | 12                | 15     | 31                   | 0.47                          | 4.76                   |
|              | 30.76      | 28.82 | 29.837  | 0.86                          | 78           | 08   | 47.35   | 26                            | 50.86                 | 59.97                 | 50.74                 | 64       | 71       | 99       | 132      | 366                   | 53           | 180               | 133    | 366                  | 22.58                         | 32.55                  |



## ANNUAL RESULTS.

BAROMETER.  
Inches.

Highest Observation ..... 30.76 Nov. 30th Wind N. N. E.  
 Lowest ditto ..... 28.82 Feb. 7th Ditto N. E.  
 Greatest var. in 24 hours ..... 0.86 Dec. 19th  
 Annual Mean barometrical pressure.... 29.837 inches.

## WINDS.

|               | Days. |
|---------------|-------|
| N. to E. .... | 64    |
| E. to S. .... | 71    |
| S. to W. .... | 99    |
| W. to N. .... | 132   |
|               | —366  |

## EVAPORATION.

|                                   | Inches. |
|-----------------------------------|---------|
| Greatest quantity in July .....   | 4.53    |
| Smallest ditto in December .....  | 0.47    |
| Total quantity for the year ..... | 22.58   |

## THERMOMETER.

Highest Observation..... 78° June 25th Wind W by N.  
 Lowest Ditto ..... 8 Feb. 9th Ditto N. E.  
 Greatest var. in 24 hours ..... 26 June 12th  
 Annual Mean Temperature... 47.35°

## WEATHER.

|                               | Days. |
|-------------------------------|-------|
| A clear sky .....             | 53    |
| Fine, cloudy, foggy, &c. .... | 180   |
| Rain, hail, snow, &c. ....    | 133   |
|                               | —366  |

## RAIN.

|                                   | Inches. |
|-----------------------------------|---------|
| Greatest quantity in July .....   | 5.13    |
| Smallest ditto in June.....       | 1.26    |
| Total quantity for the year ..... | 32.55   |

*Explanation of the Table.*

The BAROMETER is hung in the Observatory, about 30 feet above the level of the sea; and the THERMOMETER, on Six's construction, is placed in a Northern aspect, out of the sun's rays, 12 feet above the garden ground. The PLUVIOMETER stands clear of all obstructions on the top of the Observatory, which is about 92 feet above the garden ground. The chasm in January, February, and March, of the Mean of the Thermometer at 8, 2, and 8 o'clock in the day, is owing to the Observations not having been taken regularly during that period: but this does not affect the Annual Mean Temperature. For brevity's sake, the four Cardinal points only are put down in the Table to shew the direction of the prevailing Winds; and the number of days which the Winds have blown from each Quarter in each Month, are selected with tolerable accuracy from our Monthly Journals. The 53 days denominated *a clear sky*, are those in which the sun has shone forth in all his splendour, without any apparent cloud; the 180 *fine, cloudy, &c.*, are those in which different modifications of cloud have presented themselves to the observer, so as frequently to intercept the rays of the sun; and the 133 *rainy days*, are those in which rain has fallen, and that more than the  $\frac{1}{133}$ th part of an inch in depth in the space of 24 hours: it should, however, be remarked, that many of this number have turned out fair and cloudy days.

## A METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From December 24th, 1816, to January 24th, 1817.

| 1816.    | Winds.               | BAROMETER. |       |        | THERMOMETER. |      |      | Evap.<br>in In.<br>&c. | Rain<br>in In.<br>&c. |
|----------|----------------------|------------|-------|--------|--------------|------|------|------------------------|-----------------------|
|          |                      | Max.       | Min.  | Med.   | Max.         | Min. | Med. |                        |                       |
|          |                      | In.        | In.   | In.    | °            | °    | °    |                        |                       |
| Dec. 25  | W. to S.             | 29.94      | 29.85 | 29.895 | 46           | 42   | 45   | —                      | .08                   |
| 26       | S.S.W. to W.S.W.     | 29.65      | 29.52 | 29.585 | 52           | 38   | 45   | —                      | .14                   |
| 27       | S.S.W. to W.         | 29.75      | 29.59 | 29.670 | 46           | 32   | 39   | —                      | .08                   |
| 28       | S.S.W.               | 29.95      | 29.68 | 29.815 | 51           | 43   | 47   | —                      | .42                   |
| 29       | W. to N.W. b. N.     | 30.00      | 29.70 | 29.850 | 48           | 39   | 43.5 | —                      | —                     |
| 30       | E. b. S. to S. b. W. | 29.98      | 29.78 | 29.880 | 50           | 46   | 48   | —                      | 1.04                  |
| 1817. 31 | S.W.                 | 29.86      | 29.82 | 29.840 | 52           | 40   | 46   | .04                    | .18                   |
| 1 Jan. 1 | S.S.W.               | 29.71      | 29.55 | 29.630 | 50           | 38   | 44   | —                      | .52                   |
| 2        | W.S.W. to S.         | 29.68      | 29.53 | 29.605 | 48           | 34   | 41   | —                      | .62                   |
| 3        | W. to S.W.           | 29.86      | 29.70 | 29.780 | 49           | 40   | 44.5 | —                      | .55                   |
| 4        | W.S.W.               | 29.48      | 29.42 | 29.450 | 54           | 40   | 47   | —                      | .42                   |
| 5        | W.                   | 29.98      | 29.82 | 29.900 | 48           | 35   | 41.5 | —                      | .73                   |
| 6        | W. to N.W.           | 30.06      | 29.74 | 29.900 | 48           | 32   | 40   | —                      | .08                   |
| 7        | N.                   | 30.32      | 30.41 | 30.480 | 42           | 29   | 35.5 | —                      | —                     |
| 8        | E.N.E. to S.S.E.     | 30.54      | 30.52 | 30.530 | 42           | 34   | 38   | .08                    | —                     |
| 9        | E. b. N. to S.E.     | 30.68      | 30.64 | 30.660 | 41           | 26   | 33.5 | —                      | —                     |
| 10       | N. to W.             | 30.70      | 30.67 | 30.685 | 32           | 21   | 26.5 | —                      | —                     |
| 11       | N.W.                 | 30.56      | 30.44 | 30.500 | 36           | 27   | 31.5 | —                      | —                     |
| 12       | N.W. to W.           | 30.27      | 30.12 | 30.195 | 37           | 29   | 33   | —                      | —                     |
| 13       | N. to N.W.           | 29.90      | 29.72 | 29.810 | 45           | 35   | 40   | —                      | .05                   |
| 14       | W.                   | 29.72      | 29.70 | 29.710 | 42           | 35   | 38.5 | .15                    | —                     |
| 15       | W. b. S. to N.W.     | 29.92      | 29.12 | 29.520 | 48           | 28   | 38   | —                      | .37                   |
| 16       | W. b. S. to S.W.     | 29.48      | 29.07 | 29.275 | 50           | 40   | 45   | —                      | .86                   |
| 17       | S.W.                 | 29.08      | 29.04 | 29.060 | 49           | 40   | 44.5 | —                      | .05                   |
| 18       | S.S.W.               | 29.22      | 29.20 | 29.210 | 48           | 40   | 44   | —                      | —                     |
| 19       | S.E.                 | 29.12      | 28.90 | 29.010 | 46           | 43   | 44.5 | —                      | .06                   |
| 20       | S. to S.W.           | 29.07      | 28.94 | 29.005 | 50           | 35   | 42.5 | —                      | .08                   |
| 21       | W. b. N. to W. b. S. | 30.05      | 29.61 | 29.820 | 46           | 36   | 41   | .07                    | —                     |
| 22       | W. to S.W.           | 30.07      | 29.95 | 30.010 | 51           | 46   | 48.5 | —                      | .15                   |
| 23       | S.W.                 | 30.08      | 30.00 | 30.040 | 54           | 46   | 50   | —                      | .02                   |
| 24       | W. to W. b. W.       | 30.48      | 30.30 | 30.365 | 55           | 46   | 50.5 | .04                    | .01                   |
|          |                      | 30.70      | 28.90 | 29.828 | 55           | 21   | 41.8 | .58                    | 6.51                  |

The observations in each line of this table, are for a period of 24 hours, beginning at 9 A.M. The mean temperature of this period exceeds that given in our last table, by 1.° 3: in both periods it appears remarkably high for the season, compared with former observations.

## RESULTS.

Inches.

BAROMETER { Maximum.. 30.70 Jan. 10th, Wind N.  
Minimum.. 28.90 — 19th, Ditto S.E.

Mean barometrical pressure 29.828

THERMOMETER { Maximum.. 55° Jan. 24th, Ditto W.  
Minimum.. 21 — 11th, Ditto N.W.

Mean temperature ..... 41.8

Evaporation during the month 0.38 inches.

Rain Ditto Ditto 6.51 Ditto

Prevailing winds, Southerly, then Westerly, interrupted a few days by contrary currents.



## REMARKS ON THE WEATHER.

DECEMBER 25. A serene morning; the sun rose very red; some low clouds in patches, and a *stratus* near: a clear sky from 9 A. M. till 1 P. M., when plumous and flexuous *cirri*, or light lofty clouds, appeared from the W. in an azure sky, and soon passed to a dense *stratum*, which prevailed: at 10 the sky was overcast. *Maximum* of temperature in the morning. 26. A wet morning, with high wind and squalls: at 3 P. M. a very strong gale of wind from W. S. W., accompanied with rain: at 6, a clear sky, and light airs; at 7, a lunar corona, and haze below. 27. Showers early, with a hollow wind from S. W., and two *strata* of cloud, afterwards another modification of a middle kind: at 10 A. M. heavy showers near, and half a rainbow on the skirt of a *nimbus*, or rain cloud: at 11 *nimbi*, with short showers of hail and rain, which frequently recurred through the day: the night clear and frosty. 28. A fine morning, a *stratus* on the harbour, and high fleecy clouds, which by 10 A. M. had passed to a dense *stratum*. at 1 P. M. several *strata* of cloud, the wind and temperature increasing: at 3 an overcast sky, and at 4 a high wind from S. S. W., with squalls, and a short shower: the night very boisterous and much rain. *Max.* of temp. late in the evening. 29. Overcast and hazy; the gale somewhat abated: sunshine at noon, a superior *stratum* of cloud, and a gentle breeze from the W.: at 4 P. M. very cloudy, and at 6, a lunar halo, and a corona within it: at 8, completely overcast, a *stratus* near, and a dead calm. 30. An incessant day and night's steady rain, with a gale from E. S. E.; the strength of the wind decreased in the evening. 31. A humid atmosphere, with drizzling rain, which ceased at 10 A. M.; at 11, the lower *stratum* of cloud dispersed, when two *strata* appeared above: at noon, the *cumulus* cloud rose in a conical shape from the lower atmosphere, southward; and at 1 P. M. small rain, which continued through the day and night.

JANUARY 1st, 1817. The sky overcast early, and misty below: at 10 A. M. a strong breeze from S. S. W., with rain, which continued, with short intermissions, through the day and night. 2. Showers early; at 8 A. M. fine, with some flying patches, and a brisk wind from W. S. W.: at 9, a short shower, and distant *cumuli* capped in the W. and N. E.; viz. the *cumulus* clouds of a convex shape and dense structure, under a superior *strata*, which are overtaking or meeting them in their ascent, and presenting a sort of fleece on the apex of each, generally known by the appellation of the cloud-capped clouds: *Nimbi*, with short showers the remainder of the morning: P. M. fine, and rain in the night. 3. Morning as yesterday, and a *stratus* on the harbour: clear from 2 till 6 P. M., when the sky was suddenly filled with small round clouds, which are constantly accompanied with an increased temperature: Saturn and Venus near together this afternoon: at 10, rain. *Max.* of temp. in the morning. 4. Heavy rain, with a strong gale from S. S. W.: at 2 P. M. the cloud broke, afterwards, showers at intervals. The neighbouring marshes and low grounds very much under water, from the late heavy rains. 5. A clear pale sky, and a dense cloud in the S. E. horizon, apparently cutting the Sun's disc as it rose: the gale subsided early this morning: at 10 A. M. high fleecy clouds, which soon descended through the atmosphere and formed a dense *stratum*: at noon a *nimbus* in the W. which brought up a shower: P. M. heavy showers of hail and rain at intervals. 6. A heavy gale early this morning from the West, followed by rain: at 11 A. M. *cirrus* in the zenith, and a large *nimbus* in the S.: at 2 P. M. a smart shower of rain and hail, with squalls; afterwards two *strata* of cloud till 4, when the sky became cloudless: after Sun-set, the Western region of an orange colour, and a blush on the twilight. 7. A gray morning, with hoar-frost, and a *stratus* on the harbour and at Spithead: the day and night fine and clear: this evening, water accumulated on the inside only of the panes of the windows, and by morning it was converted into *spicula* of ice. 8. Morning as yesterday: at 10 A. M. *cirri* appeared, and passed to an inferior *stratum*,

which prevailed through the day, sometimes mixed with other modifications of cloud—the lower atmosphere remaining misty. 9. The sky overcast, and a *stratus*: at 9 A.M. a clear sky, which continued all day and night. 10. Hoar-frost, with ice, and a thick fog; the rime remained on the trees all day; and the fog, from which fell very small particles that were immediately converted into icy globules, prevailed till midnight. The *Max.* of temp. this day was not above the freezing point. 11. A fine morning, and an additional quantity of rime on the trees, a *stratus* on the harbour and at Spithead, and horizontal sheets below a superior *stratum* of cloud; at 10 A.M. the sky overcast; at 1 P.M. the trees dripping; and at 3, foggy, which thickened and continued the remainder of the day and night. 12. Hoar-frost, with ice, and a continuation of the fog till 9 A.M. when the sky became nearly overcast, and continued so all day: the icy efflorescences appeared on the inside of the panes of the windows this morning, also on the mornings of the 8th, 10th, and 11th: at noon, much congealed rime fell from the branches of the trees: after Sun-set, the openings in the Western region, near the horizon, were of an orange colour, and the clouds above passed through a pleasing gradation of prismatic colours, while a *stratus* was forming in the neighbouring fields. 13. Fine, and several parallel bands of *cirrus* stretching N.N.E. to S.S.W., with dense *strata* of cloud on each side of them, and foggy below: at 10 A.M. overcast: P.M. small rain at intervals. *Max.* of temp. at night. 14. Fine, with two *strata* of cloud, and a strong breeze from the W.: at noon, horizontal bars of *cirrus*; and at 5 P.M. overcast. 15. Rain early, with a strong Westerly breeze, and a rapid fall of the mercury in the Barometer: at 8 A.M. a thick fog, but of short duration, through which the rain passed freely; at 10 the *phenomena* of the *cloud-capped* cloud appeared in the S. and at 11, overcast; small rain in the afternoon; the night clear and frosty. From 8 A.M. till 3 P.M. the mercury in the Barometer rose at the rate of one-tenth of an inch per hour. 16. Hoar-frost, with ice, and a strong breeze: at 8 A.M. rain, which continued through the day and night. *Max.* of temp. at 9 P.M. 17. At 3 A.M. a heavy shower, the wind very high, and one loud clap of thunder; at  $\frac{1}{2}$  past 5, a tremendous hail storm accompanied with lightning and several long peals of thunder, the violence of which kept the ground in a sensible tremour for several seconds of time: at 11 A.M. the *cumulus* cloud appeared in the S. and several patches in different directions: at 3 P.M. two *strata* of cloud, and at 6, a large *nimbus*, with a heavy shower of hail and rain: the night turned out fine. 18. A smart breeze early, and at 7 A.M. *cumuli* in the N. and N.W.: at 8, a dense cloud in the E. horizon, but clear above: a fine day and night, with a strong breeze from S.W. 19. A cloudy morning; a strong breeze from S.E., and misty to the W.: at 9 A.M. overcast: P.M. rain at intervals: at 5, the crescent of the New Moon was seen in the opening of a cloud, S.W. 20. A high Spring-tide early this morning, which was much increased by a gale setting directly in the mouth of the harbour: at Sun-rise, a delicate veil of *cirrus* overspreading the sky which soon passed off Northward: P.M. as yesterday: at 5, the non-illuminated part of the Moon's disc remarkably well defined with the naked eye, and Venus very refulgent in a perpendicular direction above. 21. At 8 A.M. a short shower of rain and snow, and at 9, sunshine, and large *cumuli*, both in the N. and S. moving slowly in the direction of the wind; the sky at the same time filling very fast with a superior *stratum*: at 2 P.M. the *cloud-capped* clouds appeared in the N.E., S., and W.: after Sun-set, the clouds in the W. were of several prismatic colours; namely, red, orange, purple, and violet. The mercury in the Barometer, which has been very low for the last four days, has risen 0.96 of an inch during the last 24 hours. 22. The *Max.* of temp. for the last 24 hours, was at 8 this morning: a gale from S.W. early, with showers: drizzling rain all day, and cloudy in the night: the gale subsided about 4 P.M. 23. Drizzling, and a brisk wind: P.M. overcast and hazy, with a strong breeze from S.W. 24. Overcast and misty: at 9 A.M. two *strata* of cloud very low: at 1 P.M. sunshine for a few minutes; afterwards much haze below, and drizzling rain: this and the preceding eight days have been very mild for the season.



### Promotions and Appointments.

#### Captains, &c. appointed.

Captains Wm. Ramage, E. O. B. Drury, W. S. Hall, Thomas Renurck, Thomas Young, R. H. Muddle, John Parish, Henry Higman, John Lawrence, O. B. Alexander M'Vicar, Alexander Renney, George Hewson, David Braimer, Augustus Baldwin, Richard Wales, J. M. Ferguson, Edmund Waller, John Gourly, W. B. Smith, G. W. Hooper, are promoted to the rank of Post Captains.

Captain A. F. Westropp, to the Childers, *vice* Wales, promoted as above; J. Gedge, to the Nimrod, *vice* Ferguson, promoted; J. W. Dalling, to the Cadmus, *vice* Gedge; T. Smith, to the Cherokee, *vice* Ramage; William Popham, to the Tyrian, *vice* Baldwin, promoted; N. Duff, to the Beaver.

— Hill, of the Bacchus, to act as Post Captain in the Conway; E. Barnard, to the Bacchus; R. Rowley, to the Egeria; — Baumgardt, to act in the Madagascar frigate, and to carry that ship to Quebec; when Capt. Jackson, the officers, and crew, of the Niger frigate, are to be turned over to her; and the officers and crew of the Madagascar, are to proceed to the Lakes in Canada.

#### Lieutenants, &c. appointed.

Lieutenants R. Bluett, and J. Robertson, are promoted to the rank of commanders.

Lieutenants T. Goble, to the Severn; G. Pierce, to the Madagascar; George Dansey, to the Scamander; G. R. Taylor, to the Egeria; J. Tully, to the Madagascar.

Messrs. Mackellar, Gilchrist, Stewart, Ross, Moodie, Foster, Draper, Frawley, Morton, J. J. Ford, J. Bolter, and S. A. M'Lean, to be Lieutenants.

#### Surgeons appointed.

Mr. Stokoe, to the Conqueror; Mr. Dallaway, to the Severn; Mr. D. Quarrier, to the Royal Marine Artillery; Mr. Robertson, to the Batavia Hospital ship; Mr. J. S. Ramsay, to the Helder, appointed to receive the seamen out of employ in London; Mr. Hamilton Baillie, to the Leander, *vice* Dr. Querrier, appointed to the Marine Artillery.

Mr. W. Askew, to be Purser of the naval force on Lake Erie.

Rev. J. S. Clarke, Domestic Chaplain to His Royal Highness the Prince Regent, has been presented to the living of Petworth, by the Earl of Egremont.

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### MARRIAGE.

On the 9th of August, 1816, at Calcutta, John Frederick Ellerton, Esq. of the Company's civil service, to Miss Mouat Keith, eldest daughter of Captain Sir George Mouat Keith, Bart. R. N.

# DEATHS.

Lately, Lieutenant Edward Pellew, R.N. aged 32 years.  
 Lately, at St. John's, Newfoundland, Miss Harriet Hutchins, sister of Lieutenant Hutchins, R.N.  
 Lately, Lieutenant Wm. Chester, R.N. of Wells. Date of commission, 5th February, 1799.  
 Lately, in Ireland, Mr. Robert Smith, Surgeon, R.N. Date of War-rant, 11th March, 1806.  
 Lately, at the Royal Hospital, at Haslar, near Gosport, Lieutenant Reeve, of H.M.S. Rochfort. Date of commission, 22d February, 1808.  
 Lately, at Ipswich, Mrs. Forth, widow of John Forth, Esq. R.N.  
 Lately, at Antigua, Capt. H. A. Duree, Royal Marines, of H.M.S. Antelope.

Lately, at Antigua, Mr. W. Bishop, Purser of H.M. sloop Childers.  
 Lately, at Nice, in France, in the 33d year of her age, Mary, the lady of Rear-admiral Foote, and daughter of the late Admiral Philip Patton.

In the month of September last, Captain H. Tuckey, of his Majesty's ship Congo, and of the late expedition to explore the coasts of Africa, in company with the Dorothy. Our readers are aware, that in addition to this expedition under the direction of Captain Tuckey, another was sent out under Major Peddie, to penetrate from Senegal, through the Deserts, to the banks of the Niger. Captain Tuckey was to proceed by steam boats up the Congo,\* under the idea that the former empties its waters into the Atlantic through the latter great river, on the banks of which, the two expeditions expected to meet.

Captain Tuckey had been engaged with eight men in exploring the river Congo, until they were all seized with sickness, and compelled to return to the ship for medical assistance, which they reached on the 18th September. On the 22d, the Dorothy and Congo, with the double boats, proceeded to Cabindo to obtain refreshments, and try the effect of the sea on the health of the crews. The vessels arrived at Cabindo on the 27th, and on the 1st of October quitted that place; the Congo having lost her commander, Captain Tuckey, Lieutenant Hawkey, Professor Smith, and 14 men, and having 32 on the sick list.

The command of the Congo devolved on the master, and it was resolved to proceed to Rio Janeiro. The ships reached St. Salvador, on the east coast of Brazil, on the 30th October, at which time, the Dorothy had nearly all on board sick, but had lost only one, the carpenter, who was drowned by accident; sixteen of the Congo's men were in a convalescent state when the letter, from which this information is derived, was written on board the Dorothy.

By the death of Captain Tuckey, the service has lost a most intelligent officer. And had it pleased Providence to have spared his life, we have no doubt, that the limits of hydrographical and geographical science would have been greatly extended. Of his scientific talents, he has left a valuable criterion in his "Maritime Geography," and it is with the most sincere and grateful respect to his memory, that we acknowledge our obligations to him for many instances of his communicative kindness, of which the pages of the Naval Chronicle will be a lasting record.

On the 1st December, at Martinique, Lieutenant Schabner, R.N.

On the 10th December, at Penzance, Cornwall, deeply regretted by

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\* Vide *J. C.* vol. xxxiv. p. 209, 317, 514; vol. xxxvi. p. 57.



her numerous friends and connections, Mrs. Halliday, wife of Captain Michael Halliday, R.N.

On the 27th December, at Marazion, Cornwall, Captain James Cornish, R.N.

On the 5th January, at his father's house at Ryde, in a rapid decline, Lieutenant William Trevathick, R.N. Date of commission, June 1st 1812.

On the 5th January, at Poole, Dorsetshire, aged 90 years, Mrs. Elizabeth Smith, relict of the late Mr. Wm. Smith, Master in the royal navy.

Jan. 10th, 1817. John Harriott, Esq. late resident Magistrate of the Thames Police Office.—The melancholy circumstances attending the death of Mr. Harriott, who has been so long known as the chief magistrate of the Thames Police, have excited the sympathy, not alone of a numerous circle of that gentleman's friends, but of the public in general, who have had frequent opportunities of appreciating the value of his public services. For the last nine months it appeared that Mr. Harriott had laboured under the malady which finally led to his dissolution. During that period his sufferings were of the most dreadful description; but latterly, even to his strong mind, they seem to have been beyond endurance. His increasing indisposition about four months back induced him to retire from public business, which, in consequence of his previous long and meritorious exertions, he was allowed to do upon his full pay, and to the day of his death he continued to occupy his house adjoining the Thames Police Office, where he was visited daily by many of the inhabitants of the surrounding parishes, to whom he endeared himself by his benevolence and urbanity. From the evidence taken before the coroner, which we subjoin, the nature of Mr. Harriott's disease, as well as the immediate cause of his death, will be seen; but as his life, from his earliest infancy, has been chequered by vicissitudes and changes of no ordinary cast, we shall give a short outline of his principal features. Mr. Harriott, we understand, was the son of honest and industrious parents. His father was for many years in the navy, and afterwards served as master of a merchant ship. At an early age he placed his son as a midshipman in his Majesty's service.—His first voyage was to New York, with a convoy of merchant vessels; he afterwards sailed for Gibraltar, and in his course fell in with a French frigate, which, after a smart action, was captured. On this occasion our young midshipman particularly distinguished himself. After a cruise of considerable length, and many adventures, he sailed for England, was wrecked in Plymouth Sound, and reached the shore with great difficulty. Having joined his friends, he was by them solicited to settle on shore; he preferred a life of activity at sea, however: once more embarked, and was present at the attack of the Havannah, and retaking off Newfoundland. At the conclusion of the American war, he made several voyages in the merchants' service, and at length accepted a military appointment for India. On his arrival in India, he ingratiated himself, by his good conduct, with all his superiors; and, by his adventurous disposition and spirit of inquiry, obtained a perfect knowledge of the habits, manners, and peculiarities of the people among whom his public services led him. He also took infinite pains, and often at the hazard of his life, to obtain a knowledge of the more ferocious inhabitants and natural curiosities of those regions. Having declined settling as a lawyer at Madras, to which he was solicited, he sailed for Sumatra, and from thence back to England. He now married his first wife, whom he lost within a year from the day of their nuptials, a period during which he enjoyed the utmost domestic felicity. After this event his views were rather unsettled: he commenced under-writer at Lloyd's, but soon gave up that pursuit, and found a solace for his disappointments in the bosom of a second wife, whom he described as a worthy successor of the first. His

next proceeding was to engage largely in farming, and to join with a younger brother very extensively in the liquor trade. He shortly quitted the latter branch of his labours, however, and confined himself solely to farming, which he extended, by purchasing an island that had been overflowed by the sea. This he recovered, by inclosing it with a wall, and finally brought it into a state of excellent cultivation, obtaining for his meritorious exertions a gold medal from the society for the encouragement of Arts. After a period of ten years his second wife died, leaving him a widower with three children. Feeling that "man was not born to live alone," and considering the necessity of having some careful guardian to his children, he soon found a third helpmate, by whom he had six children, four of whom are still alive. At this crisis he became a Magistrate for the county of Essex in which he lived. In 1790, the whole of his farm-house and offices were destroyed by fire. This calamity he had almost repaired, when his island was inundated once more by the sea, and thus he was almost completely ruined. By the generosity of his creditors and friends, however, his losses were in some measure alleviated. His prospects at home being blighted, he determined to go to America, for which country he embarked with his family in May, 1793. On arriving at Rhode Island, he hired a house for his family, and made a tour through the different States, in order to ascertain in which it would be most eligible for him to settle. After this arduous journey he returned to Rhode Island, where he purchased a farm. He here became suspected as a spy, and after encountering many disappointments, quitted the island, and purchased another farm at Long Island. The impediments which he here found, however, induced him to give up his farm, and quit America altogether. Having once more arrived in London, he obtained an appointment from the Directors of the East India Company for his eldest son, as a cadet on the Bengal establishment; and for his second son, in the Bombay marine. In the leisure which he now enjoyed, he offered some suggestions to his Majesty's Ministers on the Volunteer system, comprehending the Sea and the River Fencibles, some of which were adopted. At length, in the year, 1797, he submitted a plan to the Duke of Portland for the formation of the present system of Thames Police, which, after some exertions, was adopted by his Grace. Mr. Harriott was appointed to act as Thames Police Magistrate, and the office was opened in 1798. At first many serious difficulties were experienced, but at length the system was reduced to the perfection in which it now exists, and the port of London has thereby reaped incalculable advantages. From that period, down to the resignation of his office, Mr. Harriott was indefatigable in the performance of his official duties. He was succeeded by Captain Richbell, so long Captain of the tender off the Tower, who now enjoys his office.

On the 11th January, at Badleigh, near Saltram, the wife of Lieut.-colonel Frazer, royal marines, eldest daughter of the late Major-general Dixon, of the royal engineers.

On 12th January, at his residence, Exminster Villa, aged 64 years, William White, Esq. formerly captain in the Honourable East India Company's Marine.

On the 12th January, Mr. Sheppard Reid, of Portsmouth dock-yard, brother-in-law of Captain Wm. Shepherd, of the royal navy.

On the 15th January, in the 69th year of his age, Doctor Thomas Fitzmaurice, late surgeon of the Haslar Hospital, and of Woolwich dock-yard. Date of warrant, 22d March, 1777.

#### ERRATA.

In vol. xxxvi. p. 466, line 16 from the top, for *keel*, read *heel*.





*Admiral Van Tromp.*

BIOGRAPHICAL MEMOIR  
OF  
MARTIN HAPPERTZ VAN TROMP,  
THE CELEBRATED DUTCH ADMIRAL.

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His valour shewn upon our crests—  
Hath taught us how to cherish such high deeds,  
Even in the bosom of our adversaries.

SHAKESPEARE.

THE adoption of a foreign subject for our Biography, will probably be considered as transgressing its assigned limits; we are, however, not conscious of such exclusive bounds; and if we were, should, notwithstanding, think the fame of Van Tromp a justification of the anomaly.

The chief use of Biography consists in its being the vehicle of incentive or abhorrent example—as affording various displays of the human character, and tending to prove the value of men's actions by their correspondent consequences, although it must be allowed, these will not always be found a just criterion.

Considering our Biography in this general view, and the hesitation evinced by too many of our own countrymen to record their public services for the laudable purpose of example to those who shall succeed them, we feel ourselves warranted in giving a place in our Chronicle even to those of an illustrious enemy, whose exertions for the honour and commercial interests of his country, may be equally efficacious in promoting a like zeal for their country's good in the breasts of Englishmen. To the valour of Van Tromp our Blake\* was indebted for a great portion of his due fame.—Peace to their Manes!—for by their honorable

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\* For portrait and memoir of Admiral Blake, *vide* *D. C.* vol. lxxi. p. 1.



rivalry, the martial character of their respective countries was most honorably exalted.

This eminent commander was born at the Baille, in Holland, the son of Herbert Van Tromp, and advanced himself solely by his merit to the highest degree of naval rank in Holland. Our necessary limits will not admit of a distinct recital of more than the most prominent of his exploits, but it is recorded of him that he gained 33 victories at sea.

In the year 1639, having been previously declared Admiral of Holland, he greatly distinguished himself in action with a Spanish fleet. It may be necessary, however, before we give the particulars of the action, to enter a little into the history of that period.

Two years previous to this event, a gentleman, M. D'Estrades, was deputed by Cardinal Richelieu, to obtain from Charles I. a promise of neutrality, while France and Holland made a conjoint attack on the maritime places of the Spanish Netherlands. But Charles, averse to the policy of such a proceeding, declared that he would keep a fleet in the Downs, with 15,000 men, ready for the relief of the first town that should be occupied by the forces of the French monarch or the States.

In revenge for this refusal, the Cardinal, availing himself of the Civil troubles of Charles, sent his Almoner, the Abbé Chamber, to Edinburgh, to stir up the Covenanters, with a promise of assistance from France. The Abbé executed the business assigned him with sufficient efficacy, and Charles found himself too much engaged by his own concerns, to be earnest in defending the Spaniards from the attacks of the French and Dutch. Whether, had it been otherwise, the Spaniards were worthy of such protection, seems questionable, for a formidable fleet was fitted out by them, which, there is reason to believe, was not less hostile to England than to Holland, and that in fact it was a new *Armada*.

The fleet consisted of sixty-seven large ships from Corunna, carrying 25,000 seamen, and 12,000 soldiers, its ostensible purpose being the relief of Flanders. At this period the Dutch had two or three different squadrons at sea, and by one of them, consisting of seventeen sail, commanded by Van Tromp in person, the Spanish fleet was met in the Channel. Tromp attacked them, but his squadron was

too weak to maintain the contest, and he sheered off towards Dunkirk, where having joined the other squadrons, he renewed the action, and drove the Spaniards on the English coast, near Dover, in doing which he was only laying up his prey to be finally devoured. A want of ammunition compelled Van Tromp to put into Calais, where having been plentifully supplied by the governor, he returned again to the attack. The Spanish commander, Don Antonio de Oquendo, being by this time convinced of his danger, got within the South Foreland, and sought protection from our castles, while the Spanish resident requested of Charles that he would procure for them a suspension of hostilities during two tides, to enable the Spanish fleet to reach their own coast ; but the king determined to remain neuter.

One purpose of the Spanish armament seems to have been decidedly the relief of Dunkirk, and to effect it the Spanish admiral made every exertion his adverse circumstances would allow. He hired some English ships to convey the troops thither, when he found that the passage of his own was so powerfully prevented. But on a representation of this proceeding to Charles, by the Dutch ambassadors, he in strict adherence to his neutrality, forbade the reception of any Spaniard on board an English vessel.

In this state of inaction, the contest between the Spanish and Dutch commanders was, who could outscheme the other, and the Spanish admiral at length succeeded in conveying through the Downs, round by the North Sand-head, and the back of the Goodwin, 12 large ships to Dunkirk, with 4,000 men.

The leaving of this passage open was a subject of severe censure to the Dutch admirals, who defended themselves by declaring that they were assured by the English that no ships of considerable burden could venture by night that way. It is not unlikely that the English grew tired of their guests, and was inclined to favor a movement on one side to draw off the other. They had been now near three weeks looking at each other, when Charles sent the Earl of Arundel to the Spanish commander, desiring him to retreat with the first fair wind ; which the Spaniard would gladly have done had he been able, but the Dutch fleet had been strengthened by reinforcements to the number of one hundred sail, and Van Tromp feeling his force, shewed a disposition to break through all ceremonies to make his enemy sensible of it too ; but



Sir John Pennington, admiral of the English fleet, who then lay in the Downs with thirty-four men of war, informed the Dutch admiral, that his orders were to defend either of the two parties that should be first attacked.

Whether in this strong assertion of the King's determined neutrality, the Spaniards conceived a partial disposition in favour of themselves, or whether tempted by the chance of getting rid of a brave and determined opponent, a day or two after, they fired some shot at Van Tromp's barge, he being himself in it. What damage the barge suffered does not appear, but on board one of the Dutch ships a man was killed by a cannon ball, and the dead body was immediately sent to Sir John Pennington, as a proof that the Spaniards had been the first violaters of the neutrality of the King's harbour. And in consequence of orders from the States, Van Tromp resolved to attack the Spaniards, previously despatching a letter to the English admiral, justifying his conduct, and calling on him, agreeably to his own professions, for assistance, but at all events requesting license to repel the attack of the Spaniards.

The letter was delivered to the English admiral, and Van Tromp advanced in six divisions against his enemy, and by a vigorous cannonading, aided by the operations of his fire-ships, he forced the Spanish fleet to cut their cables. They were then in number fifty-three, twenty-three ran ashore, in the Downs, of which three were burnt, two sunk, and two were lost on shore, one of them a large galleon, commanded by Don Antonio De Castro, mounting 52 brass guns; the remainder, being deserted by the Spaniards, were manned by the English, to save them from the Dutch. The thirty other ships of the Spaniards, with the commander-in-chief, Don Antonio de Oquendo, and the admiral of Portugal, Lopez, stood out to sea, until they became involved in a thick fog, the Dutch contrived to cut off the admirals from their fleet; and the action was continued with consummate bravery on both sides. The Admiral of Portugal was set on fire, which being perceived by Oquendo, he stood away with a few ships for Dunkirk. Thirty-five were sunk in the fight, eleven taken and sent into Holland, three perished on the coast of France, one near Dover, and but ten escaped.

This victory was viewed by the people of England with no small gratification, from an idea, as we have before observed, that the Spanish fleet set out in a questionable shape ; and in justification of the doubt, or rather confirmation of the belief, that it was of the nature of a second *Armada*, a Popish book was produced in the succeeding Parliament, in which were prayers for the holy martyrs who perished in the fleet sent against the heretics in England.

The naval power of Spain was, by this defeat, and by subsequent encounters with the French fleets, entirely broken up, and she was forced into terms with the Dutch at the treaty of Munster.

The distracted state of England had given some embarrassment to the Dutch, who, although evidently inclined to the royal cause, did not wish to incur the hostility of the rough republicans of England, who, with a zeal and promptitude that might have done honour to a better cause, carried all before them. But the Dutch, with mercantile policy, while commiserating the misfortunes of England's heir, considered how they might make a profit of them, and in the year 1651, sent Van Tromp, with twelve men of war, to the Scilly Isles, held for the King by Sir John Grenville, under pretence of demanding satisfaction of the governor for certain prizes carried into his ports by his privateers, but in fact to bargain for the islands themselves. The bargain, however, was interrupted by the arrival of a fleet commanded by Blake and Ayscue, whom the Parliament had sent, and who very soon *outbid* the Dutch negociator, and the governor was glad to deliver up his charge.

There had been a kind of desultory war between the English and the Dutch for some time previous ; but in the spring of 1652 it was brought to an open and decided character.

Although the Parliament had abolished Sovereignty on shore, they insisted upon the sovereignty of the sea, rights of fishing, homage of the flag, in short every thing but Equality, which they resolved should exist in nothing beyond themselves. The Dutch, however, possessing an equal share of Republican pride, were not disposed to bow the neck to their younger brethren ; they had secretly prepared a great naval force to maintain their assumed superiority, and had the inflexible Van Tromp to head and direct it.



The grand contest is generally preceded by a minor dispute. On the 14th of May, 1652, Commodore Young having fallen in with a Dutch man of war, fired into her, on the captain's refusing him the honour of the flag. The conduct of the English commodore seems to have been perfectly guarded, and strictly confined to an exaction of the right. He sent his boat on board the Dutchman, to prevail on him to strike. The Dutch captain told him if he did, the States had threatened to strike off his head. The action then commenced, the Dutchman was compelled to strike, and the English commodore retired without making any prize.

Four days after, this question led to a more important scrutiny. Van Tromp was at sea with a fleet of 42 sail, to protect, as was said, the Dutch navigation against the English privateers. On the 18th of May, this fleet fell in with a small squadron, under the command of Commodore Bourne, whom Van Tromp informed, that stress of weather had driven him into those parts. The English officer bluntly answered, that the shortness of his stay would best prove the truth of those assertions; and immediately acquainted his admiral, Blake, who lay off Dover, with the transaction. The next day the Dutch admiral bore down with his fleet, in hopes of finding Admiral Blake in Dover Road; and immediately upon their arrival, the whole anchored within little more than gun-shot of the Castle of Dover, without saluting it: Upon which the Castle fired three shot at them, but the Dutch admiral took no notice of it, kept up his flag, and exercised his small-arm men, by discharging volleys of small shot for several hours. About 12 o'clock the following day, he weighed anchor, and stood over towards Calais, when the English fleet under Admiral Blake hove in sight from the westward—discovering the Dutch fleet, he supposed by the course they were steering, that they were bound to their own ports. At the same time Commodore Bourne was in sight on his way from the Downs, to join Admiral Blake.

About an hour afterward, the Dutch altered their course, and bore down upon Blake, into Dover Road, where he had but 15 ships to oppose 42: Admiral Van Tromp leading, with his flag at the main-top-mast head. On their approach without paying the honour of the flag to the English, Admiral Blake ordered

several cannon, without shot, to be fired ; but Van Tromp paid no regard to these warnings, and Admiral Blake no sooner fired a ball at his main-top-mast head, than he returned another, that went through the English admiral's flag, and taking in his own and hoisting the red flag for battle, he immediately gave the first broadside. The engagement instantly began with great fury, without much respect to order of battle, or any part of the system of naval tactics, as Admiral Blake fought upwards of three hours (almost unsupported) against the principal part of the enemy's fleet, until by degrees his fleet co-operated, and behaved gallantly towards the close of the action, which was hurried to a conclusion by the arrival of Commodore Bourne with his eight ships ; upon which Van Tromp bore away towards the Goodwin Sands, after a fight of five hours, and the loss of two ships taken, and one sunk. The Dutch were sensible of this being an act of aggression on the part of their admiral, and apologized for it, by sending over another ambassador to treat ; but the demands of the English cabinet ran so high, that an accommodation could not be effected : accordingly the Dutch declared war against the English, on the 8th of July following, 1652.

After this, Admiral Blake's fleet was augmented to 60 fighting ships, with orders to proceed into the North Sea, and interrupt the Dutch fishermen on the British coast ; whilst Admiral Sir George Ayseue, with a squadron of observation (consisting of seven men of war) lay in the Downs.

Admiral Van Tromp, with a fleet of seventy men of war, appeared now at the mouth of the Thames, with a design to cut off the squadron under Sir George Ayscue, or to make a descent on the coast ; being frustrated in both these views, he sailed northward to intercept Admiral Blake ; but his ships being dispersed by a storm, he was disappointed in that object likewise, and returned into port without effecting any thing, and with the loss of six frigates, which being separated in the storm from the rest of his fleet, were taken by Blake on his return home. This miscarriage of the Dutch grand fleet, spread a general discontent (too commonly the case when a valiant commander is in the least unsuccessful). He therefore first justified his conduct to his government, and as popular clamour ran so high against him, he was induced to throw up his commission to satisfy the people.



His successors, however, were not more fortunate—De Ruyter threw up his commission, and De Wit feigned sickness. When at the instigation of the King of Denmark (then hostile to England) in the following month of November, the States very prudently induced Admiral Van Tromp again to take the command; and having intelligence of the reduced state of the English fleet,\* put to sea with 77 ships of war, to attack Admiral Blake, who had only 30 ships in the Downs. On the 29th of November, he presented himself before the English fleet; and Blake, after holding a council of war, resolved to engage, notwithstanding the great inequality; but a gale arising, they were obliged to defer fighting till the next day. Accordingly, about 11 o'clock in the morning, the battle began, with obstinate fury. Admiral Blake's flag-ship, the *Triumph*, with the *Victory* and *Vanguard*, sustained the attack of 20 Dutch men of war; as, unluckily for the English admiral, not more than half of his fleet could engage: this circumstance is to be attributed to the British fleet being at anchor when they were attacked; and Van Tromp's manœuvre has a great similarity to the mode of attack adopted by the late Lord Nelson, at the battle of the Nile.

The *Garland* and *Bonaventure*, commanded by Captains Akson and Batten, laid Van Tromp's ship on board, and with an unparalleled intrepidity, boarded her. The Dutch vice-admiral, Evertzen, seeing the danger to which his commander was exposed, hastened to his support, and thereby rescued him from his assailants, killing the two brave British captains, but not before great havoc had been made among the Dutch; Van Tromp's secretary and purser were killed by his side. Among the English, most of the brave fellows that made this attempt were cut to pieces, and their two ships were at length taken. Admiral Blake, who saw this with indignation, pushed so far to their relief, that he must have shared the same fate, had not the *Vanguard* and *Sapphire* given him timely support. Two English ships were taken, and three lost, one of which was the *Hercules*. The Dutch had one ship blown up, and two much disabled. At length night parted

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\* Admiral Blake imagined, from the advanced season of the year, that there was no necessity to keep the fleet longer together; accordingly, he detached 20 of his ships for the security of the Newcastle colliers, and 12 more were sent to Plymouth to repair.

the combatants; and Blake, thinking he had fully maintained the nation's honour, and his own, by engaging an enemy so superior, and coming off with so little loss, retired to the river. Van Tromp remained next day in the Downs, and afterwards sailed for Calais; took part of the Barbadoes fleet, and some other prizes, at which the Dutch exulted beyond measure: and such was the vanity of Admiral Van Tromp, that he sailed through the Channel on his way to the Isle of Rhé, with a broom at his main-top-mast head, intimating, that he would sweep the Narrow Seas of English ships.

Notwithstanding this defeat, the English Parliament maintained the highest opinion of Blake, and increasing his fleet to 60 men of war, he sailed to the westward to intercept the Dutch admiral, together with the homeward-bound trade of Holland, which had been appointed to rendezvous at the Isle of Rhé, in the Bay of Biscay. The English nation was impatient to wipe off the disgrace which their arms had sustained by this check: they collected their naval force from all quarters, and increased Blake's fleet to 70 sail. The Dutch fleet composed of 76, were greatly surprised to see so powerful an enemy drawn up to receive them off Portland, and Van Tromp having 300 merchant ships under his convoy, became anxious for their safety. On the 15th of February, 1653, the English descried the Dutch fleet steering along the coast of France, near Cape La Hogue, and immediately bore down to give them battle; at eight in the morning it commenced, and was the most furious perhaps that naval annals can furnish. Blake, in the *Triumph*, was nobly supported by his seconds, Lawson, in the *Fairfax*, and Mildmay, in the *Vanguard*; but before the rest of the fleet came up, these ships were considerably damaged—Blake himself was wounded in the thigh by a shot, his captain, Ball, and secretary, killed, with above 100 seamen, and as many wounded, and his ship terribly shattered, and rendered incapable of engaging the next day—the *Fairfax* had the same number killed, and was much shattered. Captain Mildmay, of the *Vanguard*, who in a former action had taken a Dutch vice-admiral, was killed. The *Prosperous*, of 44 guns, was boarded and taken by De Ruyter, who in his turn was boarded by an English man of war, and had nearly shared the same fate; in the



interim, the Merlin frigate retook the Prosperous. In this day's action, Van Tromp lost seven ships of war, one of which was blown up, with 14 merchant ships. The carnage on board the enemy's ships, that fell into the hands of the English, was a dreadful spectacle, the rigging being covered with blood and brains. The following night was spent in repairing damages, and making preparations to renew the fight. At three in the afternoon of the 16th, the English attacked the Dutch off the S.W. end of the Isle of Wight. Van Tromp, having put the merchantmen before him, drew up his fleet in the form of a crescent, or half moon, and bravely stood the first attack, maintaining a retreating fight towards the French coast. The English, after several bold and hazardous attempts, forced through the Dutch line-of-battle (to their merchantmen), and completely broke their line,\* assailing Admiral De Ruyter's ship so furiously, that his colleagues were forced to tow him out of the fleet; and at the same time Captain Lawson boarded another Dutch man of war, and brought her off: at length the trade, perceiving they could be no longer protected by the convoy, threw part of their lading overboard, and endeavoured to escape, but many were taken by the English. In the morning of the third day, the 17th, the Dutch approximated to the shores of Boulogne, where the English followed them so close, that the fight was again renewed with treble hatred, and lasted with much bravery and obstinacy on both sides, till four in the afternoon, when Admiral Van Tromp retreated, and sought shelter among the sands before Calais; where Blake did not choose to follow him, at the risk of losing some of his large ships. In this day's action, the Dutch had three men of war taken from them by the captains, Lawson, Martin, and Graven. In these three hard-fought actions, the brave Van Tromp lost 11 men of war, and 30 merchant ships, with 1500 men killed, and as many wounded. Admiral Blake lost one ship (the Sampson), which Captain Batten, her commander, found it necessary to sink, being so greatly disabled that he could not carry her into the Downs; and his loss of killed and wounded was 3,000. The Dutch accounts admit that there was not the least symptom of cowardice exhibited throughout the whole of this desperate engagement.

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\* Probably the first instance of breaking the line.

By this time the States General had incurred such enormous debts, in defence of striking the flag, and their trade had suffered so severely by the English, that nothing but dejection and murmurs were to be met with in Holland. Their whole commerce by the Channel was cut off; even that to the Baltic was very much molested by English privateers; and their fisheries were totally at a stand. Above 1600 of their vessels of different sizes had been taken and destroyed; and all this distress they suffered, not to further any national interest, but by contending for mere points of honour. They therefore thought proper to make concessions to the Parliament of England. But, in the mean time, Oliver Cromwell having been declared Protector, these innovations in the civil government threw a temporary languor over the naval operations in the spring of 1653, and frustrated the negotiations for a peace. Admiral Van Tromp, ever alive to the good of his country, availed himself of the short season, wherein the vigilance of the English was relaxed, to convoy a large fleet of merchant ships to the north (some say north about, as the route by the Channel had become too dangerous to be attempted). Succeeding in this by his vigilance, although chased as far as Aberdeen, he found means to escape, more for the sake of his country's commerce, than the fear of fighting; and on his return, took the opportunity of entering the Downs, and made some prizes; he likewise, to shew his prowess, battered Dover Castle. This triumph did not, however, last above a week, as Admirals Monk and Deane, with a fleet of 95 men of war, and five fire-ships, hove in sight; the force under Van Tromp was 98 men of war, and six fire-ships. On the 2d of June, in the morning, the two fleets approximated to each other, both eager to engage; about 11 in the forenoon the action began with great vigour and animosity. In the beginning of the engagement, the brave English admiral, Deane, was killed by a chain shot, that nearly cut his body in two. But Monk, who was in the same ship, with great presence of mind, covered his body with a cloak, and encouraged his men: historians say, it was fortunate that both the admirals were in the same ship; for as no flag was struck, the fleet had no notice of the accident, which would have caused a depression in the spirits of the respective crews. Rear-admiral Lawson, with the true blue squadron, broke through the enemy's



line, and laid his ship alongside of the Dutch admiral, De Ruyter, who would have been captured, but for the timely assistance he received from his supporters ; who so desperately attacked the gallant Lawson, that he was compelled to sheer off, but not before he had sunk a 40-gun ship. The fight continued very hot till 3 P.M. at which time the Dutch fleet fell into great confusion, and Van Tromp saw himself obliged to make a kind of running fight, till nine in the evening, when one of his first rate ships, commanded by Cornelius Van Velsea, blew up : this increased the confusion of the Dutchmen, and Van Tromp used every exertion to oblige the officers to perform their duty, and even fired upon such as drew out of the line ; but still it was to no purpose, they continued retreating towards the coast of Flanders.

Van Tromp seeing no possible success likely to result from another engagement, endeavoured to avoid one ; but the English closed with the enemy again at a little after eight next morning, when the fight began with redoubled fury : Vice-admiral Penn boarded Van Tromp twice, and would certainly have took his ship, had he not been seasonably supported by De Witte and De Ruyter. The English continued to press the enemy so furiously on every side, that they fell into the utmost disorder, and were entirely routed, glad to save themselves by flight among the flats near Newport, from whence they afterwards got into Zealand. Six of the enemy's best ships were sunk, two blown up, and eleven men of war and two hoys were taken, with one thousand five hundred prisoners ; amongst which was one vice-admiral, and two rear-admirals, flags flying ;\* and six captains of note !

Upon this disastrous event, the States-general took care to conceal their loss ; but Van Tromp made no scruple of declaring, “ that without a considerable reinforcement of large men of war, they could do no further service.” And Admiral De Witte, with his usual warmth, said, “ Though I am in the presence of my Lords and Masters, I am sure, nay, I must say it, *The English are our Masters*, and of course are masters of the sea ! ”

We now come to the last general engagement, in which the brave patriot, and undaunted Admiral Van Tromp lost his life.

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\* These admirals are supposed to have escaped in other vessels.

The Dutch having failed to negotiate a peace with Cromwell, applied themselves with no ordinary diligence to equip a new fleet ; and by the latter end of July, 1653, they sent to sea 90 stout men of war, besides smaller vessels, under the command of Van Tromp, who was determined to fight the English, and to die rather than yield. In the first place, he was necessitated to relieve Admiral De Ruyter, who lay in the Texel with 25 ships of war, blocked up by the English. In performing this service, a skirmish took place on the evening of the 29th of July, when the *Resolution*, followed by 30 other British ships, pushed through the Dutch line ; but a very dark night ensuing, nothing more passed that night ; and the next day little could be done, as it blew a fresh gale.

On Sunday, the 31st of July, the weather being fine, the engagement began with terrible fury, and was more fierce than any before recorded, lasting eight hours, with unabated slaughter ; and as it was the last, so it was the severest combat during this impetuous war. At the beginning of the action, the Dutch fire-ships had almost decided the fortune of the day, being managed with great dexterity ; many of the large vessels in the English fleet were in imminent danger of being destroyed, and the *Triumph* was actually set on fire, so that many of her crew threw themselves into the sea ; but although the ignition was rapid, those who remained on board extinguished it. Admiral Lawson disabled De Ruyter's ship, and killed and wounded above half of his men ; but this did not daunt the brave Dutch admiral, who proceeded to another ship, and maintained the fight with great obstinacy. About noon, as Van Tromp was resolutely giving his orders, a musket-ball pierced his body, and he fell ! which so discouraged his countrymen, that by two o'clock their fleet was in confusion, and only one flag flying out of the five they had at the commencement : disorder followed, and they instantly fled. By night, the shattered navy of Holland regained the Texel, with the loss of 27 ships sunk, five of their captains taken prisoners, and 5000 men killed or drowned, besides numbers wounded. The orders forbidding quarter, if indeed they were ever given at all, by Admiral Monk, were not strictly observed, for 1200 Dutchmen were rescued from the waves, when



their ships were sinking. On the English side, the Oak and Hunter frigates were burnt, six captains and 500 seamen killed, besides eight captains and 700 seamen wounded. During this action, the Victory (a proud ship of Old England's) was attacked by one of the Dutch vice-admirals, supported by his two seconds; the vice-admiral, not knowing the strength of the Victory, nor the resolution of her captain, offered him quarter, if he would strike; but Captain Lane, taking the compliment in a very different sense from what the Dutchman intended, returned it with a broadside, which immediately sunk him!

Upon the arrival of the British fleet, Parliament voted that gold chains be presented to the Admirals Monk and Blake, Vice-admiral Penn, and Rear-admiral Lawson; and gold medals to be given to all the captains and other officers, as a mark of their esteem, for the great service they had done their country. Throughout Holland, a general grief ensued, for the loss of one of its most gallant defenders. Three of the States-general repaired on board the fleet, who, in conjunction with the surviving officers, made great preparations to inter, with all funeral pomp and solemnity, the remains of their renowned Admiral, which was carried into effect accordingly.

Van Tromp had received a tolerable education, had much of the suavity of the gentleman, and was considered as well versed in the naval tactics of that era. He was lamented by the States General as one of the greatest heroes of their republic, and had been esteemed one of the greatest seamen that had till then appeared in the world. It has been said, that in the midst of his greatest glory, he constantly evinced a remarkable modesty; but of this there is perhaps some reason to doubt, in the instance of his carrying a broom at the mast-head, indicative of the ease with which he would sweep the seas, there surely was no remarkable modesty; but perhaps we are to consider his modesty in reference only to his private character, in which it is said he never assumed a higher distinction than that of a burgher, and father of the sailors.

## NAUTICAL ANECDOTES AND SELECTIONS.

## LOCOMOTION EXTRAORDINARY.

*Bombay Courier Extraordinary, August 7, 1816.*

**Y**ESTERDAY arrived the country ship Lord Castlereagh, Captain J. B. Laing, having left Portsmouth on the 14th of May, and consequently performed one of the quickest voyages from England ever known. The Castlereagh made the island of Anjohan in 69 days from the Isle of Wight, and but for some light winds after passing Anjohan, would probably have reached Bombay within 80 days.

## BIOGRAPHICAL MEMORANDUM OF SIR R. CURTIS.

THE will of the late Sir Roger Curtis was registered in the Prerogative Court, Doctors'-Commons, on the 24th ult. The executors are, his son, Sir Lucius Curtis, Bart. William Ely Cook, Esq. of the Adelphi, and Thomas Andrews Minchin, of the Grove, Alverstone, Hants, Esq. It is dated on the 21st of February, 1816. The effects are sworn under 60,000*l.*—In a codicil, in his own hand-writing, and wherein he describes himself as near seventy years of age, the testator expresses a conviction that he shall die suddenly; he desires to be buried as privately as possible, under the chancel of Catherington Church, in a vault there prepared for the purpose: a small mural monument is to be erected, for which he has transcribed the form of a brief inscription.

## UNION—NAVIGATION—TRADE !

THE following items of charge, shews that the natives of the sister kingdom are fully equal to making out a bill as any in this country.

A gentleman left England on the death of his father, and had ordered a suit of clothes to be forwarded to him in Dublin. The annexed is a copy of the bill presented to him from the parcel office :—

*London and Dublin Parcel Office, Sackville-street,  
November 8, 1816.*

Dr. To JOHN ELLIOTT.

|                                                           |          |
|-----------------------------------------------------------|----------|
| Land carriage .....                                       | £0 11 0  |
| Shipping expenses .....                                   | 0 2 6    |
| Exchange .....                                            | 0 1 5    |
| Freight .....                                             | 0 4 4    |
| Boatage .....                                             | 0 0 6½   |
| Duty on value 9 <i>l.</i> 10 <i>s.</i> ten per cent. .... | 0 19 0   |
| Porter .....                                              | 0 0 8    |
| Carriage .....                                            | 0 0 6½   |
| Commission .....                                          | 0 2 8½   |
|                                                           | <hr/>    |
|                                                           | £ 2 2 8½ |



## PIRACY.

*(Demerara and Essequibo Gazette.)**Georgetown, October 29.*

WE have had several arrivals since our last, but the bark *Glenbervie*, Evans, master, is most worthy of notice, from the circumstance of her having fallen in, on her passage hither from Port Glasgow, with a piratical vessel, and brought ten of the crew into the River. The following is the account given by N. M'Kinnon, one of the party, from the commencement of the voyage :—

" Having agreed on the 23d of July, with the brig *Africano*, Captain Burke, bound for Africa, and sailed the same day for Amelia island, there to get a supply of arm, ammunition, and provision; on the 30th of July arrived at the above place, and by the 20th of August had our supplies completed, and sailed from thence on the 25th, intending to touch at the Cape de Verd islands. On the 16th of September, spoke and boarded the brig *Mercator*, S. de Graves, master, of Salem, bound for St. Salvador; took from her a jolly boat, oars, &c. a barrel of fish, a barrel of potatoes, and two bolts of duck cloth.

" On the following day, boarded a ship from Providence, Rhode island, bound to Canton—took from her a few articles, all of which I considered piracy, and for which reason I determined, if possible, to take command of the brig; accordingly, on the 1st of October, I with some difficulty effected this, in the following manner :—Having got the greater part of the crew to agree with me, by giving me a letter, requesting me to take command of the brig, and to carry her to a British or American port, St. Anthony, one of the Cape de Verde islands, being then in sight, distant about 14 miles—I hoisted out the cutter, and put a sufficient quantity of provisions, &c. in her. I then ordered Captain Burke, Ceraphine Coroy Senderas (Spanish captain), and nine others, into her. Besides these piracies, Captain Burke threatened to rob all British merchant vessels that he might fall in with. After my taking command of the brig, the crew were in a very disorderly state, and indeed threatened to kill each other.

" On the 2d of October, it was represented to me that nine of them were forming a plan to take the vessel from me; on hearing of which I put them in irons, and confined them below. A number of the others were consulting amongst themselves, that I should cruise with the brig. Seeing that remonstrance would be of no avail, I seemed to acquiesce, at the same time determined, if possible, to carry the vessel to Britain, and to avoid the tract of merchant vessels. On the 7th October fell in with the *Glenbervie*, when a number of the crew were determined to plunder her, the passengers, and crew, of every thing that suited them; to prevent which, and for the purpose of ascertaining whether I could obtain assistance, I went on board the *Glenbervie*, and after a conference with Captain Evans, perceiving I had not an opportunity of disclosing what the vessel was, &c. I returned again to the brig, when a number of the crew exclaimed—"It would be a d——d shame to let the ship go—we will overhaul her."

"I then asked them what they would overhaul her for?—their answer was, that they had seen a number of people on board with watches, and that they knew there must be valuables in the ship, which they were determined to have. It was obvious to me, that if they boarded the ship themselves, and the least resistance was given, they would not hesitate at any crime. Considering these circumstances, I was resolved to go along with them, but after having got near the ship, I was, from appearances, apprehensive of their charging muskets. I again pulled back to the brig, and hoisted a Carthaginian flag, at the same time hailing the ship, telling the captain that he had better allow me to send the boat on board under these colours, wishing if possible to prevent the loss of lives: at this time the men placed themselves at the guns, exceedingly anxious to fire upon the ship, until I threatened them that the first man that attempted to fire a gun without my orders, I would instantly blow out his brains; they then agreed that the master should be brought on board with his papers, which I at first refused, saying that I would again go on board with them myself: 'No,' said they, 'it is too much condescension, we will make him come on board of us with his papers.' I then said, to satisfy them, I would send for him; for which purpose I ordered five men into the boat, with orders not to touch a single article, or insult any person on board; but say to the captain that I wished to see him on board with the ship's papers; in a short time they returned with the chief mate and the papers. I took the mate below and looked at his papers, but could not get my mind disclosed to him, as a number of the crew followed him, and stood over the hatchway; I told the officer not to alarm himself, that it was merely for a certain purpose I had sent for the papers, and they were not all there, but to lay his vessel to, for to-night, and give himself no uneasiness; that I should come on board in the morning to see the rest of the papers, and that I should then let the captain know what else I wanted with him. I ordered the men to put the mate on board of his own ship, which they complied with. When they returned, they were intent on robbing the ship, or to place five or six men on board that night, to prevent, as they said, the passengers and others from concealing their effects. I caused the boat to be hoisted up, telling them that they might depend on the consequences, if they offered to lower her; after much altercation, they with great reluctance agreed to this.

"At six o'clock the following morning I caused the boat to be lowered, and with five men in her went on board the ship; I then went with Captain Evans into his cabin, and requested him to send his steward on deck, and call any of the passengers down that he might think proper, with his chief mate, and I would then let him know what the vessel was, and my intentions, which he accordingly did; I then stated to him the prior occurrences, and that the crew of the brig were determined to rob the vessel, and all persons on board, and, as I have before mentioned, considered the ship in the greatest danger, but that I would lay before him a plan I had formed for the preservation of the whole; upon which he requested me to state the plan, which I did; *viz.*—that I would send a boat's



crew on board, which I requested he would seize and secure, upon which he could give me a signal, and that I would prevent any danger that he might otherwise expect from the brig. Upon consideration, he thought my proposal correct, and that he would do every thing in his power to assist me in effecting this.

"I then parted with Captain Evans, and immediately repaired to the brig, and ordered the boat's crew to get ready to go on board the ship; upon this, James Alexander came to me, requesting to know if ten men might not go into the boat? I at first refused; but, upon reflection, thought that it would be best to allow ten of them to go. They wished for a pistol and cutlass each; but I told them it was unnecessary, as the men on board the ship were not armed, and that if they shewed any resistance, I would destroy the ship; satisfied with this, they went off.

"They were not many minutes in the ship, when I saw the signal; I then called all the men ast, on board the brig, saying to them, that 'I had taken the brig for piracy, and that I was determined that a piratical action should never be committed with her while under my charge, and that if any of them attempted to speak of piracy, I would shoot him.' This had the desired effect. I then ran the brig alongside of the Glenbervie, and told Captain Evans that all was safe. It was then thought requisite that I should come on board of the Glenbervie, that a statement might be drawn out of the proceedings, and to consult on the nearest and best port to carry the brig to.

"I was only a short time on board the Glenbervie, when the brig dropt astern, taking with her the second mate and one seaman belonging to the Glenbervie, which were sent on board to take charge in my absence. She made all sail to the north-west."

The Africano is a brig of near 400 tons, sails uncommonly fast, and was formerly the United States sloop of war Fire Fly; she mounts twelve carriage guns.

#### PENSION INSTRUCTIONS.

The following instructions are necessary for all warrant officers who have lately been superannuated at the several ports, to obtain their pensions:—

That each officer is to transmit, on or before the 25th of March next, a certificate of his having taken the oath of allegiance and suprenacy before a magistrate.

That he is also to pay, or cause to be paid, to the receiver of fees of the navy office, as soon, after the 25th of March, as may be convenient, the amount of the public fee chargeable upon his pension, which is calculated as follows:—

If the pension is at a rate per annum, two pounds three shillings for every fifty pounds and upwards, and one pound one shilling and sixpence for a less amount; if at a rate per month, two pounds three shillings, if superannuated from a third rate ship and upwards; and one pound one shilling and sixpence for inferior rates.

If the party wishes to be paid in London, he may apply personally at

the Navy Office, on or after the 25th of March, 24th June, 29th September, and the 25th of December, in each year; or he may transmit, on or after those days, a letter addressed to the commissioners of the navy, a certificate from any of the officers of the dock-yard, or the minister or churchwardens of his parish, or from a magistrate, of his being alive.

If he wishes to be paid by bills of exchange, to be drawn by himself upon the paymaster of his Majesty's navy, or by a remittance-bill payable to the collector of the customs or excise, or by the clerks of the pay-office (if he is a resident where there is a pay-office), he is to send his certificate, at the times before specified, in a letter addressed to the Treasurer of the Navy.

## LORD TORRINGTON.

THE following letter has been addressed by Lord Viscount Torrington to the Editor of the *Courier* :—

" SIR,

*Upper Seymour-street, Oct. 3, 1816.*

" Having seen a pamphlet yesterday, just published, called *The People's Mirror, or Corruption of Taxation Unmasked*, wherein it is stated that I receive a pension of 1600*l.* per year, I have to request you will favor me by publishing this letter to contradict it. I receive no pension from government, unless the half-pay of a rear-admiral may be called so, although earned by thirty-four years' actual service at sea, mostly foreign. My late respected uncle did, I believe, receive that sum from government, but I think it deserves not to be classed as a pension, it having been rather a reward for his past services, as minister plenipotentiary at Brussels, in which situation he resided eleven years, with great credit to himself, and satisfaction to government.

The statement of my having a pension is not the only gross error in that pamphlet, which can only be published to create discontent and mislead the credulous.

*Torrington."*

Never having seen or before having heard of this pamphlet, we have no desire to rescue it from his Lordship's critical remarks; but we are happy to quote his letter, as a proof that a feeling of indignation does exist in some of our Peers, at being deemed "*a pensioner*." We wish it was more general, and that it extended to the breasts of all who, without the least plea of excuse, fatten on the labour and industry of the community.

## WONDERFUL ESCAPE.

THE Lord Donegal, WHITE, belonging to this port, sailed from hence on Friday, the 22d November, apparently a firm and tight vessel. She was proceeding on her voyage coal-laden, for Cork, when, about half-past 12 on Saturday morning, going then under close-reeved topsails, and being about half-way between Holyhead and the Calf of Man, she sprung a leak. Both pumps were set to work, and kept going till the leak gained upon them.



in such a degree as to preclude all hope of their utmost exertions proving effectual in keeping the vessel above water.

At this moment of distress and imminent danger, a vessel passed them, which Captain White hailed, requesting her to remain by them till daylight; but to this request no attention was paid. The vessel bore away, and abandoned them to their fate. Unfortunately, the name of the vessel, and of the inhuman wretch who commanded her, are unknown.

In this appalling situation, there was no alternative but that of putting out the boat. But here fresh difficulties arose. It was now about four o'clock, a heavy sea running, the ship's bowsprit and windlass under water, and so dark, and all in such confusion, that no axe could be found to cut the boat's painter, which was fastened to the ship.—After some time a knife was found, with which the separation was effected; but, unfortunately, in the act of launching the boat, she struck against the ship's side, and received considerable injury.

With great difficulty the crew (9 in number) got on board the boat, but without provisions of any kind. The ship went down almost immediately, and the boat, to which necessity had forced them, was nearly half full of water. To keep her afloat, some of them were constantly employed in bailing with their hats, and others in stopping the leaks with their hats, handkerchiefs, coats, &c. By 12 o'clock on Sunday morning, they had drifted near to the Mull of Galway, a distance of more than 100 miles, when they providentially fell in with the Sally of Workington, Captain T. Lee, who instantly released them from a situation of indescribable horror and hardship. He took them on board his ship, treated them with a tenderness suited to their enfeebled and perishing condition, and landed them safely at Belfast, from whence (except a boy, who died in the boat) they arrived here last Tuesday night.

At the time when Captain White and his unfortunate companions fell in with the Sally, they were reduced to the last extremity. Unable even to embrace the relief so promptly afforded them, they were absolutely lifted out of their sinking skiff by the strenuous efforts of Captain Lee and his people, equally ardent as himself in the sacred cause of suffering humanity.

#### A DISAPPOINTMENT !

[From the *New York Evening Post*, Sept. 13.]

ON Tuesday, as the British Consul was about to drive from his door in town to his country seat, a revenue officer stepped up to his gig, and ordered him to stop, to open a box, and produce a certain bag that had just been put publicly into it, for he suspected it contained smuggled goods. This affair seems to have been conducted by the officer with peculiar and unprecedented delicacy. If any other individual had been suspected of smuggling in a similar manner, I presume the ordinary step would have been to have waited on him in his office or counting-house, told him of the suspicion entertained, and, if circumstances demanded a search, to have made it instantly, before leaving the apartment. But here was an opportunity too good to be lost—a chance to detect the accredited agent of his Britannic

Majesty in a dishonorable act—attempting to cheat the revenue—it could not be too public. It was resolved, therefore, to detect him in the open streets, and in presence of numerous witnesses. The Consul obeyed, opened the bag, and permitted the officer to search it; when, to his great disappointment and mortification, he discovered neither more nor less than a fine sirloin of beef!

## FATAL FUMIGATION.

At Troon, on 20th Oct. 1816, the crew of the schooner *Agnes*, Boag, were employed smoking the hold. They went to sleep early in the night, leaving the camboose burning in the hold, the hatches down, and scuttles shut. At three o'clock next morning one of the crew awoke, and found two of his companions suffocated to death; two others were considerably affected, but have since recovered. The wind blowing the smoke from the cabin, where the master lay, towards the fore-castle, where the two unfortunate men slept, prevented it from operating on him, while it caused it to act with double effect on them. This accident is not to be imputed to any particular carelessness on the part of the master and crew, but to the prevalence of the practice itself.

## DESTRUCTION OF A STEAM-BOAT.

[From the *Charleston City Gazette* of Sept. 17, 1816.]

ON Sunday evening last, about six o'clock, just after the steam-boat *Enterprise* had left the landing at Sullivan's Island for town, with 50 or 60 passengers on board, in a severe thunder-squall, she was struck by lightning, which descended the chimney, and occasioned the bursting of one of the boilers. Ten persons, who were below at the time drying themselves at the fire, were most dreadfully scalded. They had previously been drenched in a severe shower. Two of them, Messrs. D. Tortes and J. Roberts, were so severely scalded, that they died in a few hours after. Two others, Messrs. John Dobbs, of this city, and John Gribbens, of Savannah, were very materially injured; the former is supposed to be dangerously so. Six blacks were also more or less injured by this unfortunate accident, some of them very badly. (We learn that Mr. Dobbs died about six o'clock last evening.)

When the explosion took place, the boat was about 200 yards from the shore: and several of the passengers, supposing that she would be immediately enveloped in flames, jumped overboard, and attempted to gain the shore by swimming; some of them, unable to effect that object, got into the yawl boat, towing astern, and others were taken up by boats which put off from the shore.

As many and various reports have been in circulation respecting this melancholy affair, we have been at some pains to ascertain its *real* cause; and do not hesitate in expressing our *belief*, that it was occasioned by lightning. At the time it occurred, there was scarcely a sufficient force on the engine to move the boat—very considerably less than on ordinary occasions when under way. The electric fluid was supposed in its course to have



struck down one of the unfortunate men at the fire, as he was not heard to speak after the explosion, and was found below lying down dead in the hot water, after the first scene of confusion had a little subsided. The others succeeded in gaining the deck by their exertions. The shaft is supposed to have passed out of the larboard bow-port, as it was burst out, leaving the hinges and nails hanging to the hooks.

The chimney was separated in the middle, and the upper half carried some distance overboard. It is composed of thick sheet iron, and surmounted at top with a sharp-pointed vane.

It is worthy of remark, that none of the boat's crew were injured by the explosion. Four of the sufferers were white passengers, and the negroes belonged to a canoe, and had requested to be towed to town: after getting alongside, they went on board themselves, and met the unfortunate fate above related.

#### METEORIC STONES.

CONSIDERABLE light has been thrown upon this subject, as far as regards their formation in the atmosphere, by a fact recorded in the *Annals of Philosophy* (Jan. 1817, p. 14), of a quantity of red dust having fallen during a thunder shower, at Gerace, in Calabria. The dust was mixed with the rain; became black when exposed to a red heat, and effervesced with acids. When analysed, its properties were nearly similar to those of the meteoric bodies, consisting of flint, iron, alum, and *chromium*. In short, there is the same apparent analogy between this dust and the meteoric stones, as between rain and hail, cold acting in the one case, and electricity in the other.

#### MAGNETIC NEEDLE.

It is a singular circumstance, that none of the almanacs notice the now returning direction of the magnetic needle towards the North; in the year 1657 it pointed due North, but has been 160 years increasing in declination Westward: last year it attained a declination of  $25^{\circ}$ , and then became stationary; and it is now receding back again to the North.

#### INSTITUTION ANTIPIRATE DES CHEVALIERS LIBERATEURS DES ESCLAVES BLANCS EN AFRIQUE.

Paris, 23 Décembre, 1816.

#### *Circulaire aux Augustes et Illustres Fondateurs et autres Souscripteurs.*

LE Président de l'Institution Anti-pirate se fait un devoir de partager avec les Chevaliers, les Dames et les autres Souscripteurs qui en sont les membres, la vive satisfaction qu'il a éprouvée en apprenant d'une manière authentique, par un Correspondant du Midi, la nouvelle officielle qu'il n'existe plus dans la Barbarie un seul esclave chrétien; les derniers (83 sujets Romains) ayant été envoyés à Civita-Vecchia, d'où ils doivent s'être déjà rendus dans leurs foyers. Ce résultat si fortement désiré, si peu espéré lors de la fondation de l'Institution à Vienne, le 29 Décembre, 1814, et déjà obtenu avant le second anniversaire de cette époque, doit

être considéré comme immédiatement dû à l'effet produit par la victoire éclatante des flottes combinées devant Alger, sur l'esprit des Gouvernans dans les autres Régences, effet dont le successeur de l'Amiral Lord EXMOUTH, dans le commandement naval, le Contre-Amiral Chevalier PENROSE, a adroitement profité près de ces Régences par l'entremise des Consuls respectifs.

Les Consuls résidents de toutes les nations (voyez No. VII), et les agents confidentiels, animés du désir de seconder les principes libéraux de l'Institution, et ces derniers exprimant la volonté générale de la Chrétienté, et démontrant aux chefs Africains leurs intérêts et leurs dangers, ont préparé de longue main, par leur influence (voyez No. XVII), la voie à des négociations conclusives : en conséquence les remerciemens de l'Institution au nom de l'humanité leur sont particulièrement dus, ainsi qu'à tous ceux qui y ont participé, en communiquant des faits et en produisant des argumens propres à former les intentions et à fixer les volontés des personnages qui, ayant le pouvoir en main, ont ainsi amené et opéré, en moins de deux ans, un état de choses qu'on a vainement souhaité durant les deux cents ans passés.

Un certain degré de reconnaissance doit être aussi accordé aux Princes natifs Africains dont l'humanité et la libéralité contrastent si fortement avec la conduite barbare et atroce d'Alger.\*

Des pièces originales seront envoyées aux Souscripteurs, lors de la septième réunion de l'Institution, qui aura lieu à l'Hôtel de Montesson, le 29 Décembre prochain, deuxième anniversaire de la fondation, à quatre heures précises. Il sera procédé :—

1°. A l'examen de la manière qu'on jugera la plus convenable de faire des remerciemens et de donner des témoignages de reconnaissance aux personnes ci-dessus mentionnées, et des moyens les plus propres à employer pour empêcher le renouvellement, comme par le passé, du système de la piraterie organisé dans ces états, et la continuation de celle plus atroce encore qui a succédé, par le déplacement des brigands qui l'ont pratiqué jusqu'ici, et qui, quoique vivement poursuivis par le *Capitan Pacha* dans le Levant, ont cependant libre cours dans les mers qui sont hors de sa juridiction.

2°. A la considération des mesures à prendre pour le recouvrement des esclaves transportés ou échappés dans l'intérieur de l'Afrique, ainsi que de ceux naufragés sur les côtes (voyez N°. IX), avant l'issue des opérations militaires et des négociations, lesquels esclaves, étant hors du territoire et de la juridiction des régences barbaresques respectives, n'ont pas pu profiter des stipulations et des cessions faites en leur faveur, et n'ont plus d'espérance maintenant que dans l'influence salutaire des Chevaliers libérateurs près les Princes natifs indépendans.

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\* Le détail des cruautés de cet homme sera publié, et comme elles sont tout-à-fait contraires aux lois du pays, le Sultan Ottoman, en sa qualité de souverain légitime du Dey, ne pourra que les improuver et les punir.



Cette influence ne doit pas cesser et ne cessera pas d'éclairer par des argumens les plus convaincans l'esprit de tous ces Chefs, et de leur faire voir de la manière la plus incontestable que tout autre commerce leur sera plus avantageux et plus licite, d'après leurs propres lois, que celui des esclaves, dont l'abolition totale ouvrira les ressources de l'Afrique aux autres parties du monde.

L'Addition faite à la liste des Souscripteurs au fonds de la Caisse, chez MM. PERREGAUX, LAFITE et Comp<sup>te</sup>, est ainsi qu'il suit, par ordre chronologique:—

MM. les Chevaliers

|                                                                                                                                                                                    |             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| DE BARENTE, Conseiller d'Etat, Directr.-géné. des Impositions indirectes.....                                                                                                      | Paris.      |
| DE ST.-CRIQ, Directeur général des Douanes .....                                                                                                                                   | Id.         |
| M. J. RITCHIE .....                                                                                                                                                                | Londres.    |
| MM. les Chevaliers                                                                                                                                                                 |             |
| MEGALLAND, Chef de Division des Contributions indirectes ..                                                                                                                        | Paris.      |
| DUPLEIN DE MEZY, Directeur-général des Postes .....                                                                                                                                | Id.         |
| S. E. le Comte CORVETTO, Ministre des Finances .....                                                                                                                               | Id.         |
| S. E. le Comte d'AMBRAY, Chancelier de France .....                                                                                                                                | Id.         |
| Un Chevalier qui ne se nomme point .....                                                                                                                                           | Id.         |
| S. Exc. le Prince de GORTSCHAKOFF, Ministre de la Guerre de S. M. l'Empereur des Russies .....                                                                                     | Id.         |
| J. M. DE ROTHSCHILD .....                                                                                                                                                          | Id.         |
| Honble. ELLIS AGAR .....                                                                                                                                                           | Londres.    |
| M. le Général Baron MUFFLING .....                                                                                                                                                 | Prusse.     |
| M. le Général de WALTERSTOFF, Ministre de Danemarck, .....                                                                                                                         | Paris.      |
| M. de MORLAINCOURT, Chef de Bataillon du Génie .....                                                                                                                               | Id.         |
| M. le Chevalier DE LA PRIMAUDIERE DOUSSAULT, Officier de la Légion-d'Honneur, Chevalier de Saint-Louis et de Sainte-Anne de Russie, 2 <sup>e</sup> classe, Chef de Bataillon ..... | Id.         |
| S. Exc. le Comte DU BOUCHAGE, Grand'-croix de l'Ordre royal et militaire de Saint-Louis, Ministre de la Marine de France .....                                                     | Id.         |
| M. BENTHAM, Chevalier de Saint-Maurice et Saint-Lazare, Capitaine de la Marine Royal Britannique .....                                                                             | Cantorbery. |
| M. le Colonel Comte DE SESMAISONS, de la Garde Royale .....                                                                                                                        | Paris.      |
| M. le Général Russe RASTOPCHIN .....                                                                                                                                               | En Europe.  |

Les additions aux listes de Londres, de Francfort, de Vienne, de Gènes, et de Cadix ne sont pas encore arrivées.

Tout Chevalier est membre de droit; il peut devenir Souscripteur à volonté, et présenter alors d'autres personnes, quoique non Chevaliers, qui peuvent devenir Membres en souscrivant.

## CORRESPONDENCE.

*On the Reduction of the Navy.*

MR. EDITOR,

15th January, 1817.

IT will be readily allowed by every body, that however great may still be the military establishment of this country, for a period of peace, the naval force at least has been very speedily reduced, to the lowest possible rate; indeed, many who have the glory and naval ascendancy of Britain very much at heart, think the reduction has been far too great, and that it would in the end have proved an economical, as well as important political measure, to have kept up something like a commanding force, more particularly in those stations where the fleets or squadrons of other powers are known to be cruising, and to have been sent, *for political purposes*, certainly *not friendly* to the interests of England. Viewing matters in this light, I must acknowledge, that for many reasons I should be well pleased to see a *small squadron of observation* formed, with as little delay as possible, consisting of two or three sail of the line, three or four frigates, and as many sloops; it might at once proceed into the Mediterranean, to look after the Algerines, and have an eye to Commodore Channcey's strong squadron of American ships, if they remain there; or it might remain in our own ports, ready to proceed, if the accounts from that quarter rendered an interference necessary. I am aware, that it would add a little to our expenses, which are certainly found heavy enough, God knows: but at this moment we are feeling the pressure at its utmost pitch; and the additional expense of such an armament could not be very great; but when it is remembered, that it would employ many wandering miserable seamen, who have absolutely nothing to do, and no means of subsistence, I think it must be deemed a proper and justifiable expense, whichever way it is considered. When it returns to port, the same ships may very properly be ordered on foreign stations, to relieve those who have been three years out; so that this squadron of observation would, in this way, answer many valuable purposes; and considering the great naval character England has to support, it will not be denied that such a force ought to be kept effective: this might be done no doubt by the present guard-ships taking it in turn to cruise, as in former peaceable times; and if the expense could be lessened by this plan, which I think probable, I see no reason why it should not be adopted, although I fear it would interfere with one of the strongest inducements for my suggestion; *viz.* the employment of seamen who cannot find it in the merchant service. I am, however, very hopeful these days of misery and distress will soon be over, and that we shall have the happiness of seeing the coming years break in upon our once happy and prosperous country, with resplendent brightness and serenity. In the mean time, government will, no doubt, adopt every measure calculated to relieve and ameliorate the distressed state of so many suffering classes of the community.

*Britannicus.*



*On the Communication of Biographical Documents to the Naval Chronicle.*

MR. EDITOR,

24th January, 1817.

**A**S I have very often been present when the merits of your Chronicle have been discussed by naval men, I am happy to be able to bear testimony to the high character assigned it by many of those gentlemen who hesitated not to say, that it contained much valuable information and interesting matter, and had always for its object the interest and good of the naval service, which it had frequently tended, in no small degree, to promote; and that although on some occasions, and on some subjects, the opinions of its conductors might be different from the generality of professional men, yet, as its pages were always open to these gentlemen, they had only to explain their opinions through the medium of its monthly numbers, to ensure them the attention and support of their naval brethren, if well founded. My own opinion is decidedly in its favor; and I would now trouble you with an idea which was thrown out very lately, that by way of encouragement to a work, *expressly carried on* with a view to support the best interests of the navy, it would be a worthy and acceptable tribute of approbation, were every admiral and captain, and naval officers generally, to agree (or a proportion of them even) to answer your biographical queries, and to give their different contributions on that or other subjects. I am aware how much advantage your pages would derive from the adoption of such a plan; and I am very certain it would add greatly to the value of your already highly interesting and extensively useful work. I know that it is already, and has long been, patronized and encouraged by naval officers of the highest rank, talents, and consideration in the service; and now that peace is the order of the day, I think you have the fairest prospect of receiving additional support and assistance from all ranks, whose interest you have promoted, and whose cause you have invariably advocated to the utmost of your power. Hoping that I shall have the pleasure of perusing your pages thus fully and ably filled, I am, &c.

*Mentor.*

N.B.—Your correspondent *Gracchus* has furnished some excellent hints relative to biographical memoirs; I hope they will be attended to.

*Commercial Communications to the Naval Chronicle recommended.*

MR. EDITOR,

26th January, 1817.

**D**URING the continuance of war, the naval occurrences and proceedings of our fleets and armies generally furnished abundant materials for filling up the pages of your interesting and highly valuable work, without leaving you much space for communications on commercial subjects, or matters relating to merchant ships, as distinguished from king's. But as I am aware that many masters of merchantmen were, and I hope still are, subscribers to the Naval Chronicle, and as peace has now given space and

leisure for communications of this nature, I certainly am of opinion you cannot do better than invite commercial and trading people to forward their ideas on these important subjects for insertion. At the present moment of unexampled stagnation, and universal suffering, I deem this to be an essential part of your duty, as Editor, and I have no doubt it will appear to yourself in the same point of view. In the earlier volumes of the N. C. I observe the communications on these subjects were far more numerous and frequent than in those of a later period; in these were inserted also monthly reports from Portsmouth, Plymouth, and Deal, of the arrivals, sailings, &c. &c. general history of naval occurrences and proceedings at these ports, which was highly interesting to all naval readers and subscribers: this part of the work has, however, been long since discontinued; but I am certainly of opinion that it might be renewed with advantage, as these monthly reports are at present interesting, and will, years hence, form invaluable documents for naval history, and would, indeed, form the Chronicle into a general epitome of naval events. If it is objected, that it occupied too much space, I would beg to observe, that in the earlier volumes it was printed in small type, and that in peaceable times there are no gazette letters to insert.

I think it would also add to the value of your work, to give a place to the debates in parliament relative to naval or commercial subjects, at as much length as possible; these are always of infinite consequence, and are indeed indispensable materials for forming an authentic and faithful history of naval events, which I think your work is entitled to be considered. These hints for improvement I am sure you will receive in the same spirit they are given; *viz.* that of increasing the high character of your publication.

Orion.

*On the late Provision for Warrant Officers and passed Midshipmen, &c.*

MR. EDITOR,

28th January, 1817.

**A**MONGST several very proper and judicious regulations lately made by the Board of Admiralty, I was glad to perceive that a very handsome provision had been made for old warrant officers and passed midshipmen; this must give great satisfaction, and will tend to make them happy and comfortable, as they deserve to be.

I trust, indeed, that our suffering seamen will speedily find employment, and that Old England will again be able to stand forth the envy of the world, as the happiest and most flourishing country in the world. I was glad to observe also several small vessels ordered to be equipped for surveying our own coasts and harbours. I am convinced much valuable information may be derived from their exertions, if properly directed; and I think our men of war on foreign stations ought to have similar tasks prescribed them, during peace; in what way can our young officers be so properly employed, or acquire so much nautical knowledge and skill? the



continual, and as it appears to me extraordinary loss of men of war, demonstrate, that there is room for improvement amongst our officers, as navigators; the perfect knowledge of which ought to be made an indispensable requisite in their examinations for commanders. I am well aware, that the best officers and men in the world may be placed in such situations as to render their best exertions vain to save their ships; yet the frequency of the loss of King's ships demands, I think, inquiry; and also requires the Admiralty to furnish our officers with the best chronometers and charts which are to be had: this is an improvement which is much wanted in the British naval service, and the want of which causes much complaint, few officers being able to afford to purchase *the best time-pieces*: of course they would be required to return them when paid off, in a perfect state, or to give reasons for their not being so.

Your's, &c.

*Triton.*

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On the Distress of unemployed Seamen.

MR. EDITOR,

January 28th, 1817.

I WAS very hopeful that the noble and humane exertions of the Lord Mayor of London (whom I do consider both as a chief magistrate and as a man, deserving of the highest and most unqualified praise) would have not only been approved of, but *seconded and rendered effective* by the cordial assistance and ready attention of the Board of Admiralty to his suggestions and claims on their humanity, many of them of the most urgent nature, made in behalf of suffering, nay of *starved, naked, houseless, and dying* fellow-creatures, many of them just returned from serving their King and Country for years!—Gracious Heaven! have my eyes read these heart-rending tales with accuracy! Is it really possible that such things are? Yes, I fear it is so; every newspaper *verifies* the account, that the Lord Mayor has the strongest desire, and nobly does *his* duty, in *inquiring* into the wretched state of these poor wanderers; but that his exertions have been feebly seconded, and are now openly discountenanced by the Board, who have ordered these unhappy wretched men to be sent to them; and the Lord Mayor having no means of giving relief himself, has accordingly directed them, surely most properly, to be carried from the East to the West end of the town; *viz.* to the Admiralty.

From thence it appears they have been often wholly rejected, or attempts been only sometimes made to pass them to their parishes! Oh, base ingratitude—short-sighted and contemptible policy! What *is* it, I would ask of the gentlemen at the Board of Admiralty; what *is* it these poor seamen require and ask?—it is *employment*. If they are sent to their parishes, they must go there—as what—as *paupers*, as *beggars*. Is it then consistent with the feelings, with the natural feelings of man, to suppose, that they can be otherwise than most reluctant to make their appearance in this situation, in the place of their nativity, *where* they were bred up, and may still be known; and this too after having served their country, and fought her battles for years!

Mr. Editor, I am incapable, I trust, of descending to revile any man, or any body of men; my pen is ready to applaud (as my last letter will prove) *where* and *when* applause is due; but it is also ready to plead the cause of the destitute and wretched: and in their behalf I will ever reckon it my duty, as it is that of every one possessing the feelings and hearts of men, to stand up. I earnestly then beseech the Board, more especially the naval members sitting there, to bestow *some* attention on the subject, to shew *some* care and commiseration for their fellow-creatures; for men who have perhaps fought under their pendants. I will only remind them, that there are many honourable men in the House of Commons, who have hearts to *feel* for, and eloquence to plead the cause of these unfortunates; who *must be employed*, and for whom government ought to furnish its *proportion* of work, by employing a few more ships on the different stations. Shall the whole kingdom rise up as one man to relieve the distress we now unfortunately suffer, and government sit tranquilly by, picking its teeth, and doing nothing; this I repeat cannot be, it will never be suffered.



Nestor.

On the recent Promotion of Post Captains.

MR. EDITOR,

29th January, 1817.

HAVING suggested the propriety of an annual naval brevet of old commanders and lieutenants, in the commencement of a new year, along with a more extended retired list, I feel no little satisfaction in finding that my ideas have been adopted, and so far acted upon. I am truly happy to observe, that a promotion of twenty old commanders, who had commanded ships of war, has taken place, and hope one of old lieutenants will soon follow. I should, however, have rejoiced to find, that this list had commenced a little higher up, and included *some* very old officers, of high characters and professional attainments, who may not, indeed, have all had the good fortune to be employed very recently, but whose *former services*, and high characters, nevertheless well entitled them to it. Some of their names I cannot deny myself the pleasure of mentioning, as they are all honorable men, and their names not unknown to fame:—Captains Andrew Thompson, Henry Waring, J. Douglas, D. Willoughby, Mal. Cowan, James Grant, Thomas Cole, Wm. Layman, James Manderson, J. Thickness, and Wm. Mather, with several others equally worthy of *higher rank*, and *still* continue commanders only: the men lately promoted are most deserving, and had the above selection, or even a few of them, been only made, the thing would have been complete, and given much satisfaction. I trust it is not yet too late.

Of lieutenants long and unjustly neglected, there are *countless instances*; those within my own knowledge, however, shall not remain unknown to the world, or to those who have interest and inclination to advocate their claim. I beg to mention that of Lieutenant Thomas Furber, a lieutenant of 1801, who served in the *Blenheim*, of 74 guns, commanded by the

late Captain Nares, in the West Indies, in the beginning of last war, and highly distinguished himself on many occasions in the boats, by boarding privateers, storming batteries, &c. in the island of Martinico and Guadeloupe; he has since been almost constantly employed, is highly respected in the service, and is still lieutenant. I have only space at present to give two or three other names, they are lieutenants: James Neville, late *first* of the Forth frigate, and Howe, of the Leander, when commanded by Sir George Collier; *his* name alone is almost a passport, I should think; his character, I hear, will not disgrace it. Lieutenant Spratt, also, who eminently distinguished himself in the Defence, at Trafalgar—he is also a lieutenant of eleven years standing. Were such * statements of services oftener made, some remedy might perhaps be found for their hard cases.

A Friend to Naval Merit.



On the Loss of H.M.S. Jasper, at Plymouth, with all her Crew.

MR. EDITOR,

25th January, 1817.

HIS Majesty's ship Jasper was lost in the gale a few days since at Plymouth, with *all her crew!* excepting two men. Had that vessel been furnished with Mr. Mallison's invaluable invention—the *Life-preserver*—the *whole of her crew* would have evidently been saved.

I am, Sir, your obedient humble servant,

An Eye = Witness.



The Breakwater.

MR. EDITOR,

Plymouth, Jan. 24, 1817.

THE melancholy effects which we have witnessed of the tremendous storm of Sunday night and Monday morning last, will probably give rise to some doubts as to the efficacy of that national work called the Breakwater, now constructing in Plymouth Sound; especially among those who are unacquainted with the nature and extent of this great undertaking. Having myself watched its progress and effects, I take the liberty of submitting a few observations through your respectable work, with a view to prevent hasty and erroneous conclusions from being drawn in consequence of the many shipwrecks and damages which were sustained in this harbour. It is well known to all who had an opportunity of observing the storm from its commencement, that the vessels which have been unfortunately wrecked rode at their anchors until the sea, which is computed to have arisen full six feet above the level of an ordinary spring tide, made a clear breach over the highest surface of the Breakwater; it was then that the

* The officers now named are unknown to me, except through the medium of their friends.

effects were felt of the most violent sea which perhaps ever entered this harbour, or is known to have visited this coast.*—*The previous security of the shipping, and their speedy destruction after the Breakwater had ceased to act as a shelter, pretty clearly shews, WHAT, in all probability, would have taken place at an earlier hour, had not the fury of the waves spent themselves upon the masses of rock which already form a part of this intended extensive work, and seems to demonstrate its utility, when completed, in making the Sound a safe and commodious anchorage.* Experience has too often unhappily proved, that safety only exists where foresight and precaution are employed; without these aids vain must be every effort of art; and alike insecure is every harbour, if means equal to the danger to be apprehended are not timely employed. I should feel myself wanting in common justice to the projectors of the Breakwater, did I not take this opportunity of calling the attention of those who are interested in the commerce of this place, to the often culpable negligence of pilots who take charge of vessels entering the port, by bringing them to an anchor in exposed and improper places, either to save themselves a little trouble, or the sinister view of making a further charge for removing them to a place of security. Although I am far from wishing to cast blame upon the unfortunate persons who have so severely suffered, *yet it may be a useful warning to others, to say, that the loss of the several ships in this harbour on Monday last, may justly be attributed to a want of due attention to the placing and securely mooring them previous to the storm.* The natural temerity of seamen, rather strengthened than otherwise by hair-breadth escapes, frequently induces them to neglect those precautions which would place their lives and properties at less hazard. To what other cause than a prudent attention on the part of the master to the service of his vessel, can be imputed the safety of the collier brig which rode out the storm at her anchors in the Sound; or that the vessel with the floating light should survive this tempestuous sea, although stationed in the most exposed and dangerous situation?

A Ship-Owner.

On the same Subject.

MR. EDITOR,

WHILE we indulge our feelings in lamenting the untimely fate of our unfortunate fellow-creatures, who perished during the late tremendous storms, and in sympathising with the relatives and friends of the deceased, it becomes, in my opinion, the duty of every individual to prevent a recurrence of similar evils, by suggesting a remedy.

I understand it is generally admitted, by competent judges, that the lower part of this town, particularly the whole of the Victualling-Office Buildings, with the shipping in the Pool, and in all probability, a large proportion of the inhabitants, would have been destroyed, had not the

* Vide an account of them, page 134.

Breakwater been constructed; perhaps the utility of this judicious undertaking never appeared more apparent than during the late memorable tempest; and under these circumstances, my only object is to improve the navigation of the Sound during the dark and tempestuous nights of winter. Captain Young, of the British Union, who fortunately rode out the gale during its greatest violence, has declared, that had there been lights erected, to distinguish the entrance into Catwater, he would most gladly have sought shelter there. The unfortunate Jasper and Telegraph would also, most probably, by adopting a similar resolution, have got into port in safety. It has been suggested, that a light erected on the garrison, directly over the mark on the wall, now erased, to denote the entrance through the eastern channel of the Sound, might enable vessels not only to run into Catwater from the Sound, but from the sea; and that another light should be placed on the eminence near Queen Anne's Battery, in such a direction, as vessels running for the garrison light might bring it just clear of the Victualling Office store-houses, from whence they could steer for Catwater. To render the mouth of Catwater more secure, the breakwater, so long since projected, from Mount Batten to the Cobler, would be amply sufficient. There is an abundance of materials on the spot, and the considerable number of unemployed poor, points out the present time as most appropriate for carrying it into execution. Had this plan been adopted when first suggested, the Princess Mary packet would be safe at anchor at this moment in Catwater, as only at a very short distance from her, a brig of about 250 tons rode out the gale by a single 9-inch cable, but she lay more to the eastward, and consequently was sheltered by the point of Mount Batten breaking off the sea. Not being a nautical man, I hope every excuse granted for inability to explain myself more fully, but under the expectation that others more competent to the task will be induced to offer their sentiments on the subject, I shall conclude,

And remain, Sir, your's, &c.

A Plymouthian.



Piracies under the South-American Independent Flag.

MR. EDITOR,

AT a time when all the great maritime powers of the world seem resolved to put an end to the piracies of Barbary States, it is not a little surprising that a new species of piracy should be permitted to have grown up with scarcely any check being offered to it, and with something like unconcern on the part of the governments alluded to. I speak of the numerous depredations committed by vessels of various nations, but sailing chiefly under the flag of the Independents of South America. I am far from wishing to cast a disrespectful eye upon any part of the honest struggle of the South Americans to free themselves from an odious yoke. On the contrary, I have received peculiar pleasure in hearing accounts which seem to establish the fact, that they are likely to succeed in their

great enterprize. But I would not have any good work coupled with dishonourable means, even when those means are well calculated in themselves to promote the primary object. But these piracies are not only unjust, but are in direct opposition to the aim of the *Independents*. Whatever may be thought, by any state or individual, of their claims, a common cause will be made against them, if they set themselves against all the general rules which regulate the intercourse of civilized nations among each other. After all, we are aware that individual bands of robbers have abused the Independent Flag to carry on their system of plunder. But it remains still too true, that the *Independents* have suffered themselves to enter into this career of depredation. Whatever the pretence of the pirates be, however, it is a disgrace to the maritime powers to suffer this system of wrongs to remain for a moment. The pretence should be taken away. No Flag of any of the new States in South America should be permitted to navigate the ocean, but for the purposes of commerce, or for the direct protection of their independence. I know I here tread on delicate ground. The old governments cannot admit that last-mentioned use of the Independent Flag, without *legalizing Rebellion*; and they cannot be fond of that experiment, whatever they may think of Spain and her colonies. But they may leave the practical solution of the difficulty to events; and we imagine they are inclined to do so. Passing by the difficulty, therefore, it is easy nevertheless to put an end to all seizure of private property by the Independent flags, and all molestation of vessels other than those who are proceeding in arms against the country whose flag they bear. What I would have to be distinctly understood is, that the maritime powers will suffer no wrong to be committed on private property upon the seas, whatever conduct they may severally observe in relation to the contest between Spain and her South-American Colonies. With respect to the privateers which are *bona fide* fitted out to cruise against the Spaniards only, I would have them treated as pirates; for I think the time is come when privateering may well be deemed piracy. For my own part, I never could distinguish the difference, excepting that governments chose to make themselves parties to the piracy by privateers. I hope that error is passing away, with some others. Governments, partly owing to the perils in which they have been placed, and their consequent fears, and partly owing to the emulation of gaining a good name which has arisen among them, have been recently in the habit of correcting various mistakes which had obtained the sanction of custom and the name of right. Among the mistaken practices which they have not yet abolished, is that of giving a licence to private ships to become vessels of war, sailing the seas to capture the ships belonging to subjects of their sovereign's enemy. The enormity of this conduct has been palpable enough for ages. No man ever mistook its moral quality; and no good man ever partook of its ill-gotten gains. May I not hope, that some sovereign, in running the career of true glory, and striving to be first in this worthy emulation, will abolish this custom also. How long shall it disgrace civilization, as the Slave-trade disgraced Christianity? Men wonder now, that the Slave-trade was ever

endured. The time is not far off, I trust, when piracy under the sanction of a civilized flag will be scouted, and known only upon books of records of past evils. The privateers of the Independent flags offer a good opportunity to begin with. Not that I should not be glad to see the declaration against this crime made in a more manly way. But peace, which generally reigns over the world, gives now, most happily, no opportunity for that. Let us, therefore, begin with the pirates we have been speaking of. Shame will prevent our recurring to the practice, when war again unhappily lights up his torch among nations now at peace with each other.

Y.

Addendum to the Life of Captain Robert Campbell, R.N.

Veritas odium parit.

MR. EDITOR;

6th February, 1817.

HAVING read your biographical memoir of the late Captain Robert Campbell, as well as your acknowledgments to correspondents in the January number, I am induced to trouble you with some observations thereon, together with a statement of some further services, which have escaped the notice of his biographer; yet who, by the bye, has been, I believe, pretty accurate in his relation, so far as it goes, as to the circumstances of that gallant officer's public life; and fully entitled to credit, notwithstanding the illiberal animadversions of N.B. who, I think, has not given a sufficient proof of his respect for the Naval Chronicle, or for the lives of eminent sea officers. Your correspondents all appear to act from candid motives; and to rescue from oblivion every gallant deed which may have been performed by the worthies of your memoirs, and to record the services of our noble defenders, Mr. Editor, is well worthy of your laudable endeavours: nor have you fallen much short of the whole truth, in the life of that excellent officer.

I knew Captain Campbell in his juvenile days; and afterwards. By a singular casualty, was a shipmate of his several years, and that in different ships too; and from an intimate knowledge, I have no hesitation in declaring, that the memoir is neither under, nor over-drawn; and that the dates correspond to those in my journals, which are perfectly at your service, if you require them, to maintain the respectability of your very useful publication. This anonymous writer says, "I see with regret the careless and incorrect manner in which the lives of officers are laid before the public in the Naval Chronicle." Not only a sweeping charge, Sir, but, in my opinion, an insolent one; as, if he could mention many mistakes, and many important omissions, as he professes, why not have done so to you in an honourable and candid manner, under the appellation that heads these suggestions. The characters of deceased meritorious officers ought not to be trifled with by the dissatisfied; and I would advise characters of that

stamp never to take up the pen before they divest themselves of prejudice, both against the deceased and his biographer. Well-earned fame may be wantonly attacked, but it never can be annihilated by the unsupported assertions of this correspondent to the *Naval Chronicle*. As he pretends to be able to correct so many mistakes, why not employ a little of his leisure time in that way, and exhibit some of his inculpable memoirs. The terms are also most unjustly applied to the writer of Admiral Milne's life, and which you have declared to be the performance of two different gentlemen.

Twenty-six years ago, Mr. Editor, I knew that gallant officer; but since that time, I have never been with him, yet have a tolerable good knowledge of his services; and I do not find that you have erred much in your narration. To return to Captain Campbell—

None can be eminent without application and genius; to become an able man in any profession, three things are necessary; *viz.* nature, study, and practice. The whole of which may be justly applied to the late worthy Captain Campbell; who, in the *Santa Teresa* frigate, was employed on the Egyptian expedition; and at the surrender of the island of Malta, in 1800; and received a gold medal from the Grand Seignior on that occasion. He was likewise in the command of *H. M. S. Nassau*, of 64 guns, in the month of May, 1806; and attached to the fleet in the North Sea, under the command of Vice-admiral T. M. Russel; where, after sharing for many months the arduous services attendant on a strict blockade, he sailed on the 22d of April, 1807, under sealed orders; and in July following, the *Nassau* appears, by Steel's List of the Royal Navy, to be on her return to Spithead from St Helena. After having refitted, she sailed in October the same year to form one of the fleet upon the Baltic expedition, wherein the conduct and co-operation of her captain was very conspicuous. In the early part of the year 1808, she was detached under the orders of Captain G. Parker, of *H. M. S. St. Christian*, Frederickshaven, where, on the 1st of March they fell in with the Prince of Denmark, of 74 guns, whom they pursued most determinedly, and with the shore, that she grounded on the coast of Jutland, and was compelled to burn her on the evening of the 23d, in consequence of the operations made by the Danes. The enemy had fifty killed, and thirty-eight wounded; the loss of the *Nassau* is not given, although it is very probable there must have been some.

In the month of May, the *Nassau* returned to Yarmouth Roads; where, after being supplied with their necessary wants, she returned to her station in the North Sea; and remained very actively employed, until despatched under sealed orders the 21st of February, 1809, for St. Helena and the Cape of Good Hope; and in the following December I find her at Chat-ham, under orders to be paid off.

A List of Vessels captured and destroyed from the Enemy, by H. M. Ships Stately and Nassau, in the North Sea and Baltic; and for which they received Prize and Head-money.

Saturnius, taken the 10th April, 1806; Prussian Galliot Jonge Bartels, 18th do. do.; Zeldunrust, 22d August, 1807; Spring (retaken), December, 1807; Prince Christian Frederick, 74, 22d March, 1808—burnt; Industrie and Haabet Anker, 29th April, 1808, ditto; Vrow Magaretha, 19th July, 1808, ditto; Jean Bart, of 4 guns, 1st September, 1809, by the Nassau; single ship, off the Start Point.

During the period that H. M. S. Kent was building, Mr. Seppings applied to this ship's sides the new riders, for the first time; "not with an angle of a few degrees only, with a vertical line," but in a series of X's, she broke or arched only two inches, on coming into the water; and this simple experiment convinced him so completely of the practical efficacy of the principle, that he extended it considerably in the building of the Warspite, and reduced it to a system in rebuilding of the Tremendous. I cannot here omit some of Captain Campbell's public testimonies of the practical results of Mr. Seppings' plan upon that ship.

When the Tremendous was set afloat, in November, 1810, the master shipwright of Sheerness reported that the sights placed on the *gun-deck*, at the distance of 163 feet, had not altered a single line; those placed at the same distance on the *upper deck* altered $\frac{1}{4}$ of an inch; and those on the *quarter-deck* and *forecastle*, at the same distance, $\frac{1}{4}$ of an inch. The following day, when the bowsprit and foremast were put in, the sights were again examined, when these two masses of timber had remained at one extremity of the ship four hours, and the foremen reported, that they found not the smallest deviation from what was reported by the master shipwright the day before, though the said bowsprit had brought the ship down (in the water) forward.

In February, 1811, Captain Campbell reports, that he "experienced a most violent gale, which reduced the ship to storm-stay-sails;" that the ship was so weak, that she was unable to stand the pressure of the sea, and that she was obliged to lie to, ever, but much to the contrary, she was so strong, that she was able to stand the pressure of the sea, in the whitewash, and that she was seen a ship in a more trying situation during the time he had commanded one."

On the 5th October, 1811, Captain Campbell, then off the Texel, reports, that since the 22d of the preceding month, "they had been mostly in a gale of wind, under close-reeved main-top-sails, reeved foresail, and occasionally storm-stay-sails;" that during the time, "he went round the wings, and all other parts of the ship;" and that "she shewed no signs of weakness whatever."

There is still much more interesting matter upon Mr. Seppings' new plan of building, to be read in that very excellent and edifying work, the *Quarterly Review*, No. xxiv. January 1815; where the Editors observe, "These reports, we conceive, embrace all the points which are necessary to establish the superiority of Mr. Seppings' plan over that of the old

principle, with regard to strength, stiffness, dryness, health, and comfort ; and, we may add, durability. As, however, those very qualities of strength and stiffness have given rise to an objection against the plan, as tending to injure the sailing qualities of the ship ; and as we wish, in a matter of such national importance, to obviate every objection, we have a report too on this point from Captain Campbell, of the Tremendous, of which the following is an extract : " I do not hesitate to say, that the sailing of the Tremendous is far superior to any thing I have ever seen. The extraordinary style in which she beat the Hannibal, Impetueux, Vanguard, Mars, Berwick, and indeed all the ships under my command, surprised me extremely ;" and he concludes, " as far as appears to me, she is as complete a man of war as could be seen, and the most desirable ship of her size I have met with."

I now indulge myself in the hopes, that you will be so kind, Mr. Editor, as to insert this in the N. C. as there can be little doubt but it will prove highly gratifying to his relatives, one of whom I am only personally acquainted with.

I remain, your very obedient servant,

Thessaly.

Naval Biography and Chronology.

MR. EDITOR,

St. Mary-le-bone, 1st February, 1817.

ADVERTING to the contributions of your correspondent "NOAH," (at page 45 of the current volume of B. C.) I feel induced by motives similar to those which actuated that contributor, to hand you annexed, in literal form :—

" A List of the Flag-Officers of H. M.'s Fleet."

(1st September, 1747.)

Rt. Hon. Sir John Norris,	}	<i>Ad. Fleet.</i>	
Sir Chaloner Ogle,		}	<i>A. White.</i>
James Stewart, Esq.			
Hon. Geo. Clinton,			
Wm. Rowley, Esq.	}	<i>A. Blue.</i>	
Wm. Martin, Esq.			
Isaac Townshend, Esq.			
Lord Vere Beauclerc,	}	<i>V. A. Red.</i>	
Lord Anson,			
Perry Mayne, Esq.	}	<i>V. A. White.</i>	
Sir Peter Warren,			
<i>Knight of the Bath,</i>			
Hon. John Byng,	}	<i>V. A. Blue.</i>	
Henry Osborn, Esq.			
Thomas Smith, Esq.			
Thomas Griffin, Esq.	}	<i>R. A. Red.</i>	
Edward Hawke, Esq.			
William Chambers, Esq.			
Charles Knowles, Esq.	}	<i>R. A. White.</i>	
Hon. John Forbes,			
Hon. Ed. Boscawen,			

In the general list of the same period the name of the *senior* post-captain is, "RICHARD HADDOCK,* 20 Dec. 1695;" that of the *junior*, "Robert Askew, 21 Aug. 1747." The *senior* master-and-commander is, "David Urry, 5 June, 1709;" the *junior*, "Richard Edwards, 3 August, 1747." The *senior* lieutenant is, "William Carr,† 11 May, 1769;" the *junior*, "James Sandilands, 19 Aug. 1747."

If it be desirable, I can, on a future occasion, furnish you with all the remaining names, &c. upon this old Admiralty-list, which offers a striking object of comparison with our present over-loaded establishment, as corrected up to the end of 1816, containing 198 admirals; 854 post-captains;‡ 814 commanders;§ 3980 lieutenants; 688 masters; 946 surgeons; 412 assistant-surgeons;|| and 935 pursers! I attribute this swollen state of the list in a great measure to the corrupt borough-broking system and spirit of favoritism, by which able officers are unduly excluded from service in their turn, and prematurely laid upon the shelf in the subordinate ranks, or doomed to hoist the yellow-flag, to make room for better patronised juniors.

OFFICIAL PAPERS.

Naval Instructions respecting the Receipt of Naval Half Pay or Pensions, under the Provisions of the 56th of Geo. 3, Chap. 101.

GENERAL INSTRUCTIONS.

HALF PAY.

BY whichever of the three modes it may be most convenient to the officer to receive it; viz. by bill of exchange, by remittance-bill upon receivers of the revenue, or by extract (if at a dock-yard where there is a Navy Pay-Office), it is strongly recommended that the following particulars should be attended to.

At the expiration of the quarters ending 31st March, 30th June, 30th

* Comptroller of the Navy.

+ Marked M.S.—"G. H." [Greenwich Hospital.]

‡ Post-captains had much better be entitled Commodores.

§ The vague title of "Commanders" had better be superseded on the list by that of *Captains*; as these officers are so designated in written address and common parlance.

|| These formerly bore the title of "mates," consistently with the well-established naval phraseology of "master's-mate, boatswain's-mate, carpenter's-mate, sail-maker's-mate, &c. There does not seem to be any improvement in the present departure from the old English description of these brethren of the lance: the former appellation of "surgeon's-mate ought to be restored,

September, and 31st December, application should be immediately made, by letter to the treasurer or paymaster of the navy, to send a printed form of affidavit and letter, to be properly filled up by the officer. It must be observed, that if the proper affidavit shall not be transmitted, no payment can be made; and that if the application shall be deferred until payment has been actually advertised, delay will be unavoidable.

The christian name should be signed at full length, both in the letter and affidavit; and when there are two or more of the same name, the number or letter at which the officer stands in the Admiralty List should be added, with the date of the commission.

If there shall be an objection to the issuing of the half pay, either on account of an imprest, or for any other reason, the officer will be apprized of the same as soon as possible.

In the event of any error in the amount of half pay, application should be made to the commissioners of the navy, at whose office all calculations and abatements are made; and if there shall happen to be any omission of the name on the list of any commissioned officer or purser, the party must apply to the secretary to the Admiralty; in the case of surgeons to the Victualling Board; and in that of masters to the Navy Board.

A separate affidavit is required for each quarter.

The issue of the half pay, unless delayed by particular and unforeseen obstacles, will generally commence in about six weeks after it becomes due. An earlier issue, however desirable to the officers, is utterly impracticable by any exertions in the Admiralty and Navy Offices, from the promotions, and changes from the full pay to the half pay, and from the half pay to the full pay, as well as from the different rates of half pay in the same ranks; the list could not indeed be prepared within the above period, but by great and unremitted exertion in the offices before-mentioned. The attention of officers on half pay is called to this, on account of the incessant representations made to the treasurer, of delays in the issue of the quarterly payments.

In payments by bills of exchange, the form of the bills will be sent from this office, filled up with the proper sum, in words at length, and forwarded to the officer for his signature; after which, it may be negotiated like any other bill of exchange.

N. B. By the act of the 56th of Geo. 3d. chap. 101, no other bill or form can possibly be accepted.

*Payments by Extract at the Dock Yards of Portsmouth, Plymouth, Chatham, and Sheerness.**

Officers to whom payments at these naval ports may be convenient, may apply personally, or by letter, to the paymaster or deputy paymaster at the Navy Pay-Office in London, or to the treasurer's pay clerk, at either of the

* Applications from officers residing near Deptford, or Woolwich, must apply *in person*.

said ports; lodging the usual affidavit, when the necessary steps will be taken for payment in the usual course.

N.B. Where officers may happen to live at or near any one of these ports, this mode will probably be found more convenient than either bills of exchange or remittances.

In payments by remittance-bill on the revenue, the revenue officer most convenient should be named in the letter; viz. collectors of customs or excise, or the receiver-general of the land-tax.

PENSIONS.

At the end of each quarter, persons desirous of being paid by bill of exchange, or remittance-bill (payment by extract at the dock-yards not being applicable to pensions), are to signify the same by letter to the treasurer or paymaster of the navy, transmitting therewith the usual certificate and affidavit, in those cases where a certificate and affidavit has been hitherto required.

If the party shall apprehend there is any error in the amount, he is to apply for explanation to the commissioners of the navy.

Navy Pay Office, Dec. 31, 1816.

George Rose.

PLATE CCCCLXXX.

*Dunkirk.**

DUNKIRK (or *Dunquerque*)† is a considerable town in the department “*du Nord*,” containing, according to a recent *census*, 22,000 inhabitants, who derive their chief support, in peace, from fishing and smuggling, in war from privateering. The principal contraband trade is with England, in gin‡ and tea: it also exports legally salt and wine, to the north of Europe. It is a maritime prefecture. Its port is formed by 2 wooden jetties, and is defended by a redoubt on each side. It has no fresh water but that collected from rain in cisterns. In 1658,§ Dunkirk

* For Views of Dunkirk, and farther descriptions, vide *B. C.* vol. iv. p. 77; vii. p. 29; and vol. xlii. p. 117.

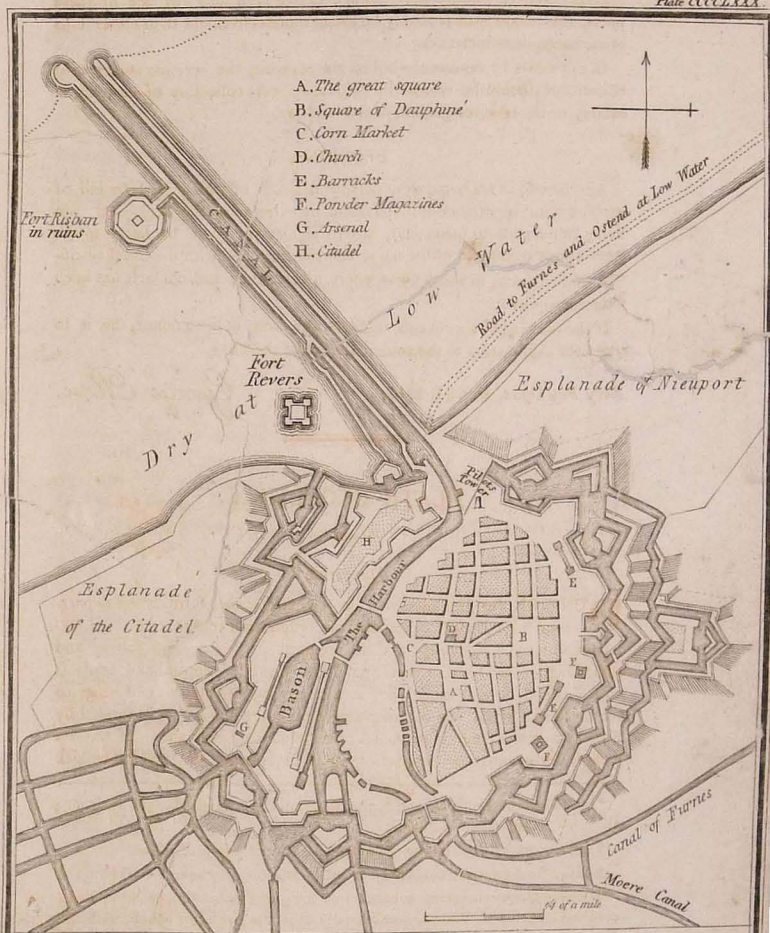
† i. e. Church of the downs, from an edifice attributed to St. Eloi.

‡ *Gin*, from *genièvre*, commonly called by dealers, “*geneva*.”—(*HYDRA*.)

§ Oliver Cromwell, being confirmed in his protectorship by parliament, concluded a league with France, conditionally that the protector should assist the French with 6000 men; and that they should be put in possession of Mardyck and Dunkirk when taken; while on the other hand, the princes of the house of Stuart, and all persons who adhered to their fortunes, should be expelled from France. Cromwell sent his stipulated succours, which wrought wonders in that

DUNKIRK.

Plate CCCCLXXX



was taken by the Dutch from the Spaniards, and ceded to England; but two years afterward, King CHARLES II. sold it to France for 250,000*l.* sterling, when it was declared a free port, and continued so till 1793. By the treaty of Utrecht (1713), it was stipulated that the fortifications should be destroyed, and the port be rendered useless; but although this destruction was effected, Louis XIV. immediately cut a canal from Mardyck, which gave back to the haven almost all its former advantages. England, however, obliged him to close this canal; and to promise, that no hydraulic works should be executed within 2 leagues of Dunkirk. But in 1720, the sea having broken through the bar formed across the haven's mouth, it again became accessible to shipping, and England being at war with Spain, France took advantage of the existing circumstances to re-construct the jetties and fortifications, and although by the treaties of Aix-la-Chapelle (1748), and of Paris (1763), the demolition of these works was stipulated, France contrived always to elude the execution; and the Dunkirkers have ever since carried on their accustomed trade and navigation. Mardyck is a fishing village, between Dunkirk and Gravelines: the latter is a fortified town, of 3000 inhabitants, ceded unto France by the treaty of the Pyrenees (1660). It is at the mouth of the river Aa, among marshes, and has only a tide-haven for small craft.

Dunkirk is the most easterly harbour on that side of France which is next to Great Britain.

It was originally a mean hamlet, consisting only of a few fishermen's huts; but a church being built there, it was from that, and from its situation, which is a sandy eminence, called Dunkirk, *Dun* signifying in the old Gallic language, a hill, and *Kirk* being the old Flemish name for church.

About the year 960, Baldwin, Earl of Flanders, thinking the situation convenient, enlarged it into a kind of town, and surrounded it with a kind of wall.

In the year 1322, Robert of Flanders, who held it as an appendage, built a castle for its defence, which was afterwards demolished by the revolvers of Flanders.

Robert of Bar erected a fortification round it, the remains of which are visible on the side next the harbour.

expedition, not under the command of Reynolds and Loëkhart, two successive ambassadors at the court of France, as many historians have erroneously recorded, but under General Morgan; as that brave soldier has avouched under his hand, in a curious tract of the Harleian collection, entitled:—*A true and just relation of Major-general Sir Thomas Morgan's progress in France and Flanders with the six thousand English, in the years 1657 and 1658, at the taking of Dunkirk, and other important places, as it was delivered by the general himself.* (London, 1699.)—(Robinson Crusoe, academic edition, 1815.) For Review of the Academic Edition of Robinson Crusoe, *vide* page 155.

The Emperor Charles V. who held it as part of Flanders, built another castle to defend the harbour; but this was also demolished soon afterwards.

In 1558, the French, under Marshal de Thermes, took Dunkirk by storm, and almost ruined the place; the Spaniards recovered it again in about a fortnight, and put all the French to the sword.

During a peace procured for the Dunkirkers by Philip II. of Spain, they rebuilt their town with greater splendor than before, and the inhabitants for a long time subsisted by privateers fitted out against the Dutch; and at length, growing rich by these hostilities, they fortified their town and harbour, and fitted out no less than 15 ships of war at their own charge.

In 1634, the Dunkirkers agreed with the inhabitants of Bergues, to dig a canal, at their own joint expense, for a communication between the two towns, which was some time afterwards effected.

By this time, Dunkirk was become the best harbour the Spaniards possessed in Flanders, which induced many foreigners to settle there; and it being necessary to enlarge the town for their accommodation, a new fortified wall was built, at a considerable distance from the former.

In 1646, it was besieged and taken by the Prince of Conde.

In 1652, it was retaken by the Archduke Leopold, then governor of the Netherlands.

France entering into a treaty with England in 1655, the Dunkirkers, with views of pecuniary advantage, fitted out privateers against both those powers; the consequence of which was, that the French, assisted by Cromwell, attacked and took it, and it was put into the hands of the English, in consequence of a treaty between them and the French.

To the English it was even then of very great importance; for, during the war in which it was taken, the Dunkirkers had taken no less than 250 of their ships, many of which were of great value. They therefore improved the fortifications, and built a citadel; yet they kept it only four years; for in 1662, two years after the restoration, Charles II. to his eternal infamy, sold this valuable acquisition to France, for the paltry sum of 500,000*l*.

In consequence of this sale, the town was taken possession of for the French King, Lewis XIV. by the Count de Estrades, on the 29th of November, 1662. Lewis having acquainted the celebrated engineer, Mons. Vauban, that he intended to make Dunkirk one of the strongest places in Europe, Vauban drew up a plan with that view, which was gradually executed. An arsenal was erected, large enough to contain all the stores necessary for fitting out and maintaining a large fleet of men of war; the fortifications on the land side were constructed in a manner that was thought to render them impregnable; and, towards the sea, the entrance of the harbour being properly formed, it was fortified by the jetties, and the two forts called Green Fort, and the Fort of Good Hope, at their extremities; the famous Risbank was also erected on one side of the jetties, and Fort Galliard on the other, to secure the town.

These works were all completed in 1683; and in 1685 the whole circumference of the basin was faced with masonry, and the keys completely formed; at the same time, care was taken to build at the entrance of this basin a sluice, almost 45 feet wide, that the ships within it might be constantly afloat.

In 1689, the fort called the Cornichon, and some other works, were completed.

But though 30 years had now been employed in improving the fortifications of Dunkirk, it was not yet in the state which Lewis intended to put it; and therefore, in 1701, he caused a new risbank to be built, called Fort Blanc.

At the treaty of Utrecht, it having been made appear that the privateers of Dunkirk had, during the war then closing, taken from the English no less than 1614 prizes, valued at 1,334,375*l.* sterling, it was stipulated, that the fortifications of the city and port of Dunkirk should be entirely demolished, and the harbour filled up, so as never to be an harbour again.

The treaty, of which this demolition of Dunkirk was an article, was signed on the 28th of April, 1713; but the demolition did not take place till the September following, when the Queen deputed Colonel Armstrong and Colonel Clayton to oversee the execution of the treaty, as far as concerned the works and harbours of Dunkirk.

Under the inspection of these gentlemen, the places of arms were broken down, the ditches filled up, and the demi-lunes, bastions, and covered way, totally destroyed; the citadel was razed, and the harbour and basin filled up; the jetties were also levelled with the strand, and all the forts which defended the entrance into the harbour were demolished. A large dam, or bar, was also built across the mouth of the harbour, between the jetties and the town, by which all communication between the harbour and the canal, which formed its entrance, was entirely cut off. The sluices were also broken up, and the materials of them broken to pieces.

But this was no sooner done, than Lewis XIV. ordered 30,000 men to work incessantly upon a new canal, the canal of Mardick, which in a short time they accomplished; by which the harbour was rendered almost as commodious as ever; but in 1717 this likewise was rendered unserviceable.

In the year 1720, during a great storm, the sea broke up the bar, or dam, and restored to the Dunkirkers the use of the harbour in a very considerable degree.

In the year 1740, when Great Britain was engaged in a war with Spain, Louis XV. set about improving the advantage which Dunkirk had derived from the storm in 1720, by restoring the works, and repairing the harbour: He re-built the jetties, and erected new forts in the place of those which had been destroyed, and soon afterwards he espoused the cause of Spain, and became a principal in the war against us.

But at the peace of Aix-la-Chapelle in 1748, it was stipulated, that all the works towards the sea should be destroyed a second time; yet, before the war just now concluded was declared, the place was in as good a state

of defence towards the sea, as it was at any time during the war which was concluded by the treaty of Aix la Chapelle.

Thus have the French constantly endeavoured to elude the demolition of this fortification ; but how far they may now be forced to complete it, time will shew.—(*Cent. Mag.* for 1763.)

Dunkirk, on the coast of Flanders, is 5 leagues N.E. from Gravelines, and 7 to the S.W. from Ostend, in lat. $51^{\circ} 2' N.$ and long. $2^{\circ} 22' E.$ and has high-water at 12 o'clock on full and change days. It is the most important harbour, as well as the most considerable maritime town on the whole coast. The Downs, a narrow ridge of sand hills, run parallel to the shore, which is broken and interrupted by the mouths of the river, and the openings for the sluices or canals. Between Dunkirk and the sea is the Scharcken Bank ; but though it is more than a mile in breadth, it has been cut through to form a good entrance into the harbour. This channel is confined by jetties, or piers of wood filled with stone, and has two forts at their extremities, beyond low-water mark, on each of which are mounted 30 guns. A wooden battery of 12 guns is on one side of the channel, and Fort Risbank, a stone fortress, mounting 46 guns, commands the other ; and as a defence to the last, Fort Rivers, which mounts 16 guns, has been built, as well as to enfilade ships or forces attempting to attack the citadel.

By means of a sluice of 42 feet wide, the basin within the town will contain 40 ships of the line, constantly floating ; and though they had formerly 18 feet depth at high-water, the alterations, by the breaking of the banks and other causes, have reduced it to 15 feet. One of the jetties which we have mentioned, runs off in the direction of N.W. b. N. and there is a flag-staff erected on each extremity. Within the works of the town, according to the latest accounts we have been able to procure, the water changes its direction from S.E. b. S. to S.W. b. S. into the harbour, having on its W. side a channel into the basin. From the point of the W. jetty, a sand-bank runs off to the W. b. N. ; and round the E. point of the beach, off the E. jetty, is a wreck. Here is a road along this beach at low-water to Furness and Ostend. Mardyck Sluice falls into the sea about a league to the W.

The town of Dunkirk has two steeples, of which one is a high square steeple, and the other a small spire. It is 4 leagues and a half from hence eastward to Nieuport or Newport. But to sail into Dunkirk, bring the innermost fire within a capstan bar's length to the eastward of the outermost, in which position a ship may run in close along by the E. Pier Head. The W. Pier, which runs off farther into the sea, has a sand athwart of it, and some piles upon it ; these must be avoided in running close, as just mentioned, by the other pier. From half-flood to half-ebb a fire is kept in the night ; and the lowest fire-beacon is nearest to the sea-side. The bank from the W. pier, which runs out about 2 leagues, called the Splinter, is dry in many places at low-water. Ships may sail in by the shore behind the bank, in coming from the westward, almost as far as the W. Pier, and there anchor in from 5 to 8 fathoms water ; and small ships may run

through a small channel into the sea through the bank at high-water, at about half a league distance from the W. Pier. The Quad Bank, which ends on the W. athwart of the Pier Head of Dunkirk, runs off at least 2 leagues to the eastward of it.

Ships may come to anchor behind the Quad Bank, to the eastward of the E. Pier, and be securely sheltered from N.E. as well as from N. and N.W. winds; there is 2 fathoms at low-water, but it is shoaler at the coming in. There is also 9 and 10 fathoms water before the mouth of the haven, and from 6 to 8 fathoms to the westward of the W. Pier; from whence ships may run over the smallest banks in 3 fathoms, and come against the broad bank. The small bank lies right athwart before the haven, between Dunkirk and the broadest bank.

Within all the banks from Dunkirk to Nieuport is a fair channel of 15 feet at low-water, close by the shore, being the deepest on the side nearest the land; but ships must give a little berth to the land, though not much, off Ten Duyn Cloister. The ground is good all along the shore. When the outermost of the three windmills to the E. of Dunkirk, is right on with the E. end of the town, and Dunkirk steeple bears at S.E. it is a mark for the Ruyting Bank.—(MALHAM'S *Gazetteer*.)



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 vol. xxxvi, page 320.]

No. XIX.

(Admiral Lord EXMOUTH'S despatch from Algier. See *J. C.* xxxvi. p. 257.)

No. XX.

Letter from a British Agent at a Sea-port of the Mediterranean, to the Knight-President of the Anti-pirate Institution.

SIR,

M*****, 10th December, 1816.

I HAVE to offer my thanks for your very interesting letter, dated "Paris, 23d October;" together with the documents relating to the antipiratical institution, and some medals,* which you have caused to be stricken in furtherance of its object.

* The continuation of a medalic series sent for circulation in Afric, bearing the impression of sentences from the *Koran*, favorable to the christian nations, and condemning the trade in slaves.

It is with great pleasure that I hand an extract of a circular despatch from the Rear-admiral now commanding in chief in these seas, conveying information to the public, that in consequence of Admiral Lord EXMOUTH's victory, followed up by the representations of his successor in command, to the regencies of Tripoli and Tunis, there does not at the present moment exist in Barbary one single christian slave ; and I do most sincerely congratulate you on this completion of the grand object for which you have so nobly and humanely strived, against almost insuperable difficulties. I regret very much that my official duty will not allow me to enlarge upon this interesting subject : and I beg you to believe me, with every sentiment of esteem, &c. &c. &c.

A. J.

(Enclosure.)

SIR,

H. M. S. *Albion*, Malta, 7th November, 1816.

I have the honor to inform you, that after the victory of Admiral Lord EXMOUTH at Algier, I sent despatches to the governments of Tripoli and of Tunis, to announce that glorious event. Also I wrote to the *Basha* and to the *Bey*, to recommend unto them to make their concessions to the known wishes of the Prince-Regent of Great-Britain, voluntarily equal to what Algier had conceded by force. With sincere pleasure I inform you, that the consequence has been the liberation of every detained christian in either of those states ; and not one now remains in Barbary, but of his free will : the last were 33 Roman subjects, which I had the pleasure yesterday to send off to Civita-Vecchia, by the *Ister* frigate. The rulers of both states appear perfectly ready to make peace with all the powers against which they are now at war.

I request you will have the goodness to communicate this information to the government at your residence, and to others.

I have the honor to be, &c.

C. F. V. Penrose.

To the respective British Consuls, &c.



SHIPWRECKS.

UNDER this head, at all times a subject of melancholy interest, although certainly of useful record on many considerations, we have extracted from the *Plymouth Telegraph* an account of the distressing consequences of the late heavy gales off that part of the British coast. The

Editor, with feelings and expressions which do honour to his head and heart, thus introduces his lamentable narrative :—

“ Amid the checquered circumstances it has been our lot to record as journalists, during the two or three last eventful years, we have never had a more painful duty to perform than on the present occasion. The word shipwreck is ever agonizing to the human ear, as, in most cases, it involves a destruction of property, and too often a loss of lives valuable to society ; but, when such tidings come to us, not in an isolated shape, but multiplied in a way beyond all our experience, nay almost beyond our power to grasp the melancholy whole, the mind is overpowered with anguish, and every sympathetic feeling revolts with horror at the lengthened train of woes. In attempting to describe the unhappy scenes which have excited these remarks, we hardly know where or how to begin, so numerous are the disasters, so large the aggregate of calamity !

“ During the greater part of Sunday, Jan. 19, the weather bore a very portentous appearance, as if the elements were preparing a terrific mischief. As the night drew near, every thing betokened an approaching storm. The wind suddenly turned into the S.S.E. quarter (rather an unusual one in this port), and oscillating, at intervals, between that and S.S.W. blew with a fury, which, joined to an extraordinary high tide, the tremendous violence of the waves, and a pitchy darkness that might almost be felt, created the irresistible presentiment of some awful catastrophe. About four o'clock in the morning of Monday, the tempest had increased to a perfect hurricane, and within two lamentable hours from that period, we shudder to state, not less than three gallant vessels were shivered to atoms on the coast (a lee-shore), within a short distance of each other, and at least, *seventy* human beings, besides those who received contusions and were otherwise injured, instantaneously consigned by a watery death to eternity !

“ The vessels proved to be the Jasper brig of war, Captain Carew, wrecked on the Bear's Head at Mount Batten, when of 67 persons on board, including the master (Mr. Edward Smith), the purser (Mr. Robert Marshall), Mr. Godfrey Martin, master's mate, Mr. William Boles, and Mr. S. W. Williams, midshipmen, with fifteen females, all but two men perished ; the Princess Mary packet, Captain Pocock, recently from Jamaica, in Deadman's Bay, which lost her master, Mr. Gidley, his wife and son, Mr. Oliver, her brother, with two of the crew ; and the Telegraph schooner, Lieutenant Little, under the Eastern Hoe, with the loss of one man (William Kells), crushed to death in attempting to save some articles, and the fracture of one of his legs by Mr. Dick, her surgeon, who, notwithstanding his being so disabled, in that state not only rescued his wife from impending destruction, but by throwing a rope ashore enabled others to escape ; after which he crawled up to a rock, and there waited nearly two hours for medical assistance. This brave and generous man is now at the Royal Hospital, in a fair way of recovery.

Besides these unfortunate vessels, the Lapwing revenue cutter, Lieutenant Lipson, lying in Mill Bay (a place from which a ship was never before

known to drive), parted from her cables and went ashore in the same bay, high and dry over a ridge of rocks, with comparatively but little injury. She cannot be extricated from her singular situation, until a passage has been made for her by blowing up the rocks. The sea was so heavy, that her commander thinks, if she had not parted, she would have foundered at her anchors.

"These incidents happened with such rapidity, that succour from the shore became impossible, though the cries of the drowning persons in the Jasper and Princess Mary were plainly heard at Cat-down and on the Barbican, nor would the condition of the sea permit it. A few guns were fired; but without any other result than proclaiming distress at sea, which many anxious and many hearts on shore had no power to relieve.

In the heart-rending case of the Jasper, it is said that she went to pieces in less than five minutes after taking the ground, which, it appears, she did in a vain effort to reach Catwater. On Sunday evening, the commanding officer of the Jasper (Mr. Smith, the master), anticipating that the weather, which was then bad, would become worse, ordered her topmasts to be struck, and every possible preparation made to ease the vessel. At eleven o'clock, the gale having increased to an alarming degree, and then blowing from S.S.W. she parted her best bower cable; the sheet anchor was immediately let go, and veered to a cable; and it was intended also to veer the small bower to two cables, but in the act of doing so, it parted. The vessel now hung by the sheet anchor only, but still drove fast. At about 4 o'clock on Monday morning, the commanding officer, perceiving the brig to be getting very close to the shore, determined on cutting the cable and attempting to run into Catwater. The cable was cut, and the fore-try-sail and fore-stay-sail set, to run her in; but, unfortunately, the night being totally dark, she struck on the Bear's Head, at Mount Batten, and in a few minutes went to pieces, as before mentioned.

"The Telegraph rose out the gale very well until three o'clock in the morning, when she drove fast, with three anchors a-head: after she had driven for some time, her commander, finding the anchors did not bring her up, designed to run her into Catwater, but the wind drawing at this time more to the southward, precluded the possibility of her clearing the Garrison Point. The only remaining chance of her safety depended on her riding out the gale where she then lay, within a cable's length of the rocks under the Hoe. At half-past five o'clock, the gale continuing with unabated violence, she had driven much nearer to the shore, and her stern struck on a sunken rock; at this moment of peril all hopes of saving the vessel were abandoned, and there was but a bare possibility of the preservation of the lives of her crew; her cables were therefore instantly cut, and her fore-stay-sail hoisted, which brought her broadside towards the shore, at which time the sea was making a breach over the vessel, and in five minutes afterwards she bilged and got full of water. Had she not been providentially thrown upon the shore, in such a position as to leave but a very short distance between the gangway and a high projecting rock, on which all the crew were landed, every soul must have perished on board her. After their landing, she was

in a very few minutes beat into thousands of pieces by the immense surf. The annihilation of the *Princess Mary* was equally rapid and complete.

"After a night of horrors, easier to be conceived than related, at the morning's dawn the sea was found covered with floating wreck of different descriptions, interspersed with dead bodies, which, being taken up, were carried ashore and conveyed to the workhouse in sad and frequent succession. Those of Mr. and Mrs. Gidley, and Mr. Oliver, have been since picked up, and now lie side by side at the King's Arms. Mr. Gidley was married just as he left England, and the packet having overshot Falmouth, his wife came up by land, with her brother, to see her husband.

"It was discovered, at the same time, that some of the upper tier of stones on the Breakwater, many of which weigh four tons and upwards, had been compelled to yield to the force of the ocean, and been, for the most part, thrown on the north slope, where they remain; and yet by a special Providence, ever observable in the Almighty's visitations, a collier rode out the storm at three anchors, just within the Breakwater, though deeply laden, and the waves again and again broke over her. Nor was the escape of the two men saved of the *Jasper* (*viz.* John Bone, A. B. and William Horsecroft, private marine) less providential. While employed in coiling cable to let out the stream anchor, the vessel struck, when the first, seizing a rope that hung from the main-yard-arm over the gangway, suspended himself from it, and swung into a boat alongside, in which he was carried ashore, out of the reach of the waves, without sustaining any injury: the other escaped to land, he cannot recollect how.

"The beautiful road also, commenced by the Committee for employing the poor, under the Hoe, though banked up in some parts with stones nearly as large as those at the Breakwater, and exposed in an inferior degree to the waves, was entirely swept away like dust by a whirlwind, and its place occupied by splintered fragments of the *Telegraph's* wreck.

"The piers at the entrance of Sutton Pool exhibit a most astonishing view of the effects of the storm. Many of the blocks of stone, weighing four tons and upwards, have been thrown to a distance of 30 feet from the place where they lay. The pavement, which is of Guernsey pebble, is completely ripped up by the violence of the waves. This, as well as the other pier, is considerably damaged from the base. A ship in Mr. Bishop's yard was thrown off the stocks, and pieces of timber, the property of various ship-builders around the Pool, were intermixed together in such a confused manner, as to make the task of determining their owners not an easy one.

"To give some idea of the immense columns and angry vehemence of the waters, it is sufficient to mention that they made a clear breach into Catwater over the lower part of the peninsula at Mount Batten, in an exact direction to the *Princess Mary* packet, and in this circumstance undoubtedly originated her destruction, that part of Catwater being too narrow to admit of her veering out sufficient cable for resisting the vast impetus thus unexpectedly opposed to her. At St. Nicholas', or Drake's

Island, the sea rose in such foaming volumes as to envelope it in a dense cloud of mist, which prevented its being seen from the shore.

"A room at the back of one of the houses in Mill-Bay, was entirely washed away by the violence of the surf, and a lady and three children narrowly escaped with their lives. They were all in bed, but the lady being alarmed by the noise of the storm, and apprehensive of danger, got up, and had hardly removed the children to another place, when the whole of the room she had left, and its furniture, were swept away.

"It is to be hoped, that these distressing events will not prejudice the port of Plymouth in the public eye. They were the acts of God alone, which no human foresight nor artificial contrivances could hope to arrest in their destined course. In this light, as well as in that of just inflictions on our overweening pride and vanity, as a nation, they should be viewed; and if we render them, what they were designed to be, the means of improvement, not only to ourselves, but to the port, by effecting those alterations in both of which they are obviously susceptible, we shall thus disarm misfortune of her sting, and even out of evil itself extract moral benefit and local advantage. With the latter view, the upper tier at the Breakwater will be henceforth composed of stones, dove-tailed into each other, on the same principle as at the Eddystone, and such other ameliorations will be introduced into the structure as recent experience may demand. Similar accidents, it is well known, have occurred to the securest ports, from time to time, in all parts of the world, and therefore it would be unjust to censure the port for what was unavoidable, or to arraign the works at the Breakwater, because, under peculiarly trying circumstances, without a parallel on this coast for several years, and in an unfinished state, it has sustained a temporary damage. In Trewman's Exeter paper it is asserted, that the repair of this damage will cost government 100,000*l*. Nothing can be more erroneous. The expense, if any, will amount to a trifle, while the injury done will be so remedied, in consequence of the late storm, the main body not being in the least injured, as only to render the Breakwater, if possible, still more effective in tranquillizing the Sound than it already is. Mr. Young, the master of the collier (the British Union), that rode out the storm, ascribes the preservation of his vessel, next to Divine Providence, entirely to the sheltering influence of the Breakwater, without which, he says, she could not have existed where she lay for a single moment. She measured about 250 tons, and had 300 tons of coal in her hold. We subjoin the master's statement to this effect, which is curious and interesting:—

*British Union, Tuesday morning, nine o'clock,
21st January, 1817.*

"The British Union, from Liverpool to this port for orders, anchored in the Sound Friday the 17th instant, well out under the Breakwater. At different times had heavy gales from S.W. to W.S.W. and rode at all times easy, except at high-water, when a heavy sea came on. Sunday, 19th, all day heavy gales at S.S.E. rode easy (with long service on small bower) at all times but at high-water. At nine P.M. came on a perfect hurricane at

south, when at eleven P.M. the British Union parted her small bower cable, and was immediately brought up by best bower, and about 110 fathoms of cable. About half-past one the brig of war riding in company with our's either parted her southernmost anchor, or drove from both, close on our starboard bow, when both ships, then about low-water, rode well. About half-past four, then getting towards high-water, the brig of war again started, and drove close past our's, with, I thought at the time, two anchors a-head, but under our stern turned right athwart the Sound, with his head to the eastward, and struck the rocks about 5 o'clock, when nearly high-water, and a most dreadful sea setting in. Midnight, answering the ebb tide, then smooth sea, we were employed on board in heaving in the spare small bower cable, putting waste anchor over the bow, bending spare cable, &c. when at five, the time the brig of war struck the rocks, we again started, drifted a long way, but were brought up again by the spare best bower cable and waist anchor, and rode with both until ten o'clock yesterday, when cut from both, and run into Catwater. During the whole time in riding it was easy to discover the great advantage of the Breakwater, it being so smooth at all times, but at high-water; and had it not been so smooth as it was when dry, the brig also must have been lost, from want of getting in the spare cable she parted with.

John Young.'

"We wish we could speak with similar satisfaction to ourselves of the conduct of the lower classes in the port, during the confusion necessarily attendant on the various shipwrecks. Instead of deploring, as natives of a land proud of her charities, and boastful of her Christian philanthropy, the misery before them, it seemed to fill their hearts with rejoicing, and their sole object was pillage. Hundreds and tens of hundreds of them, were to be viewed in every direction, bearing off portions of the wrecks not merely by hand or basket, or barrows full, but by cart loads, and heard congratulating each other on what they were jocularly pleased to term *God-sends!* To this savage conduct a most amiable contrast was presented by the ladies superintending the Soup Association, who distributed a quart of excellent soup, a pound of beef, and a two-penny loaf, under the directions of Captain Thicknesse, to each of the sailors wrecked in the Telegraph.

"In addition to the catalogue already given of fatalities and casualties proceeding from this dreadful storm, a collier, called the Deptford, was lost, with all her crew, in Whitsand Bay, where part of her stern has been picked up.

"The sloop Albion, Crews, master, from Southampton to this port, has likewise perished, with her crew; part of her stern being met with on Tuesday near the Breakwater.

"From the severity of the storm we have just reason to apprehend farther bad accounts of the shipping in general.

"On Monday noon arrived in Cawsand Bay the French gabare, *La Prudente*, Captain Duplanty, from Martinique, bound to Brest, which

came in through stress of weather. She has been since removed into Catwater.

"In the evening of the same day was piloted in the French brig, St. Omer, Captain Degranche, in a very shattered state, having been struck by a sea in Whitsand Bay, early in the morning, in the height of the gale. After drifting at the mercy of the winds and waves some time, she fortunately brought up when just on the rocks in the Bay, and being seen by some fishermen of Looe and Cawsand, they ventured out at the risk of their lives, and succeeded in rescuing her from her perilous situation, and navigated her safe to this port.

"On the following morning arrived the French store-ship *L'Elephant*, Captain Le Chevalier de Chaffontaine, from Rochfort bound to the Isle of Bourbon, with "*Le Commandant Militaire*," and the Baron de Bassin, "*l'Intendant*" of that colony, and his family, on board, having lost her main-yard, and received other damage. The Baron intends, we understand, to visit London while the ship is refitting.

"Two Dutch ships have put into Dartmouth, dismasted."

ACCOUNT OF THE ACTION OF THE NILE.

BY ADMIRAL BLANQUETT'S ADJUTANT.

THE first day of August, 1798, wind N.N.W. light breezes and fair weather; the 2d division of the fleet sent a party of men on shore to dig wells; and every ship in the fleet sent 25 men, to protect the workmen from the continual attacks of the *Bedairans*, and vagabonds of the Egyptian country. At 2 P.M. the *Hierieux* made the signal for 12 sail W.S.W. which we could easily distinguish from the mast-heads to be ships of war; the signal was then made for all the boats, workmen, and guards, to repair on board their ships, which was only obeyed by a few: at 3 o'clock, the admiral not having any doubt but that the ships in sight were the enemy, ordered the hammocks to be stowed for action, and directed the *Alert* and *Reveillier* brigs of war to reconnoitre the enemy, which we soon perceived were steering for Bequiere Bay, under a crowd of canvass, but without observing any order of sailing: at 4 o'clock we saw over Port Aboukir two ships,* apparently waiting to join the squadron; without doubt they had been sent to look into the port of Alexandria; we likewise saw a brig with the 12 sail, so they were now 14 sail and a brig. The *Alert* then began to put the admiral's orders into execution; viz. to stand towards the enemy until nearly within gun-shot; then to manœuvre, and endeavour to draw them towards the outer shoal, lying off the island; but the English admiral had, no doubt, experienced pilots on board, as he did not pay any attention to the brig's tract, but allowed her to go away, hauling well round all the

* Alexander and Swiftsure.

danger. At this time a small boat, despatched from Alexandria to Rosetta, voluntarily bore down to the English brig, which took possession of her, notwithstanding the repeated efforts of the *Alert* to prevent it, by firing a great many shot at the boat. At 5 o'clock the enemy came to the wind in succession: this manœuvre convinced us they intended attacking us that evening. The admiral got the top-gallant-yard across, but soon after made the signal that he intended engaging the enemy at anchor; convinced, without a doubt, that he had not seamen enough for engaging under sail (for he wanted at least 200 good seamen for each ship); after this signal, each ought to have sent a stream cable to the ship astern of her, and to have made a hawser fast to the cable, about 20 fathoms in the water, and passed on the opposite to that intended as a spring; this was not generally executed: orders were then given to let go another bower anchor; and the broadsides of the ships were then brought to bear upon the enemy, having the ships' heads N.E. from the island of Bequiere, forming a line about 1300 fathoms N.W. and S.E. each with an anchor out S.S.E.; $\frac{1}{4}$ past 5 o'clock, one of the enemy's ships,* that was steering to get to windward of the headmost of the line, ran on the reef E.N.E. of the island; she had immediate assistance from the brig, and got afloat in the morning; the battery on the island opened a fire on the enemy, and their shells fell ahead of the ships in the line; $\frac{1}{2}$ past 5, the headmost ships of our line, being within gun-shot of the English, the admiral made the signal to engage, which was not obeyed until the enemy came within pistol-shot, and just doubling us. The action then became very warm; the *Conquerant* began to fire, then the *Guerriers*, *Spartiate*, *Aquilon*, *Peuple Souveraine*, and *Franklin*: 6 o'clock, the *Serieuse* frigate, and *Herculia* bomb, cut their cables and got under weigh, to avoid the enemy's fire; they got on shore: the *Serieuse* caught fire, and had part of her masts burnt; the *Artimese* was obliged to get under weigh, and likewise got on shore; the two frigates sent their ships' company on board the different line-of-battle ships. The sloops of war, two bombs, and several transports, that were with the fleet, were more successful, as they got under weigh and reached the anchorage of Port Aboukir. All the van were attacked on both sides by the enemy, who ranged close along our line; they had each an anchor out astern, which facilitated their motions, and enabled them to place themselves in the most advantageous positions: $\frac{1}{2}$ past 6, the *Franklin* opened a fire from her starboard side upon the enemy; $\frac{3}{4}$ past 6, she was engaged on both sides: the *L'Orient*, at the same time, began firing from her starboard guns; and at 7, the *Tonnant* opened her fire. All the ships, from the *Guerrier* to the *Tonnant*, were now engaged against a superior force; this only redoubled the ardor of the French, who kept up a very heavy fire. At 8 o'clock, the ship† which was engaging the *L'Orient* on the larboard quarter, notwithstanding his advantageous position, was dismasted, and so roughly treated, that she cut her cables, and drove further from the line; this event gave the *Franklin* hopes that *L'Orient* would now be able

* Culloden.

† Bellerophon.

to assist her, by attacking one of the ships opposed to her; but at this very moment the two ships * that had been observed astern of the fleet, and quite fresh, steered right for the centre; one of them anchored on the L'Orient's larboard bow, the other cut the line astern of L'Orient, and anchored on her larboard quarter; the action in this place then became very warm. Admiral de Brueys, who at this time had been slightly wounded in the head and arm, very soon received a shot in the belly, which very nearly cut him in two; he desired not to be carried below, but to be left to die on deck; he only lived a quarter of an hour. Rear-admiral Blanquett, as well as his aid-du-camp, were unacquainted with this melancholy event until the action was nearly over. Admiral Blanquet received a severe wound in the face, which knocked him down; he was carried off the deck senseless: $\frac{1}{4}$ past 8, the *Peuple Souverain* drove to leeward of the line, and anchored a cable's length abreast of L'Orient: it was not known what unfortunate event occasioned this; the vacant space she made placed the Franklin in a more unfortunate position, and it became very critical, from the manœuvre of one of the enemy's fresh ships,† which had been to the assistance of one of their ships on shore; she anchored athwart the Franklin's bow, and commenced a very heavy raking fire: $\frac{1}{2}$ past 8, the action was general, from the *Guerrier* to the *Mercure*.

The death of Admiral de Brueys, and the severe wounds of Admiral Blanquett, must have deeply affected the people who fought under them; but it added to their ardour for revenge, and the action continued with great obstinacy on both sides. At 9 o'clock the ships in the van slackened their fire, and soon after totally ceased; and, with infinite sorrow, we supposed they had surrendered: they were dismasted soon after the action began, and so much damaged, it is to be presumed, that they could not hold out long against an enemy so superior, by an advantageous position, in placing several ships against one: $\frac{1}{4}$ past 9 the L'Orient caught fire in the cabin, and it soon afterward broke out upon the poop; every effort was made to extinguish it, but without effect, and very soon it was so considerable, that there was no hopes of saving the ship; $\frac{1}{2}$ past 9 Citizen Giller, Captain Pavillon, of the Franklin, was severely wounded and carried off deck; $\frac{3}{4}$ past 9 the arm chest, filled with musket cartridges, blew up and set fire to several places on the poop and quarter deck, but was fortunately extinguished; her situation, however, was very desperate, surrounded by enemies, and only 80 fathoms to windward of L'Orient, entirely on fire; there could not be any expectation, but either falling a prey to the enemy or flames: 10 o'clock the main and mizen masts fell, and all her guns on the main deck was dismounted: $\frac{1}{2}$ past 10 the *Tonnant* cut her cables, to avoid the fire of the L'Orient. The English ship that was on L'Orient's larboard quarter, as soon as she had done firing at her, brought her broadside to bear upon the *Tonnant's* bow, and kept up a very raking fire. The *Herieux* and *Mercure* conceived that they ought likewise to cut their cables; this manœuvre created so much confusion amongst the rear ships, that they fired into each other, and did considerable damage. The *Tonnant* an-

* Alexander and Swiftsure.

† Leander.

chored ahead of *Guillaume Tell*, *Genereux*, and *Timoleon*; the other two ships got on shore; the ship * that engaged the *Tonnant* on her bow cut her cable, all her rigging and sails were cut to pieces, and she drove down and anchored astern of the English ship (*Majestic*) that had been engaging the *Herieux* and *Mercure*, before they changed their position. Those of L'Etat Major and ship's company of L'Orient, who had escaped death, convinced of the impossibility of extinguishing the fire, which had got down to the middle gun-deck, endeavoured to save themselves. Rear-admiral Gentaine saved himself in a boat, and went on board the *Salamine*, from thence to Abouquier and Alexandria. The Adjutant-general Moutart, though badly wounded, swam to the ship † nearest L'Orient, which proved to be English. Commodore Cassabianca and his son, only ten years of age, who during the action gave proofs of bravery and intelligence far above his years, were not so fortunate; they were in the water on the wreck of L'Orient's masts, not being able to swim, seeking each other, until $\frac{3}{4}$ past 10, when the ship blew up, and put an end to their hopes and fears. The explosion was dreadful, and spread the fire all round to a considerable distance; the Franklin's decks were covered with red hot seam-pieces of timber and rope on fire; she was on fire the fourth time, but luckily got it under. Immediately after this tremendous explosion, the action ceased every where, and was succeeded by a most profound silence; the sky was darkened by thick clouds of black smoke, which seemed to threaten the destruction of both fleets; it was a $\frac{1}{4}$ of an hour before the ships' companies recovered from the stupor they were thrown into. Towards 11 o'clock the Franklin, anxious to preserve the trust confided in her, recommenced the action with a few of her lower deck guns, all the rest were dismounted; two-thirds of the ship's company were killed, and those who remained most fatigued; she was surrounded by enemy's ships, who mowed down the men every broadside: $\frac{1}{2}$ past 11, leaving only three lower deck guns that could defend the honour of the flag, it became necessary to put an end to so disproportionate a struggle, and Citizen Martinel, captain of frigate, ordered the colours to be struck. The action in the rear of the fleet was very trifling until $\frac{3}{4}$ past 11, when it became very warm; three of the enemy's ships were engaging them, and two very near: the *Tonnant*, already badly treated, was nearest the ships engaged, returned a very brisk fire; about three o'clock in the morning she was dismasted, and obliged to cut her cables a second time, and not having any more anchors, she drove on shore. The *Guillaume Tell*, *Genereux*, and *Timoleon* shifted their berths and anchored further down out of gun-shot; those vessels were not much damaged: $\frac{1}{2}$ past 3 o'clock the action ceased throughout the line. Early in the morning the frigate *La Justice* got under weigh, and made several small tacks to keep near the *Guillaume Tell*. At 9 o'clock anchored an English ship ‡, having got under weigh, and making short tacks to prevent her getting away; at 6 o'clock two English ships §

* Alexander.

† Zealous.

† Alexander.

§ Theseus and Goliath.

joined those which had been engaging the rear, and began firing on the *Herieux* and *Mercure*, which were aground: the former soon struck, and the latter followed the example, as they could not bring their broadsides to bear upon the enemy: $\frac{1}{2}$ past 6 o'clock the ship's crew of *L'Artemise* frigate quitted her and set her on fire; at 8 o'clock she blew up. The enemy, without doubt, had received great damage in their masts and yards, as they did not get under weigh to attack the remains of the French fleet. The French flag was flying on board four ships of the line and two frigates*; this division made the most of their time, and at $\frac{3}{4}$ past 10 the *Guillaume Tell*, *Genereux*, *Diana*, and *Justice* were under weigh, and formed in line of battle; the English ship that was under sail stood towards her fleet, fearing that she might be cut off; two other enemy's ships† were immediately under weigh to assist her. At noon the *Timoleon*, which was probably not in a state to put to sea, steered right for the shore under her foresail, and when she struck the ground her foremast fell: the French division joined the enemy's ships, which ranged along their line on opposite tacks within pistol shot, and received their broadsides, which they returned; they then each continued their route; the division was in sight at sunset: nothing remarkable happened during the night of the 2d; on the 3d, in the morning, the French colours were flying in the *Tonnant* and *Timoleon*. The English Admiral sent a cartel to the former to know if she was struck, and on being answered in the negative, directed two ships‡ to go against her; when they got within shot of her she struck, it being impossible to defend her any longer. The *Tonnant* having struck, *Timoleon* was aground too near in for any ship to approach her; in the night of the 2d they sent the greatest part of her ship's company on shore, and at noon the next day they quitted her and set her on fire.

Thus ends the journal of the 1st, 2d, and 3d of August, which will ever be remembered with the deepest sorrow by those Frenchmen who possess good hearts, and by all those true republicans who survived this melancholy disaster §.

* *Timoleon*, *Tonnant*, *Genereux*, and *Guillaume Tell*, with the *Diana* and *La Justice*.

† *Audacious* and *Leander*.

‡ *Theseus* and *Leander*.

§ The Queen of Naples, in her first transports on hearing of Admiral Nelson's victory, wrote a letter to the Countess Dowager of Spencer, in which she expresses her ecstasy at the news, and desires her compliments may be presented to her Ladyship's noble son, who so respectably fills his situation as head of the naval department in this country. Her Majesty declares that the brave English have saved Italy, and that it will be the fault of others, if its salvation be not secured. She rejoices that she never ceased to think in the most favourable manner of that brave and loyal nation, to which she wishes all manner of success and prosperity, &c. Copies of this letter were circulated in the fashionable world, and the original has been shewn to many. It is written in the French language.

HYDROGRAPHY, PILOTAGE, &c.

General Remarks on Winds, &c.

THE particular winds, weather, and currents, are described as they prevail, in the different parts mentioned in the work from which this article is extracted; yet it may, nevertheless, be expedient to give a summary view of the winds in general, with some remarks on causes which usually produce the prevailing winds on the surface of our globe.

Wind is a current of air, or a part of our atmosphere in a state of more or less rapid motion; its principal cause is a partial or local rarefaction of the air by heat. When the air is heated it becomes specifically lighter, and in this state naturally ascending, the less rarefied or colder air rushing into its place to restore the equilibrium, forms a current of air, or what is properly called wind. Heat also increases evaporation, by which the atmosphere is rendered more elastic, and capable of retaining a greater quantity of moisture in the gaseous state than it can when colder; this may be considered as another cause tending to produce diversity in winds and weather, as an addition of moisture expands the air, and renders it specifically lighter than it would be at the same temperature with humid vapour.

Electricity must be considered as a third cause acting on the atmosphere, and having great influence in the local changes of wind and weather; currents of air are always produced by the passage of electric matter, and when the atmosphere is expanded by the presence of the electric fluid, and surcharged with aqueous vapour, it is incapable of supporting a great quantity of the latter, which consequently descends in wet fogs or rain, while the denser and more elastic air near the rainy district, rushes towards it to restore the equilibrium.

Winds may be arranged under three distinct heads; *Constant* or *perpetual*, *Periodical*, and *Variable* Winds. The constant or perpetual, are those which blow always in the same direction, and are called trade-winds. The periodical winds, or those which blow one half of the year in the same direction, and the other half in a contrary one, are generally called monsoons [or more properly *mossoons*]. The variable winds, are those which are not subject to any determinate periods or uniformity.

Trade-winds seem to be occasioned by the rotatory motion of the earth on its axis, combined with the influence of the sun in rarefying the atmosphere between the tropics. The cold dense air at the poles, would naturally move along the surface of the globe to take the place of the hot rarefied air at the equator; but the earth's rotatory motion, and the gradually increasing velocity of this motion at its surface from the poles to the equator, oblige these polar currents of air to diverge from their meridians on their route to the equator, and ultimately to acquire a direction from east to west.

From the rotation of the earth, the sun's apparent diurnal motion is from east to west, consequently the points of greatest rarefaction must move in the same direction with that luminary, the atmosphere being greatly heated in a continued succession under every part of the sun's passage over the earth. The places, therefore, of greatest rarefaction following the sun from east to west, the denser air must move towards them, and thus occasion a constant easterly wind in the ocean remote from land between the tropics.

Hence, by the dense air proceeding from the polar regions in a northerly and southerly direction towards the equator, and afterwards more westerly toward the points of greatest rarefaction, a N.E. wind is produced on the north side, and a S.E. wind on the south side of the equator. These trade winds, both in their direction and limits, incline towards the sun, or place of greatest rarefaction; that is, when the sun is near the tropic of Cancer, or returning from it, having greatly heated the northern hemisphere, the S.E. trade-wind inclines farther from the east point than in the opposite season, and blows with strength toward the place of greatest rarefaction; and its northern limit reaches nearly to, and in some places, beyond the equator. The N.E. trade-wind at the same time, generally inclines nearer to the east point than in the other season, blowing with less strength, and becoming contracted in its limits, the southern limit then receding several degrees to the northward of the equator. And in the opposite season, when the southern hemisphere is greatly heated by the sun, the N.E. trade-wind blows stronger, inclines farther from the east point, and approaches nearer to the equator; the strength of the S.E. trade-wind at the same time being diminished considerably by the influence of the sun.

As there is a perpetual current of air proceeding from the polar regions to the equator, where it is rarefied, while the superior gravity of the cold makes the heated air ascend to the upper regions of the atmosphere, and thence it returns back to the poles, to preserve the equilibrium; this upper current of air must proceed from the parts in which the heat is greatest, so that by a kind of atmospherical circulation, admirably adapted to the preservation of animal life, the N.E. trade-wind below will be attended by a S.W. above, and the S.E. trade-wind below with a N.W. wind above. This opinion is corroborated by the clouds in the upper part of the atmosphere, which are frequently seen to move in a contrary direction to the trade-winds; and by an instantaneous change of wind, often experienced when the limits of the trade-winds are passed.

The trade-winds extend generally to about 28° on each side the equator, and there is in most places a considerable space of variable light winds between them, in which westerly winds mostly prevail, forming a kind of monsoon near the equator, in several parts of the globe.

The N.E. and S.E. trade-winds prevail in the open sea, in the Atlantic and Pacific oceans, and from the great extent of the latter, they generally blow more steady in it than in the former; and the S.E. trade wind in the southern Atlantic ocean, blows steadier than the N.E. trade-wind to the northward of the equator, where the ocean becomes contracted between

Cape Verd and the northern extremity of the coast of Brazil ; but towards the West India islands, the N.E. trade-wind generally blows steady between E. and E.N.E.

The S.E. trade-wind prevails also in the Indian ocean, from within a few degrees of the east side of Madagascar, nearly to the coast of New Holland, between the parallels of latitude 10° to 28° S. ; but in this ocean, from latitude 10° S. to the coasts of India, the winds are periodical.

These trade-winds are only constant in the ocean at a considerable distance from land ; for large islands and continents obstruct the regular currents of the atmosphere, and thereby produce either periodical or variable winds. When land is heated by the influence of the sun, the atmosphere over it becomes rarefied, the air acquires motion, and a wind is produced blowing from the ocean towards the land. This may be exemplified, by the winds on the African coast within the limits of the N.E. trade, blowing often from north and N.W. about Cape Verd ; and from S.W. and S.S.W. betwixt the coast of Guinea and the Cape of Good Hope, within the limits of the S.E. trade ; instead of N.E. and S.E. as is experienced when well out from the land, in the open ocean.

When the land of New Holland is heated by the presence of the sun in the southern hemisphere, the wind blows generally from the westward upon the N.W. coast ; from the S.W. upon the west coast ; from S.W. south, and S.E. upon the south coast ; and from S.E. and eastward upon the east coast of that extensive track of land : winds, indeed, blow nearly always from the sea, towards the heated atmosphere over the land. But contiguous to shores, sea and land breezes are often experienced.

High land obstructs much more than low land the regular progress of winds, for a steady trade-wind will pass over a considerable track of low level land, without being much changed in its direction or velocity, particularly if that land be barren and destitute of moisture. But if the wind come in contact with high land or mountains, it is compressed in passing over their summits, as the atmosphere being heated by the sun's rays according to its density, is much warmer at the bottom than at the top of mountains ; consequently the air is cooled in its ascent, and being frequently condensed into humid clouds or fog, it is discharged in wet misty vapour, or in small rain, upon the tops of the mountains. This may be often seen on the Table-mountain at the Cape of Good Hope, or on high islands between the tropics, when the sun shines bright below, with clear weather around.

The presence of the sun in either hemisphere, obstructs considerably the regularity and strength of the trade wind in that hemisphere, and *vice versa*.

Monsoons, or periodical winds, are those which blow half of the year from one quarter, and the other half year from the opposite direction. They blow more steady in the East Indian seas than in any other place, particularly to the northward of the equator, from the coast of Africa to the eastern side of the bay of Bengal ; also in the China sea, but with somewhat less regularity in the northern part of it.

The principal cause of these winds is from the situation of the land, as connected with the course of the sun, for the extensive coasts of Arabia, Persia, India, &c. being greatly heated when the sun is vertical to them, the atmosphere becomes rarefied there, and a S.W. wind blows from the ocean toward the land to restore the equilibrium. This current of air proceeding from the ocean, being highly charged with moisture in the state of gas, it is gradually condensed into rain, which descends in great quantities upon the coasts of India that front the ocean in a S.Westerly direction.

When the sun returns into the southern hemisphere, the atmosphere, there, becomes greatly rarefied, and by evaporation and cold winds from the northward, the land on the north side of the equator soon parts with its heat, and the atmosphere over it becomes dense; a N.E. wind or monsoon is then produced in north latitude, blowing towards the heated parts about the equator. This is the dry season on the coasts of India, for the wind blowing from the land brings fair weather; and the rainy season is produced by the wind blowing from the ocean towards the land, which is generally the case on both sides of the tropics.

Were there an extensive tract of land near the southern tropic in the Indian ocean, probably a regular N.W. and S.E. monsoon would alternately prevail between that tropic and the equator, similar to the N.E. and S.W. monsoon in north latitude. This we may suppose would be the case: for although the N.W. monsoon in the open sea seldom extends beyond latitude 8° or 10° S. yet in the vicinity of the east coast of Madagascar, and the N.W. coast of New Holland, that monsoon extends several degrees farther to the southward, by the land being greatly heated when the sun is near the southern tropic.

The S.W. monsoon prevails from April to October between the equator and the tropic of Cancer, and it reaches from the east coast of Africa, to the coasts of India, China, and the Philippine islands; its influence extends sometimes into the Pacific ocean as far as the Marian islands, or to longitude about 145° E. and it reaches as far north as the Japan islands. In the same season, a S.S.W. monsoon prevails to the southward of the equator in the Mosambique channel, between the island Madagascar and the coast of Africa, which is occasioned by the conformation of the lands on each side of that channel.

The N.E. monsoon prevails from October to May, throughout nearly the same space that the S.W. monsoon prevails in the opposite season mentioned above; but the monsoons are subject to great obstructions by land, and in contracted places such as Malacca strait, they are changed into variable winds. Their limits are not every where the same, nor do they always shift exactly at the same period.

The N.W. monsoon prevails between the N.E. part of Madagascar, and the west coast of New Holland, from October to April, and it is generally confined between the equator and 10° or 11° of south latitude, but subject to irregularities. This monsoon seldom blows steady in the open sea, although in December and January it generally prevails, and in these months sometimes extends from latitude 10° or 12° S. across the equator,

to latitude 2° or 3° north. This is the rainy monsoon to the southward of the equator, and the S.E. monsoon is the dry season.

The S.E. monsoon predominates from April to October in the space last mentioned, and in some places reaches to the equator, or when the sun is near the northern tropic; but this monsoon may be considered as an extension of the S.E. trade following the sun, which recedes backward to latitude 10° or 12° S. when that luminary returns to the southern tropic.

The parts where the N.W. and S.E. monsoons prevail with greatest strength and regularity are in the Java sea, and from thence eastward to Timor, amongst the Molucca and Banda islands, and onward to New Guinea.

Westerly winds are experienced near the equator, in the Pacific Ocean, a great part of the coast of New Guinea. And also in the Atlantic ocean, westward of the equator, at times liable to happen near, or a little to the northward of the equator; forming a counter current to the regular N.E. and S.E. trade-winds which prevail on each side of it.

Variable winds prevail in both hemispheres, from latitude 28° or 30° to the poles, but those from west and W.S.W. generally predominate in north latitudes; and those from west and W.N.W. predominate in south latitudes.

The principal cause of the prevalence of westerly winds in high latitudes, is thought to be, from the upper parts of the atmosphere having a motion toward the Poles, contrary to the trade winds; which becoming condensed beyond the limits of the latter, descends to the surface of the earth or sea, and blows from the westward towards the east, to restore the equilibrium occasioned by the trade winds. For immediately beyond the limits of these winds, the westerly winds are generally found to prevail.

These westerly winds in high latitudes, are liable to obstructions and changes from various causes, where the influence of the sun is mutable and uncertain in the temperate zones: but beyond the arctic and antarctic circles, where a settled frost, and cold atmosphere constantly prevails, strong gales, and sudden shifts of wind, are not so liable to happen there, as at a greater distance from the poles.

The sun's presence in either hemisphere has great influence upon the prevailing westerly winds in high latitudes; in the Northern Atlantic ocean, the wind generally inclines to blow from W.S. Westward in the summer months; and in winter, almost constantly from W.N. Westward between the coasts of Newfoundland and Ireland. In the British channel, easterly winds often prevail in February, March, April, and part of May; during the other months, westerly winds prevail greatly.

On the N.W. coast of America, S. Westerly winds prevail in the summer months; and northerly winds during winter.

In the southern hemisphere during the summer months, when the sun is near the tropic of Capricorn, the winds are sometimes very variable, but prevail at west and W.N. Westward. In the winter months, they blow mostly from W.S.W. and west, and sometimes from south or S. Eastward. Westerly winds prevail greatly off the Cape of Good Hope, Cape Horn, and Cape Van Diemen, particularly when the sun is near the tropic of

Cancer; but on the western coasts which form these promontories, the wind frequently prevails from the southward, when it is blowing strong from the westward off their extremities. And S.Easterly or southerly winds, are generally found to prevail more than any other, in February, March, and part of April, in the vicinity of those head-lands.

Land and sea breezes may be considered as a kind of alternating winds, which are generally experienced in settled weather upon coasts or islands situated between the tropics. They arise from the circumstance of earth being a better conductor of heat than water, and consequently that the land is susceptible of a higher degree of temperature by the action of the sun, than the sea: this increase of temperature during the day, rarefies the incumbent atmosphere, and a current of air rushes in from the sea to supply the deficiency, and forms a sea breeze. The progress of this breeze is regressive, as it commences close to the shore where the motion of the air first inclines to the land, and it gradually extends out to sea; so that vessels close in with the shore get the regular sea breeze sooner than those which are in the offing.

After sun-set, the atmosphere over the land becomes cool by evaporation, and at whatever time of the night, it exceeds in density that over the sea, the air takes a motion from the land toward the more rarefied parts over the sea, which is called the *land breeze*. This is a progressive breeze upon the sea, as it begins on the shore, and gradually extends to seaward; and its approach may be sometimes known by an increased noise of the surf, if a ship happen to be near the shore.

These land and sea breezes extend in some places only to a small distance from the shore; but on the Malabar Coast, in the fair season, where they prevail probably with greater regularity than on any other part of the globe, their influence is perceptible at the distance of 20 leagues from the land.

When the land is greatly heated, and the evaporation not sufficient to cool the atmosphere over it below that of the adjoining sea, there will be no land breeze, and in such case the wind blows mostly from seaward; this may be observed in the temperature, as well as in the torrid zone.

During summer in England, when the weather is settled and serene, a gentle breeze from the sea frequently rises with the altitude of the sun, which is strongest after noon, when the air over the land is greatly rarefied, and it declines with the setting sun. The evaporation from the land during the night being there not sufficient to cool the atmosphere over it, below that of the adjoining sea, consequently a land breeze is seldom experienced in the night.

The temperature of the atmosphere being nearly the same over the land and sea, calms generally prevail in the night, until the sea breeze returns, when the atmosphere over the land becomes heated by the diurnal course of the sun.

Squalls, are generally of three kinds; that called the *arched squall*, is frequently experienced; it is generally seen to rise up from the horizon in the form of an arch, but sometimes it assumes the appearance of a dense black cloud, particularly when highly charged with rain or electric matter. From the time that the arch or cloud is first seen above the horizon, its

motion is sometimes very quick to the zenith, the interval being scarcely sufficient to allow a ship to reduce the necessary sail before the wind reaches her, which happens when the cloud has closely approached the zenith. At other times, the motion of the cloud is very slow, frequently it disappears, or is dispersed, and the impulse of the wind is then not sufficient to reach a ship.

The *descending squall* is not so easily discerned as the former, because it issues from clouds which are formed in the lower parts of the atmosphere near the observer; and when clouds are thus formed they generally produce showers of rain, and successive squalls of wind.

The *white squall* is not often experienced, but it sometimes happens near to, or within the tropics, particularly in the vicinity of mountainous land. This squall generally blows violently for a short time, and as it is liable to happen when the weather is clear, without any appearance in the atmosphere to indicate its approach, it is consequently very dangerous.

The only mark that accompanies it, is the white broken water on the surface of the sea, which is torn up by the force of the wind.

Squalls, and also storms, are sometimes progressive, at other times regressive, when opposed by an opposite wind; or according as the point of greatest rarefaction is situated, which may be seen in the description of the sea breeze.

When a squall is opposed by an opposite wind, its motion is *greatly retarded thereby*; and a ship sometimes in this case out-runs the squall, and overtakes other ships that are within the limits of the opposite wind.

Progressive winds, when they have an opposite wind to subdue, are frequently preceded many hours by a swell, which extends a great way before them.

In straits or channels formed between high lands, strong winds generally blow directly through them; this is experienced in many parts of the eastern seas, such as the Mosambique Channel; also in the entrance of the river St. Laurence, in North America, and frequently in the Firth of Forth, in Scotland, although it is not bounded by *very* high land.

Where shoal coral banks shoot up out of deep water in many places between the tropics, a decrease of the prevailing wind is frequently experienced upon them; for when a steady wind is blowing over the surface of the deep water, no sooner does a ship get upon the verge of a shoal coral bank, than a sudden decrease of wind is often perceived. This may perhaps be occasioned by the atmosphere over those banks being less rarefied and cooler by the increased evaporation, than that over the deep water, and consequently not requiring so great a supply of air to restore the equilibrium, as the circumjacent parts which are more rarefied and heated. Water in small quantities parts quickly with its heat, but retains it when in large quantities; in other words, the quantity of water evaporated and cold generated in a given time, is always in proportion to the extent of surface and depth of the evaporating mass: the evaporation, therefore, over shoal banks, is always greater than over deep parts of the sea, and the atmosphere proportionally cooler over the former than over the latter.

Storms may be classed under three heads; gales of wind, hurricanes, and whirlwinds. The first of these generally happen beyond the tropics, outside the limits of the trade winds; for in high latitudes, gales of wind, or storms, blow sometimes from one direction for several days together, particularly during winter. These strong gales prevail mostly from the west, and they are not so liable to shift round suddenly as the storms near the tropics; this, however, sometimes happens, which has occasioned the loss of many ships in the Atlantic ocean, by their having some square sails set, consequently not prepared for a sudden change.

The gales of wind which happen near, and within the tropics, are generally of short duration, and liable to veer round suddenly to an opposite direction.

Hurricanes are seldom experienced beyond the tropics, nor nearer to the equator than lat. 9° or 10° north or south: they rage with greatest fury near the tropics in the vicinity of land or islands; far out in the open ocean they rarely occur; and when they happen within 10° of the equator, they generally are less violent than nearer to the tropics.

These are dreadful tempests, in which the wind shifts sometimes suddenly from one direction to that opposite, and rising the sea in pyramids; its violence is frequently so great, as to overcome all resistance, breaking the masts of ships, and tearing up trees by the roots.* In some places, hurricanes are occasionally accompanied by an earthquake.

Hurricanes happen among the West India islands, near the east coast of Madagascar, near the islands of Mauritius and Bourbon, and to the eastward of these islands, within the limits of the S.E. trade: they are also liable to happen near the coasts of India, particularly in the Bay of Bengal, at the changing of the monsoons.

They are called ty-foongs by the Chinese, and frequently happen on and near the coasts of China, extending from thence to the eastward of Luconia, and to N. Eastward as far as Japan.—(HORSBURGH'S *Directions for sailing and from the East Indies, China, New Holland, Cape of Good Hope, and the interjacent ports*—1st ed. 1809.)

EUROPE.

GERMANY.

LIGHT-HOUSE.—Notice is given to all captains of ships, &c. that, instead of the coal-fire which has hitherto been kept on the island of Borcum, a light with English lamps is erecting 150 feet above the surface of the sea; the lighting of these lamps will begin at the end of December instant, or in January next.

Aurich, Dec. 3, 1816.

S. U. Frazius,

Superintendent.



* The velocity of the wind in some violent hurricanes, has been estimated about 80 or 90 miles an hour; and in a pleasant brisk gale, it is about 20 miles an hour.

NAVAL LITERATURE.

Letters on the Evils of Impressment, with the Outline of a Plan for doing them away, on which depend the Wealth, Prosperity, and Consequence of Great Britain.—By THOMAS URQUHART. London, 1816.

[Continued from page 74.]

"I HAVE no doubt some of my remarks will not receive the sanction of officers in the navy; as it is their wish to keep the services distinct. To their objections I would reply, that it was to an obstinate adherence to regulations, which should vary with circumstances, many of the evils which attended Europe since the year 1789, to the close of the war, were mainly owing. From this pertinacity on our part, Buonaparte derived almost as much advantage as he did from his abilities, enterprize, and judgment; particularly in the first part of his career. To the same cause we might ascribe the loss of many thousands of men, and millions of money, in the West Indies. And the same may be said of the American war with respect to their privateers. Allow me to ask you, my Lord, if the Americans, or perhaps British mercantile seamen in American privateers, have not convinced us that their judgment in annoying our trade, was more than equal to the judgment displayed by our naval men in opposing them.

"I make these observations to prove to you, that to have efficient officers, they must be seamen, and must possess a thorough knowledge of the naval and mercantile system. I am further induced to make these observations, in order to shew the attention and manner in which young men ought to be brought up, to enable them to take the command of seamen and nautical affairs; and, unless the change begins here, it would be vain to expect any improvement in the service. The officer who makes himself master of his profession, and whose conduct is such as to prove an example to all around him, is the only man to be entrusted with naval command.

"By allowing men the liberty of retiring from the navy, at the expiration of a fixed period, it will prevent them from leaving the country at the commencement of a war; it will also have the effect to induce them to enter freely; and greatly lessen the temptation to desert. In this case they will have an object in view, after a certain servitude, which, commenced at the early part of life, will not appear long; particularly to respectable young men, who look forward to promotion in the merchants' service; and who will have ties upon them to keep them in the country. These will not now enter into the sea-service, from having fear of being impressed, and their hopes blasted through life.

"The motive I have in proposing that officers in employ should only enter for a given time, and allow their places to be filled with men that have served in the navy, and who should be afterwards exempt, is, that we may have men to train our youth as seamen, whom we have not had for a number of years. By fixing the period of service at nearly three years, no loss will accrue, as their places will be filled, at the expiration of that period, by the first class of apprentices; and, when the time of their discharge arrives, many of them will, no doubt, remain in the service; as it will be difficult for all of them to get employment in merchant vessels.

" I should propose, that the most rigid attention be given to rules laid down, on the return of these men into the merchants' service, and that they should be free from impress for life. This will have more effect on the rising generation, than all the other inducements you can hold out : and it will induce them, as soon as they obtain their freedom, to encourage others to enter the service, instead of raising their aversion to it as they do at present.

" In recommending two classes of apprentices, my object is, to raise in the course of the three first years, when a few officers will begin to be discharged, a number of men, not boys, who, although not able seamen, will, in all probability, acquire more experience in that time, than they would do in seven years in the navy. They will also be better adapted at that age for merchant ships; fewer British seamen will be required in that service, whilst the arrangement would reduce one half, at least, of the foreigners now allowed to be employed. The second class of younger apprentices have been frequently impressed, at and even under eighteen years of age, after having been three years at sea, during which time they have hardly been worth to the owners the food they consumed; whereas, were two years more servitude allowed them, it would be greatly to the advantage of the owners, and tend to the improvement of the boys: as these grew up, the masters would take younger apprentices, so as, in time, nearly to man their ships by such means. A regulation to this effect would, if the war continued, man the merchant service, after the first six years, with British seamen; and the overplus would be adequate to the naval service of the country to its fullest extent, and which then would have none but regularly bred seamen.

" Not having the means of exactly ascertaining the number of seamen we have, I shall, by way of supposition, fix them at 160,000. I calculate that, at the commencement of a war, three-fifths of them would be at home, and in the coal and coasting trade; say 96,000, of whom, three-fifths, or 57,600, would enter, or be impressed; which number, I conceive, could be obtained in the course of a few months. I shall now lay down 10,000 as the peace service; to which, if you add 5,000 marines, 5,000 landmen, and 5,000 boys, you will have, at the commencement of hostilities, 82,600. Before the end of sixteen months from that period, about 38,400 more may be obtained, which would make the number of seamen from the merchants' service amount to 96,000. From the number left at this time, you might in the course of the next eighteen months, obtain about 16,000 more; which would produce a total of 106,000 at the end of three years; a number of regularly bred seamen, equal, I believe, to any that has ever been in the service. In that case, and allowing for casualties, there will be between 60,000 and 70,000 in the merchants' service. At this period, the first class of apprentices will be coming into service; and, by my calculation, it ought to raise in gross 32,000; but which, from casualties, &c. I shall fix at three-fifths, or 19,200. At the end of five years, the second class of apprentices, who will generally be better seamen, may be taken at the same number. At that period you will not only have enough to supply the place of those you discharge, and about 7,680 beyond the requisite number, but will continue to increase during the time of war, until, at last, foreigners may be dispensed with altogether. It will also have the effect of lowering the rate of wages; doing away the impress; prevent desertion and men leaving their country; rendering the minds of men satisfied; and of maintaining the preponderance of the country, by enabling her, for ages, to hold the maritime rank which she has at this moment."

[To be continued.]

Robinson Crusoe : *The Life and strange surprising adventures of Robinson Crusoe, of York, mariner, who lived eight-and-twenty years all-alone in an uninhabited island on the coast of America, near the mouth of the great river Oroonogue, having been cast on shore by shipwreck, wherein all the men perished but himself.—With an account how he was at last as strangely delivered by pirates.—Also the farther adventures of Robinson Crusoe, and the strange surprising account of his travels round three parts of the globe.—To which is added a Map of the World, in which is delineated the voyages of Robinson Crusoe. Written by Himself. A new edition, revised and corrected for the advancement of nautical education; illustrated by technical and geographical annotation, and embellished with Maps and engravings. By the HYDROGRAPHER of the Naval Chronicle. London. 1815.—(Academic edition.) Mawman, Ludgate-street.*

A CRITICAL review of *Robinson Crusoe*, at this time, might imply a diversity of sentiment where there is, in fact, but one opinion; but as there is perhaps no literary production so perfectly sufficient in itself as not to admit of adscititious improvement by collateral illustration at least, if not textual correction, we think that the intrinsic excellence of *Robinson Crusoe*, and its consequent general reception by all classes of readers, might and should have rendered unnecessary, after a lapse of one hundred years, that which attaches to the present edition.

The comprehensive interest of the Work itself opens such a field for curiosity and inquiry, that it is surprising the present obvious means of gratification should have so long escaped the judgment of the various editors of this far-famed history. The labour of research necessary to answer inquiries so numerous, and often so recondite in their nature, as have been in the present edition presumed by its ingenious and indefatigable Editor, may probably have been one, among other reasons, that the edition now before us stands unrivalled in its utility.

An irksome reference to works of geography, astronomy, natural history, morality, commerce, chemistry, in short of arts and sciences nearly in their whole extent, has been obviated; and to many of its readers an impossibility has been rendered practicable, a paradox which we would thus explain: a library is not always at hand—yet here will be found the essence of many books judiciously extracted, and a fund of general knowledge compressed into a volume so agreeably blending study with amusement, that the imagination and understanding of the reader are alternately exercised, to the mutual and grateful relief of both. The Notes alone of this edition may be said to constitute a minor Encyclopædia.

A few extracts from the great body of Notes will prove the information they contain to be of the first order as to its authenticity, and will be found more or less copious in proportion to the interest or utility of the subject on which it treats:—

" SLEEP :—that state wherein the body appearing perfectly at rest, external objects move the organs of sense as usually, without exciting the usual sensations. Sleep, according to Robault, consists in a scarcity of spirits, which occasions the

orifices or pores of the nerves in the brain, whereby the spirits used to flow into the nerves, being no longer kept open by the frequency of the spirits, to shut of themselves. For, this being supposed, as soon as the spirits, now in the nerves, shall be dissipated, the capillaments of those nerves, having no supplement of new spirits, will become lax, and cohere as if cemented together; and so be unfit to convey any impression to the brain: besides, the muscles, being now void of spirits, will be unable to move, or even to sustain the members: thus will sensation and motion be both for the time destroyed. Sleep is broken off unnaturally when any of the organs of sense are so briskly acted on that the action is propagated to the brain, for, upon this, the few spirits remaining in the brain are all called together, and unite their forces to unlock the pores of the nerves, &c. But if no object should thus affect the organ, yet sleep would in some time be broken off naturally; for the quantity of spirits generated in sleep would at length be so great, that stretching out the orifices of the nerves, they would open themselves a passage. With regard to medicine, sleep is defined, by Boerhaave, to be that state of the *medulla* of the brain, wherein the nerves do not receive so copious, nor so forcible an influx of spirits from the brain, as is required to enable the organs of sense, and voluntary motion, to perform their offices. The immediate cause hereof appears to be the scarcity of animal spirits, which being spent, and requiring some time to be recruited, the minute vessels, before inflated, become flaccid, and collapse; or else, it is owing to such a pressure of the thicker blood against the *cortex* of the brain, as that the *medulla*, becoming likewise compressed by its contiguity with the *cortex*, the passage of the spirits is obstructed. The natural cause of sleep, then, is any thing that may contribute to these two. And hence its effects may be understood: for in sleep several functions are suspended, their organs and muscles are at rest, and the spirits scarce flow through them; therefore there is a less consumption of them; but the solid *villi* and fibres of the nerves are but little changed, and an equilibrium obtains throughout; there is no difference of pressure on the vessels, nor of velocity in the humours: the motion of the heart, lungs, arteries, *viscera*, &c. is increased. The effects of which are, that the vital humours circulate more strongly and equably through the canals, which are now freer, laxer, and opener, as not being compressed by the muscles. Hence, the blood is driven less forcibly, indeed, into the lateral vessels, but more equably; and through the greater vessels both more strongly, and more equably. Thus are the lateral fibres sensibly filled, as being less traversed, and at length they remain at rest, with the juices they have collected: and hence the lateral adipose cells become filled and distended with an oily matter. By this means the circulation, being almost wholly performed in the larger blood-vessels, becomes gradually slower, and at length scarce sensible, if the sleep be too long continued: thus, in moderate sleep, is the matter of the chyle best converted into serum; that into thinner humours; and that into nourishment. The attrition of the solid parts is less considerable; the cutaneous secretion is increased, and all the rest diminished. The parts worn off are now best supplied as an equable, continual repletion restores the humours, and repairs the solids, the preventing and disturbing causes being then at rest. In the mean time, while the nutritious matter is best prepared, there is an aptitude in the vessels to receive, and the humours to enter, and the means of application and consolidation, are at liberty: hence a new production and accumulation of animal spirits, in all the humours, as to matter; and in the minutest vessels, as to repletion: the consequence of which is, an aptitude for waking, and an inaptitude for sleep; so that upon the first occasion the

man awakes. For instances of extraordinary sleep, see *Phil. Trans. Abr.* vol. v. *Mem. Ac. Abr.* vol. iv. *Med. Obs.* vol. i. Some of the more extraordinary phenomena of sleep yet to be accounted for, are, that when the head is hot, and the feet cold, sleep is impracticable: that spirituous liquors first bring on drunkenness, then sleep; that perspiration, during the time of sleep, is twice as great as at other times; that, upon sleeping too long, the head grows heavy, the senses dull, the memory weak, with coldness, pituitousness, an indisposition of the muscles for motion, and a want of perspiration; that much sleeping will sustain life a long time, without either meat or drink; that, upon a laudable sleep there always follows an expansion of all the muscles, frequently a repeated yawning, and the muscles and nerves acquire a new agility; that foetuses always sleep; children often; youth more than grown persons; they more than the aged; and that people, recovering from violent distempers, sleep much more than when perfectly in health.

"DREAM:—According to Wolfius, every dream takes its rise from some sensation, and is continued by the succession of phantasms in the mind. His reasons are, that when we dream we imagine something, or the mind produces phantasms; but none can arise without a previous sensation: hence neither can a dream arise without some previous sensation. He observes farther, that though it be a certain *a priori*, from the nature of the imagination, that dreams must begin by some sensation, yet that it is not easy to confirm this by experience; it being often difficult to distinguish those slight sensations which give rise to dreams, from phantasms, or objects of imagination. Yet this is not impossible in some cases, as when the weak sensation sufficient to give rise to a dream gradually becomes stronger, so as to put an end to it, as it often happens in uneasy and painful sensations. (WOLF. *Psychol. Empir.* § 123.) The series of phantasms, or objects of imagination, which constitute a dream, seem to be sufficiently accounted for from the law of imagination, or of association; although it may be extremely difficult to assign the cause of every minute difference, not only in different subjects, but in the same, at different times, and circumstances. We have an essay on this subject by Mr. Formey, in the *Mem. del' Acad. de Berlin*: wherein he expressly adopts Wolfius's proposition above mentioned, that every dream begins with a sensation, and is continued by a series of acts of imagination, or phantasms; and that the cause of this series is to be found in the law of the imagination. *Si naturale somnium est, initium capere debet per legem sensationis, & continuare per legem imaginationis.* Hence he concludes those dreams to be supernatural, which either do not begin by sensation, or are not continued by the law of the imagination. This opinion is as antient as Aristotle, who expressly asserted, that a dream is only the *φαντασμα*, or appearance of things, arising from the previous motions excited in the brain, and remaining after the objects are removed. Hobbes has adopted this hypothesis: he ascribes different dreams to different distempers of the body, and whimsically enough observes, that lying cold breedeth dreams of fear, and raiseth the thought or image of some fearful object. Thus he accounts for that which was in reality the waking vision of Brutus; which addressed him in the night before the battle of Philippi:—"I am, Brutus! thine evil genius; thou shalt see me again near Philippi." And Locke, though he does not expressly declare how dreams are excited during sleep, seems to ascribe the perfection of rational thinking to the body; and traces their origin to previous sensations, when he says, "The dreams of sleeping men are all made up of the waking man's ideas, though for the most part oddly put together." He urges the incoherence, frivolousness, and absurdity, of many

of our dreams, as well as the supposed fact that some persons sleep without dreaming, as objections to the notion that men think always: to which it has been replied, that dreams may be entirely, imperfectly, or not at all remembered, according to the various degrees in which the nerves are impressed by the motion given to the animal spirits in sleep. (ARIST. *de Insomn.* cap. 3. HOBBS. *Lev.* ii, xiv. LOCKE, *Ess.* ii, &c. WATTS' *Essay* ii, &c.) DR. HARTLEY explains all the phenomena of the imagination by his theory of vibrations and associations. Dreams, he says, are nothing but the imaginations or reveries of sleeping men, and they are deducible from three causes; viz. the impressions and ideas lately received, and particularly those of the preceding day, the state of the body, and particularly of the stomach and brain, and association. *Obs. on Man*, vol. i. DEMOCRITUS and LUCRETIVUS account for dreams, by supposing that spectres and *simulacra* of corporeal things, constantly emitted from them, and floating up and down in the air, come and assault the soul in sleep. (LUCRETIVUS *De Rer. Nat.* iv.) Those who have maintained the essential difference between soul and body, have solved the common phenomena of dreams by the union of these two substances, and the necessary connection arising thence between ideas in the mind, and certain motions in the body, or in those parts more immediately united to the soul; whilst others, who have denied the existence of matter, account for them in the same manner as for our other ideas, which may not be improperly called waking dreams: of which very lively hope seems to be one sort."

[To be continued.]

Imperial Parliament.

HOUSE OF LORDS, MONDAY, FEBRUARY 3.

ATTACK UPON ALGIERS.

LORD *Viscount Melville* rose to move the Thanks of the House to Lord *Viscount Exmouth*, &c. for the successful result of the attack upon Algiers. His Lordship briefly stated some of the particulars of the attack, which are already well known, and mentioned an additional incident, shewing the skill and judgment of Lord *Exmouth*; that his Lordship having, previously to leaving London, minutely detailed to the Admiralty his plan of attack, it was found, on the receipt of the dispatches, that the actual attack corresponded in almost every particular, even the most minute, with the plan previously arranged. After highly praising the conduct of Lord *Exmouth*, and the officers employed upon that occasion, and the undaunted bravery of the seamen, which overcame every difficulty and danger, and also the conduct of the Netherland Admiral *Capellan*, his Lordship concluded by moving the Thanks of the House to Lord *Viscount Exmouth*, G. C. B. to Rear-admiral Sir *David Milne*, K. C. B. and the other officers; also a Resolution, highly approving and acknowledging the bravery of the seamen and the Royal marines, and the Thanks of the House to Admiral *Capellan*.

These motions were all agreed to *nem. diss.* and another motion to request Lord *Exmouth* to communicate the Thanks to Sir *David Milne*, and the other officers, after a few words from Lord *Viscount Torrington*, stating

that he had long served under Lord Exmouth, who was one of our best seamen, and whose conduct, besides the present, had upon other occasions been deserving of the highest praise, particularly in his saving the public purse, and keeping all his ships well-found, and in a fit state for immediate service.

WEDNESDAY, FEBRUARY 5.

THANKS TO LORD EXMOUTH.

Lord Viscount Exmouth, in his full uniform and insignia of Knight Grand Cross of the Order of the Bath, having taken his seat on one of the cross benches opposite the Lord Chancellor, and the latter having put on his hat,

The *Lord Chancellor*, addressing himself to Lord Exmouth, who rose and remained standing, said, that the House, in the course of its deliberative functions, had taken into its consideration the expedition to Algiers, under the command of Lord Exmouth, the object of which was so highly honourable to this country, and to humanity, it being not merely the release of Christian slaves, but also the abolition for ever of Christian slavery, and had viewed the result of that expedition as calculated to increase the high character and renown of the country, and to shed additional lustre on the British name. The House had, in consequence of the view thus taken of the expedition and its result, considered that Lord Viscount Exmouth had evinced the greatest skill and judgment in the plan of the attack, and in the execution of that plan the most consummate bravery and intrepidity, thus leading to a success the most brilliant, and a result the most gratifying. The House had therefore considered that Lord Viscount Exmouth was highly entitled to their Lordships' thanks for his eminent services in the conduct of the expedition against Algiers, and had thus unanimously passed a Resolution, which he should have the pleasure of reading—adding, that he felt a high personal gratification in being the channel of conveying their Thanks. His Lordship then read the Resolution of Thanks.

Lord Viscount Exmouth said, that upon an occasion when so high an honour was conferred upon him, it was no reproach to him that he could not find adequate words to express his high sense of the distinction. He trusted, however, to their Lordships' indulgence; every man, indeed, who felt upon such an occasion the overwhelming sense of a high and distinguished honour conferred, must necessarily find it impossible to express his obligations of gratitude in adequate terms. He had been forty years in his Majesty's naval service, and he trusted he had done his utmost upon all occasions for the honour and character of his country. With regard to the expedition to Algiers, he had been admirably seconded and supported by his companions, Sir David Milne, the brave captains and officers of the fleet; by also the Netherland Admiral Von C. and distinguished officer, long in the naval service of his country, and an officer distinguished by his honour and character through a long series of trials and difficulties. He had been admirably supported also by the bravery and intrepidity of the men employed in that expedition on board both squadrons. The British seamen had nobly sustained the character of their country, and the seamen of the Netherland squadron had emulated the

glorious example. He felt himself only indebted personally to the Lord Chancellor for the admirable manner in which he had conveyed the thanks of the House; to their Lordships generally he felt a deep sense of obligation for the high honour of those thanks, and he should feel the greatest pleasure in conveying them to Sir David Milne, Admiral Von Capellan, the captains and officers of the fleet.

Lord Viscount Melville moved that that the speech of the Lord Chancellor should be entered upon the Journals. Ordered.

The *Duke of Clarence* observed, that the successful result of the expedition to Algiers might be ranked amongst the most brilliant exploits in the annals of the country. It had been said in foreign countries, upon former occasions, that we had fought for our own private interests, without regard to the welfare of other States. The present instance, he was happy to say, afforded a complete refutation of this erroneous notion. At peace with every power, we sent this expedition for the sake of the general interests of Christianity and humanity, and every Christian power must feel the great and inestimable benefits resulting from its glorious and successful result. He warmly and cordially joined in every praise given to Lord Exmouth, whose character and talents he highly estimated, and whose skill, judgment, and valour, displayed in this expedition, reflected the highest honour upon the country. His Royal Highness concluded by moving that the speech of Lord Viscount Exmouth should be entered upon the Journals. Ordered.

HOUSE OF COMMONS, WEDNESDAY, FEB. 5.

THANKS TO LORD EXMOUTH.

Lord Castlereagh said, he rose in pursuance of a notice which had been given by his Right Hon. Friend during his absence, to call the attention of Parliament to the late brilliant achievements of his Majesty's fleet before Algiers. With respect to the splendid character of the transaction, there could be but one opinion, either in that House or throughout Europe, although perhaps in one point of view the enemy against whom we fought could not rank in the same scale of importance with other States. He should not waste the time of the House, and detract from the glory of the action, by any details on his part, after the clear and explicit view given of it by the illustrious Commander himself. He should not attempt to add any thing to so glorious an action, both as to the principles upon which it was undertaken, and the mode of carrying it into execution, but only observe, that he intended to extend the Thanks to the officers and seamen of their brave ally, the King of the Netherlands, whose co-operation was so beneficial. He was sure the House would feel a peculiar gratification in seeing the united with ours for the general liberties of mankind, and he anticipated the mark their sense of the services performed by the Dutch admiral, and his brave officers and sailors.

The motion of Thanks was then read by the Speaker.

Mr. Law supported the motion, and expressed his satisfaction that the Thanks were to be extended to the officers and seamen of our ally, the King of the Netherlands.

After some commendatory observations by Lord Cochrane, the motion was carried *nem. con.* as was also a vote of Thanks to Sir David Milne, after a few remarks from Mr. Money; another to the seamen and Royal marines; and one to the Dutch admiral and seamen.

The *Speaker* read to the House a letter which he had received from Lord Viscount Exmouth, expressing for himself, Rear-admiral Milne, and all the other officers engaged in the attack on Algiers, their gratitude for the Thanks so cordially voted to them by the House. The letter stated, that it would afford his Lordship the sincerest pleasure to communicate to Vice-admiral Capellan the vote of Thanks passed by the House to the captains, officers, seamen, and marines, in the service of the King of the Netherlands, who bore so distinguished a share in the transaction; and it concluded with assuring the House, that so signal a mark of its approbation was the highest reward which could be received for such services, and that the recollection of it could not fail to animate his Lordship's breast, if his exertions should ever again be deemed useful to the safety and honour of his country.

MONDAY, FEBRUARY 17.

VOTE OF SEAMEN.

In a Committee of Supply, *Sir G. Warrender* proposed a vote of Seamen. The Hon. Baronet observed, that the number now proposed would exceed by about 1400 the number proposed during former intervals of peace. The number to be voted would be 19,000 for six lunar months, at the rate of 6*l.* 6*s.* per month per man. The greatest possible attention had been paid to the estimates. The seamen actually to be voted would be 19,000, including 6000 marines. He moved accordingly. The motion was then agreed to; as were the following sums; viz. 216,000*l.* for wages, 233,700*l.* for victualling, 255,100*l.* for wear and tear, and 22,800*l.* for ordnance. The Report was ordered to be received to-morrow.

THE SECRETARY OF THE ADMIRALTY.

Lord Milton rose to bring under the consideration of the House the salary of the First Secretary of the Admiralty. The Noble Lord observed, that in the opinion of his Royal Highness the Prince Regent, the country was in such a state as to require from him a surrender of one-fifth of his income. A Noble Lord had followed his example, and others, he believed, were following. But at such a moment another Gentleman, in a subordinate situation, conceives that his merits were such as to entitle him to an increase of salary. This might be a pretty just estimate of the different views which were entertained by distinct persons of the value of their services. The Noble Lord here noticed the order made for the increase in the summer of 1816. That must be taken as applying to a state of war, and he was prepared to deny that the country was in that state to warrant such an increase. The expedition to Algiers sailed to be sure, but no letters of reprisal or of marque were issued at that time, constituting a state of war. Lord Exmouth went out as a negotiator, to demand an answer to certain terms, and the very answer of the Noble Lord justified him in stating that circumstance, for the Noble Lord in his despatches says—“Thus has a provoked war of two days existence been concluded.” This

being the fact, the Admiralty think it necessary to grant an increase of salary to their Secretary. He denied, that either in this case or the expedition to Copenhagen there was any real ground for giving war salaries. In the papers on the table, there were two persons stated to be entitled to war salaries; but these grants savoured too much of favouritism—he did not know it to be really so. It was not with any view to the saving that he brought the subject forward, but in order to do the country justice, who had called for economy and retrenchment. If their call was not attended to, they would indeed have cause to complain. The people would think that the House were really not intent upon retrenchment, and only anxious to favour its own body. It was impossible to say in what light this remuneration was made—whether for his services at the Admiralty, or in the House, or elsewhere; for the Secretary had performed various duties to Government. He could not conceive that an expedition like the one to Algiers could have increased the labours of the Secretary. The public had been deceived, for the Navy Office had no idea of paying the salary until the Hon. Gent. demanded it. That Board referred to the Admiralty, to ascertain whether the country was at war with Algiers, and received an answer in the affirmative. It was clear, therefore, they had no idea of paying him any thing beyond his peace salary. The Hon. Gent. seemed to think, that because he had commenced a war against pirates, that he was entitled to turn pirate himself, and make war on the finances of the country. He (Lord M.) had hoped, that after what had passed last year on the subject of the Secretary's salary, he would not again have challenged the House, and that the Noble Lord who defended him would not have endeavoured to administer to his appetite. He trusted that the House would wrest the control out of his hands, and convince the Hon. Gent. that his appetites, when other public men were giving up their incomes, were not to be gratified at the expense of a country already unable to bear their burdens. The people had the right to expect this House would interpose its authority, and step in between Government and them, and put a stop to the wasteful expenditure of the public money. With regard to the influence of the Crown, it had greatly increased, but he did not think it was pared down by Reform. The Right Hon. Gent. (Mr. Canning) had this night stated, that "this House was as adequate a representation as need be." But he was of opinion that the influence of the Crown required to be diminished, and it would become the House to reform their opinions and conduct, and shew the people that they would attend to their interests, and not favour any particular individual. He concluded with moving a Resolution to this effect—"That the issue of the war salary to the Secretary of the Admiralty, and certain other officers, in consideration of the expedition to Algiers, is uncalled for, and therefore an improper application of the public money."

The question being read from the Chair,

Mr. Croker rose to defend himself from the charges of the Noble Lord. The Noble Lord had called him every thing which a gentleman ought not to be, and accused him not only of being greedy and rapacious, but of engaging in a transaction which affected the emoluments of others solely for himself (*Hear*). He was far from denying his personal interference in the

act complained of. He had made the demand of the war salary because he thought it a matter of right (*Hear, hear*). The sum itself was so paltry (*hear, and laughing*), that he could not be supposed as being influenced by any motives in demanding it, but a desire to enjoy his right. Had he consented to surrender the £30*l.* in August last, out of regard to the distresses of the country, it would have been said, "You give nothing, you only abstain from demanding what you have no right to enjoy" (*A laugh*). He was as ready as the Noble Lord who accused him, or as a Right Hon. Gentleman (Mr. Ponsonby) below him, who had so honourably to himself offered to give up what he so well earned, to contribute to the relief of the national distress by personal sacrifices. He could place himself on a level with them both, in the promptitude and extent of his contributions; but he would not consent to withdraw his claim from what belonged to him. He wished first to establish his right, and after he had done so, he would give what he thought proper in his circumstances, or what the necessity of the times demanded. The Noble Lord said, suppose the Dey had submitted without fighting, and agreed to sign the treaty, hostilities would not have followed, and the Secretaries could not have claimed the war salary. He (Mr. C.) admitted this to its fullest extent; if war had not followed, he would not have claimed the addition (*a laugh*). The Hon. Secretary read the Order of Council which regulated the salaries, and contended, that as the war salary was to be a compensation for the additional trouble attendant on fitting out an expedition, and likewise a commutation of the perquisites that war produces, he was fully entitled to it when war followed. The Noble Lord had said, that he considered there were other persons in the dock-yards who had war and peace salaries; but the fact was, that the Secretaries of the Admiralty were the only persons on war and peace salaries. "I have only to say (added the Right Hon. Gent.), that I never demanded this increase of salary as a favour, but as a pure right."

Mr. Calcraft thought, after what the Hon. Gent. had said, namely—that if hostilities had not taken place he should not have considered himself entitled to have received that salary—that he might as well conclude the debate, and compound the matter with the Noble Lord. Let the Hon. Gent. pocket his 5*l.* 3*s.* and there is an end (*Hear, hear*). It must be admitted, however, that the chief blame of this pettifogging transaction rested with the Lords of the Admiralty.

Sir Joseph York declared that, for himself, he never would have signed the warrant for the salary of the Hon. Gent. (Mr. Croker) had he not viewed it as a matter of right. He understood it to have been clearly settled during the Naval Administration of Lord Spencer, by an order dated the 15th of January, 1800, by which the war salary of the Admiralty Secretary took its commencement from the moment of the breaking out of hostilities. It was such a claim as the Secretary might carry into a Court of Justice, in point of right; but it was likewise a matter of policy in another point of view, and it was for his Hon. Friend (Mr. Croker), to determine how far he consulted strict policy in demanding his right (*Laughter*). In his own opinion, however, it would not be consistent with the character of the House to entertain the Noble Lord's (Milton) motion.

Mr. Jones thought that the Hon. Secretary was entitled to the war salary; and he was sorry that his Majesty's Ministers had come forward to say, that they intended to make any sacrifice of their income.

Sir George Hope observed, that if Admiral Lord Exmouth had only fallen in with the Algerine squadron at sea, the Secretary of the Admiralty would still be entitled to the claim he made.

Admiral Markham was of opinion, that the Secretary to the Admiralty was not in this case entitled to a war salary. Was that to be called an armament which had been fitted out from the materials of a peace-establishment? An expedition had, indeed, been fitted out; but an expedition was one thing, while an armament was another thing. With respect to the question then before the House, it involved the consideration of an expedition from which the Hon. Secretary of the Admiralty could have derived no additional fees, and yet he came forward to claim a war stipend—(*Hear, hear*).

Mr. Tierney was satisfied that, in point of principle, the transaction must create much disgust throughout the country. The right would depend solely upon the manner into which the Order in Council was to be construed; and here he would blame the Lords of the Admiralty; for they had a discretionary power, either to grant an addition, or withhold it. The Order of 1800 authorised them to grant a salary of 300*l.*—and an addition, in time of war, of 1000*l.* more. Now, unless they were perfectly satisfied that the Hon. Gentleman was justified in making the claim, and that the nation was in that state of war as to authorise them to act, they should undoubtedly have refused to sign the warrant, because the penalty would fall upon the People of England. Was there any thing which savoured of additional trouble? The only thing was the putting in commission four bombs. It was lamentable to see the Lords of the Admiralty straining every point against the public, for the treaty had actually arrived on the day of the warrant being signed. *Mr. Tierney* then ridiculed the idea of the disinterestedness of the Hon. Secretary, who last year had disclaimed all claims, and now comes forward to assert his right. The Lords of the Admiralty had said to him, “you make your demand and we'll stand by you”—so determined were they to give to the utmost farthing whatever they could lay their hands on belonging to the public.

Lord Castlereagh considered the conduct of the Right Hon. Gentleman as actuated by a spirit of detraction, with a view to run down all public men, and injure them in the estimation of the country. What was all the present outcry raised about? It was for the enormous sum of 210*l.* He was ready to admit that Government owed to the country a duty of rigid economy, but he was sure nothing could appear less beneficial, in the eyes of the country, than the laying hold of so insignificant a thing as this trifling increase of salary, in order to excite a spirit of discontent and disgust against the Ministers of the Crown—(*Hear*).

Mr. Lamb maintained, that if the House did not support the motion, they would degrade themselves.

Mr. C. Barclay was not convinced from all that had transpired in de-

bate, that the country, with reference to the claim of the Hon. Secretary, was in a state of peace.

Mr. W. Smith supported the motion.

The House then divided—For the motion, 114—Against it, 169—Majority, 55, against Lord Milton's motion.

Marine Law.

COURTS-MARTIAL.

ON Tuesday, 28th of Jan. 1817, and by adjournment on Wednesday, two Courts-Martial were assembled on board the *Superb*, in *Hamoaze*, to enquire into the circumstances attending the loss of H. M.'s ships *Jasper* and *Telegraph*, in the late hurricane on the night of Sunday the 19th ult. and to try their respective commanders, officers, and ship's companies, for their conduct on that occasion.

Members of the Court.

President—Captain CHARLES EKINS, C. B.

Capt. W. R. BROUGHTON,

Capt. T. G. CAULFIELD,

Capt. JAMES NASH,

Capt. WILLIAM KING.

GEORGE EASTLAKE, Esq. jun. Judge Advocate.

In the *Jasper's* case it appeared, as we have already stated, that every person *on board* on that awful night perished but two; *viz.* John Bone, A. B. and William Horscroft, private marine: these men appeared at the trial, and their evidence was in substance as follows: that about half past eleven at night, they parted their best bower. All hands were called on deck; when the Master, who was commanding-officer on board, ordered the top-masts to be struck, and the sheet anchor to be let go; that they veered away about half a cable on it; she was then riding by the small bower and sheet anchor; the best bower was then unspliced, and they were ordered to splice the best bower on to the small one; which was done, and they veered two cables on the small bower, and gave her a whole cable on the sheet; in a quarter of an hour after, she parted from the small bower and drove with sheet; then the Master ordered the foretop-mast stay-sail to be hoisted, and to haul aft the fore try-sail; sheet and cable to be cut; thinking to get into *Catwater*, but she canted with her head the wrong way; they then attempted to wear her, but could not, and she went broadside on the rocks. The master then ordered the weather rigging to be cut away, to let the mast go over the side, but the crew were by this time so much confused, that this was not done, and she struck three times. Bone swung off by a rope from the ship's side, and could at first get no footing; he then got into the gig alongside with the boatswain, when a heavy sea striking her, threw Bone almost lifeless on the rock, but carried back again the boatswain to a watery grave. Horscroft appears also to have been thrown on shore by a heavy sea; he could not account for more lives not being saved; all hands were on deck (except some unfortunate women who re-

mained below), and were most got together on the fore-castle; the night was pitchy dark, and the gale the severest the witnesses had ever experienced, though they had been many years at sea.

Mr. Sidley, the harbour-master, deposed, that the *Jasper* was properly moored, and in a good berth; though, as the wind was so far to the Southward, she might have been more under the protection of the Breakwater.

After a full investigation of all the circumstances, the Court was of opinion, that the loss of his Majesty's ship *Jasper*, was the consequence of proper precaution not having been taken in due time to prevent the shipwreck, by giving the ship more cable, and striking her topmasts, and by her having her lower yards and topgallant-mast aloft; but that no blame was imputable to Captain Carew, or his surviving officers and company, for their conduct upon the occasion of the loss of the said sloop:—And they were therefore all acquitted.

Lieutenant Little, and the officers and crew of the *Telegraph*, were then tried.—In the course of the evidence it appeared, that she was anchored in clear ground, and partly sheltered by the west end of the Breakwater; that she stood the tremendous gale pretty well till four in the morning, when she drifted, they veered a little cable and let go her third anchor, which did not then bring her up; they burned blue lights and fired minute guns.—At half-past five she struck; the stay-sail was hoisted, which lay her broadside to the rocks: and by good management on the part of her Commander, the crew were all saved but one, who was jambed by the side of the vessel in getting on shore.—Lieutenant Little did not quit the vessel till he had seen every officer, man, and woman, out of her.—The Court having considered all the circumstances was of opinion, that the loss of the *Telegraph* was occasioned by the violence of the gale, and the insufficiency in the length of the cables, and weight of some of her anchors; that no blame whatever was imputable to Lieutenant Little, his officers and crew, for their conduct on the occasion; but, on the contrary, that great praise was due to Lieutenant Little, for his coolness and judgment in the management of the vessel, by which the lives of the crew were saved.—They were therefore all fully acquitted.

Sir Thomas Cochrane bore high testimony of the former services and good conduct of Mr. Little, when under his command.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

AT the pressing instance of many of our readers we are induced to commence, and shall continue in regular series, the *Naval Gazette Letters*, from the commencement of the war with France in 1793, to the period of our commencement of the *Naval Chronicle* in 1799.

The advantage of having, thereby, a complete *Naval History* of the two last memorable wars, must be evidently valuable to such of our Subscribers

who are in possession of complete sets of the Chronicle; and it is hoped the proposed Supplement will be an inducement to such gentlemen, whose sets are incomplete, to make up their deficiencies of a Work that has so long maintained its reputation among naval men, and which it will be our constant endeavour to encrease by all possible means of gratification to its readers.

Hague, March 25, 1793.

LIEUTENANT WESTERN, of his Majesty's frigate the Syren, who was unfortunately killed on the 21st, by a shot from the enemy's entrenched battery at the Noord Post, was buried yesterday in the Church of Dordrecht with military honours, and with every solemnity that could mark regard to the memory of a young officer, who had shewn on all occasions an active and steady courage, and an ardent desire to distinguish himself. His Royal Highness the Duke of York was present, with the officers and troops under his command. The funeral was also attended by the officers and crews of the English gun-boats.

Admiralty-Office, June 1, 1793.

Captain Laforey, of his Majesty's sloop the Fairy, arrived this afternoon at this office with a letter from Vice-Admiral Sir John Laforey, commander-in-chief of his Majesty's ships at the Leeward Islands, to Mr. Stephens, of which the following is a copy:—

Trusty, Great Courland Bay, Tobago,
April 22, 1793.

Sir,

I beg leave to acquaint you, for their Lordship's information, with the capture of the Island of Tobago.

I sailed with part of my squadron from Barbadoes the 12th instant, accompanying Major-General Cuyler, with the land forces destined for the expedition, and put them on shore in this bay on the evening of the 14th, where General Cuyler, having received intelligence that rendered it necessary to lose no time in his advances, marched immediately across the Island to Scarborough, and at three o'clock on the next morning, after having summoned the fort to surrender, ineffectually, stormed the works, and carried them against a strong resistance with some loss, the number of the enemy that defended them being fully equal to that of his Majesty's troops who made the attack.

I dispatch Captain Laforey, commander of his Majesty's sloop Fairy, with this account. I have the honour to be, &c.

Philip Stephens, Esq.

John Laforey.

ADMIRALTY-OFFICE, JUNE 22, 1793.

Copy of a Letter from Captain Edward Pellew, of His Majesty's Ship *La Nymphe*, to Mr. S. Stephens, dated off Portland, June 19, 1793.

I have the honour to inform you, that at day-light yesterday morning, I was so fortunate as to fall in with the national French frigate, *La Cleopatra*, mounting forty guns, and manned with 320 men, commanded by Monsieur Jean Mullon, three days from St. Maloes, and had taken nothing.

We brought her to close action at half past six, and in fifty-five minutes took possession of her; the two ships having fallen on board each other; we boarded her from the quarter-deck, and struck her colours; and, finding it impossible to clear the ships, then hanging head and stern, we came to anchor, which divided us, after we had received on board 150 prisoners. The enemy fought us like brave men, neither ship firing a shot until we had hailed. Her captain was killed; three lieutenants wounded; the num-

ber of men not yet ascertained, but from the best accounts, about sixty; her mizen-mast overboard; and her tiller shot off.

I am extremely concerned she was not purchased at a less expense of valuable officers and men on our part, whose loss I cannot sufficiently regret, and to whose gallantry I cannot possibly do justice. We had twenty-three men killed, and twenty-seven wounded, of which a list is enclosed.

I am very particularly indebted to my first lieutenant, Mr. Amherst Morris, and no less so to Lieutenants George Luke and Richard Pellowe, and I was ably seconded on the quarter-deck by Lieutenant John Whitaker, of the marines, and Mr. Thomson, the Master; and I hope I do not presume in recommending those officers to their Lordships' protection and favour. And I should do injustice to my brother, Captain Israel Pellew, who was accidentally on board, if I could possibly omit saying how much I owe him for his very distinguished firmness, and the encouraging example he held forth to a young ship's company, by taking upon him the directions of some guns on the main deck.

A List of the Killed and Wounded on board his Majesty's Ship La Nympe, Edward Pellew, Esq. in an Engagement with La Cleopatra, a French Frigate, off the Start, on the 19th of June 1793.

Killed.—Mr. Tobias James, boatswain; Mr. Richard Pearse, master's mate; Mr. George Boyd, midshipman; Mr. John Davie, ditto; Mr. Samuel Esdale, ditto; together with fourteen seamen, and four private marines.

Wounded.—Lieutenant George Luke, second lieutenant; Mr. John A. Norway, midshipman; Mr. John Plaine, ditto; Mr. John Whitaker, lieutenant of Marines; together with seventeen seamen, and six private marines.

ADMIRALTY-OFFICE, JUNE 30, 1793.

A Letter from Captain William Affleck, Commander of his Majesty's Ship Alligator, to Mr. Stephens, dated St. Pierre, May 20, 1793, was this Day received, of which the following is an Extract:—

I acquainted my Lords commissioners of the Admiralty, in my letter of the 2d ult. from Halifax, that, in obedience to their Lordships' orders, I intended sailing on the 6th instant with Brigadier-General Ogilvie and transports, taking with me the Diligente armed schooner, to attack the Islands of St. Pierre and Miquelon.

You will be pleased to inform their Lordships the transports were not ready to receive the troops till the 7th, on which day I sailed with them, having on board the 4th and part of the 65th Regiments, with a detachment of the Royal Artillery. At two A.M. on the 14th, made the Island of St. Pierre; hove-to with the convoy till daybreak. Brigadier-General Ogilvie proposed, as we had intelligence of a French frigate being in the harbour (however imperfect), that, in order to secure the Island, would be to effect a landing on the westward. I perfectly coincided with the General, who accordingly landed with part of the troops. I ordered the transports to follow, and immediately made sail for the harbour. The enclosed summons from the General and myself was immediately sent to the commandant for the immediate surrender of the Islands. An answer was returned demanding terms of capitulation, but decidedly refused. Monsieur Danseville, the commandant, then surrendered at discretion the Islands of St. Pierre and Miquelon to his Majesty's forces. Their garrisons consisted of near 100 men, and upwards of 500 French fishermen, exclusive of the inhabitants of the town. They were putting their battery in a state of defense, mounting eight twenty-six-pounders and four six-pounders, which effectually defends the harbour. I have captured eighteen small vessels with fish, and two American schooners with provisions and naval stores.

*His Britannic Majesty's Ship Alligator, off
St. Pierre's Harbour, May 14, 1793.*

We demand the immediate surrender of the Islands St. Pierre and Miquelon to his Britannic Majesty's sea and land forces. No capitulation will be allowed, but every indulgence granted to prisoners of war that is customary from British commanders.

William Affleck,

Commander of H. M. S. Alligator.

Ja Ogilvie,

Brigadier-General.

*To the Commandant of the Islands of
St. Pierre and Miquelon.*

*Recapitulation of the Individuals remaining at this Time in the Islands of
St. Pierre and Miquelon.*

	No.
Officers of the administration, and others paid by Government.....	67
Regular troops, including women and children	50
Foreign fishermen and watermen.....	444
Inhabitants of St. Pierre.....	761
Ditto of Miquelon	180

Total.. 1502

William Affleck.

May 18, 1793

[To be continued.]

NAVAL HISTORY OF THE PRESENT YEAR, 1817.

(January—February.)

RETROSPECTIVE AND MISCELLANEOUS.

A REDUCTION of expense in every department of government seems to proceed with deliberate step. The absolute necessity of it is in fact now so sensibly felt, that it no longer admits of question—the national expenditure must be reduced to its lowest possible scale. A further reduction in the navy has taken place, which, however, we had thought sufficiently reduced before. In the Royal Marines a reduction has taken place of one First Lieutenant from each company, by which regulation, 72 officers will be placed upon half-pay, and every First Lieutenant who has not held that rank twelve years, will, by its operation, be excluded from active service. The officers reduced are to be allowed full pay until the end of March next.

On the 25th instant, an address to his Royal Highness the Prince Regent was moved by Sir M. Ridley, to remove such of the Lords Commissioners of the Admiralty as could be spared without detriment to the public service. It occurred too late to be noticed in our Parliamentary Report this month. The House divided on the previous question, which was carried, by Ayes 208, Noes 152, majority 56.

The Lords of the Admiralty, from motives of humanity, have deter-

mined to prevent any further discharge from the Dock-yards, (excepting of workmen for whom there shall be no longer any employ in their class), by making a reduction in their earnings. The shipwrights are to have sixpence a day less, and other workmen in proportion; they are not to commence work earlier in the summer than in the winter months; viz. from half-past eight until five, out of which, they are to be allowed dinner time of two hours and a quarter.

A further reduction of three thousand seamen is ordered to take place.

Warrant officers, belonging to ships building and repairing, are in future to have two shillings each per *diem*, in lieu of provisions.

Iron Chain is ordered to be used as shrouds and stays, to the allarts of the ships in ordinary, instead of rope.

The labours of the late Captain Tuckey are not lost. His journals have been received complete, to the furthest point to which he proceeded in the interior of southern Africa. The journals of the naturalist, botanist, &c. who accompanied the expedition, are also received by the Admiralty, and the whole are undergoing a revision, for the purpose of being presented to the public.

On the 15th *inst.* arrived at Portsmouth, the *Orontes* frigate, Captain N. D. Cochrane, from the Mauritius, the *Cape of Good Hope*, *St. Helena*, and *Ascension*. She left *St. Helena* on the 4th *ult.* having had a good passage home of thirty-six days. She has brought to England Colonel Poniatowski, the Polish officer who followed Buonaparte to *St. Helena*. He was some time since expelled from that Island to the *Cape*, for some improper conduct, and Lord C. Somerset has sent him to Europe. He has in fact been succeeded at the *Cape* by Las Cases and his son, who were banished from their master's service on the 1st *ult.* for concerting (as we lately stated) a plan of correspondence with France. Las Cases and his son were sent to the *Cape* in the *Griffon* sloop of war. It is, however, strongly suspected that Las Cases had no other object by the plan than to disserve himself, with the best grace he could, from his master's future fortunes. He actually refused to see Buonaparte previous to his leaving the Island, although he was most pressingly invited so to do; and from no other reason, can it be conjectured, than a fear that something possibly might occur there to prevent his departure. General Buonaparte was in very bad health: he adheres so pertinaciously to the haughty resolution he once formed, not to take any exercise in those limits which would subject him to the personal attendance of a British Officer, that his Medical Officers say, it will certainly be attended with the worst consequences to him.

The Royal Marines at head-quarters have commenced the duty at the Portsmouth Dock-yard, in consequence of the number of troops of the line to be stationed within the garrison being reduced, which in future will be 800. The 38th regiment has abandoned the barracks at Portsea, and marched to Hilsea, Porchester, Fort Cumberland, and Tiphon. The barracks at Hilsea are to be circumscribed; they are to contain only 1000 men in future; the most decayed parts will be pulled down and sold.

A METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From January the 24th, to February the 22d, 1817.

1817.	Winds.	BAROMETER.			THERMOMETER.			Evap. in In. &c.	Rain in In. &c.
		Max.	Min.	Med.	Max.	Min.	Med.		
		In.	In.	In.	°	°	°		
Jan. 25	W.S.W. to S. b. W.	30.45	30.44	30.445	54	45	49.5		
26	W. to S.S.W.	30.37	30.30	30.335	48	45	46.5		.01
27	W. b. N. to E. b. N.	30.51	30.41	30.460	52	44	48		.06
28	E. b. S. to E.S.E.	30.47	30.41	30.440	49	42	45.5	.07	
29	W. to N.W.	30.49	30.44	30.465	51	36	43.5		
30	W.N.W. to N.	30.46	30.41	30.435	53	38	45.5		
31	N. to N.N.W.	30.58	30.54	30.560	57	35	46	.09	
Feb. 1	N.	30.69	30.65	30.670	52	38	45		
2	W. to N.	30.68	30.58	30.605	46	41	43.5		
3	W. to S.W.	30.50	30.37	30.435	50	40	43	.08	
4	S.W. to W.	30.16	29.78	29.970	40	38	43		.03
5	N.W. to W.S.W.	30.16	29.96	30.060	50	43	46.5		.05
6	W. to N.W.	30.30	30.20	30.250	56	42	49		
7	W.	30.44	30.36	30.400	52	45	48.5	.06	
8	W.	30.47	30.43	30.450	51	44	47.5		
9	W. to W. b. N.	30.48	30.47	30.475	56	43	49.5		
10	W. to W. b. S.	30.36	30.16	30.260	52	44	48	.10	
11	S.W. to N.E.	30.17	29.94	30.055	48	35	41.5		.23
12	N.W.	29.98	29.64	29.810	51	35	43		
13	W.	29.99	29.92	29.955	56	38	47		.06
14	N.W.	30.01	29.66	29.835	46	38	42	.12	.18
15	W. to N.W.	29.72	29.69	29.705	53	41	47		.17
16	N.W.	30.10	29.90	30.000	50	42	46		.02
17	W. to W.S.W.	30.12	30.13	30.150	55	47	51	.10	
18	W.S.W.	30.26	30.18	30.220	54	44	49		
19	N. to S.	30.36	30.28	30.320	52	44	48		.02
20	S.W. to W.	30.00	29.66	29.830	52	38	45	.16	.03
21	W.	29.76	29.66	29.710	48	35	41.5		.05
22	N.W. to N.N.W.	30.08	29.82	29.950	50	33	42.5	.12	
		30.69	29.64	30.217	57	35	46.0	.90	.91

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

RESULTS.

Inches.
 BAROMETER { Maximum.. 30.69 Feb. 1st, Wind N.
 { Minimum.. 29.64 — 12th, Ditto N.W.

Mean barometrical pressure 30.217
 Greatest variation in 24 hours .62

THERMOMETER { Maximum.. 57° Jan. 31st, Ditto N.N.W.
 { Minimum.. 35 Feb. (several times), Ditto various.

Mean temperature 46
 Greatest variation in 24 hours 22

Evaporation during this period .90 Inch.

Rain, hail, &c. Ditto .91 Ditto.

Prevailing winds, Westerly, interrupted a day or two by reverse currents.

The mean temperature of this period exceeds that given in our last Meteorological Table by 4°.2.

REMARKS ON THE WEATHER.

JANUARY 25. A thick atmosphere: at 3 P.M. *cirrostratus*, followed by drizzling rain: overcast and misty at night. 26. Small rain and a fog, which dispersed at 9 A.M.: the sky overcast all day and night, and drizzling rain at intervals. 27. Morning as that of yesterday: the trees dripping in the afternoon. 28. Overcast and much haze below. During the last seven days and nights the sky has been completely overcast, except an hour or two in the afternoon of the 24th. 29. A *stratus* on the Harbour: at 8 A.M. several openings in the superior *strata* of cloud; also two currents of wind, the upper one crossing the lower at right angles: at noon sunshine, with plumons and horizontal streaks of *cirrus*, also *cirrocumulus* and *cirrostratus*: a fine sun-set, and a lunar corona for a few minutes only, soon after which the sky became clear. 30. A *stratus* at Spithead: at 11 A.M. the clouds broke away, when the same modifications appeared as did yesterday afternoon; they inoculated at 4 P.M., and again overcast the sky; but the night turned out fine and clear. 31. Overcast and a brisk wind from the N.: at 9 A.M. *cirrocumulus* above *cirrostratus*: at 11, a clear sky, and at 3 P.M. gnats out for the first time this year, the Thermometer at the same time being at 57° , wind N.N.W., but almost calm: soon after sun-set the western sky of an orange colour, and blush on the twilight: at 8, *cirrocumulus*.

FEBRUARY 1. A gray sky, and a *stratus* at Spithead: at 9 A.M. *cirri* appeared: at 1 P.M. *cumuli*, capped with *cirrostrati* in the N. and in the E., and at 4, a brisk wind from the N.: overcast from 5 till 10: at 11 a large lunar corona. 2. A *stratus* at Spithead: overcast and serene all day and night. 3. As yesterday. The Spring flowers, and some flowering plants are now in full bloom. 4. Morning as that of yesterday: at noon, sunshine, and *cirrostratus* mixed with *cirrocumulus*: at 2 P.M. the sky was again overcast: at 5, small rain; and at 8, a strong West by breeze. 5. A clear pale sky, with some small patches, and a moderate gale from N.W.: at 10 A.M. large *cirrostrati*: at 1 P.M. cloud-capped clouds in different quarters, and *cirrus* in the zenith: at 3, overcast, and at 8, rain maximum of temperature at 8 in the morning. The Barometer, during the last five days, has been in a slow sinking state. 6. Overcast, and a gentle breeze from the W. at 11 A.M. sunshine, when *cirrocumulus* appeared above *cirrostratus*: at 2 P.M. the sky again overcast, having a rocky appearance from the inoculation of a *strata* of cloud: at 5, a very turbid sky, and a hard breeze; afterwards, fine at intervals. 7. Fair, with plumous *cerri*, and attenuated *cirrostrati*: at noon, *cirrocumulus* increasing: P.M. overcast. 8. *Cumulostratus* in the overcast sky till 6 P.M., when the dense *strata* of cloud partly broke away: from 8 till 10, the *cirrostratus* clouds in the Northern hemisphere, extending E. and W., were brilliantly illumined by the Aurora Borealis, or Northern Lights.* 9. *Cirrus* and *cirrostrati*: at 8 A.M. a few drops, and a fresh breeze from the W.: at noon, the cloud-capped clouds in the N. and W.: after sun set, various modifications of clouds in the Western region passed

* Since the appearance of this phenomenon, the magnetic needle here has deviated 15 minutes; namely, on the 1st instant, at 9 A.M., the needle pointed steadily to 24° W.; but at the same hour in the mornings it now indicates $28^{\circ} 45'$ from N. to W.; so that it is returning to the true North point.

through a pleasing gradation of the prismatic colours; a fine day: at $\frac{1}{2}$ past 7 a corona round the planet Venus: from 8 till $\frac{1}{2}$ past 9, the clouds in the Northern hemisphere were again illumined by the same beautiful phenomenon as appeared last evening. Several patches of cloud extending in various directions from the dense *strata* in the North, appeared as conductors of this light; as it was many times observed, that after shooting to their extremities, it instantaneously darted upwards into the higher regions of the atmosphere (forming a right angle), not unlike the streams of electricity from a perpendicular pointed wire at the end of a grand conductor of an electrical machine, and then vanished in a more refined medium. Such an observation naturally induces us to suppose that the Aurora Borealis has properties homogeneous to electricity; and the variations of colour which we see in the former, are no doubt owing to the different degrees of rarefaction of the air; for the same electricity which appears white in a very rare medium, becomes blue, purple, or red, in a medium of increased density, as may be evinced by electrical experiments. 10. The sky overcast all day and night, and a strong breeze from the W. 11. A thick fog, with drizzling rain till 10 A.M., when a *nimbus*, with a light shower, appeared from N.W.; immediately after this, a gale came on from the N.E.: from 2 till 4 P.M. fine with *cirrus* and *cumuli*, when the gale ceased, and the sky was again overcast. 12. Small rain early, with a brisk wind from N.W., the Barometer sinking fast: at 8 A.M. fine with *cirrocumulus*, in flocks, and *cirrostratus* in patches: at noon, a gale from N.N.W., which ceased at sun-set: a fine day and night. 13. The sky overcast, and rain early: at 5 P.M. *cirrostratus* below *cirrocumulus*, and a gentle breeze from the W.: overcast and squally through the night. 14. Rain early: at 8 A.M. *cumulostratus* moved off to the S.E., soon after which a light veil of *cirrus* appeared: at 10, fine, with *cirrostrati*, and a stiff but unsteady breeze, which increased to a moderate gale till 5 P.M.: at 8 o'clock, a light shower, and a faint bow in the N.E.: the remainder of the day and night clear. 15. Morning as that of yesterday, but the wind more gentle: P.M. *cirrus*, *cirrostratus*, and much haze below. 16. A gray sky, with *cirrus* in the S, and a high wind: a fine day, with much *cirrostratus*: the night overcast. From the unprecedented high temperature of this and last month, the budding of the early fruit-trees, &c. is going on rapidly, but we trust, not prematurely; as it is now only mid-winter with us. 17. A light shower early: at 8 A.M. a *stratus* on the Harbour and at Spithead, and *cirrus* above *cirrostratus*: at 10, a few drops of rain, from which a bow was reflected in the N.N.W.: at 4 P.M. *cumulostratus*, then overcast, and a strong breeze from W.S.W. 18. Drizzling rain nearly all day: at 3 P.M. *cirrostrati* and a strong breeze: the night overcast and squally. 19. Fine, with a *stratus* at Spithead; also plumose *cirri* and *cirrocumulus*: a clear sky from 10 A.M. till 2 P.M. when *cirrus* again appeared from the N. in a contrary direction to the current next the earth, and by 6 had passed to *cirrostratus*, and overcast the sky: at 7 drizzling rain, afterwards a high wind. 20. Overcast with *cirrostratus*, misty below, and a strong breeze from S.W.: drizzling rain from 10 A.M. till 2 P.M.: at 3, *cirrus* and *cirrostratus* appeared, afterwards *cumuli*, followed by a gale from S.W. at 9 a clear sky for a short time, while the Moon's disc beyond the crescent was well defined with the naked eye: a cloudy and squally night. 21. Fine, with *cirrostratus* in patches, and a strong breeze from the W.: at 9 A.M. a shower of rain, hail, and snow; and at 10, the cloud-capped clouds in the E. S. and W.: at 11 a gale from N.W.: and at noon, a light shower, and a faint bow in the N.: at 3 P.M. large

cumuli and *cirrocumulus*; and at $\frac{1}{2}$ past 4, a rainbow, with its proper colours, in the E.N.E. for 10 minutes, there being a *nimbus* in the focus of the sun during that time: *nimbi*, with frequent showers afterwards: lightning of various colours, at intervals, from the W. from 8 till 10—a squally night. 22. Clear above, and *cirrostrati* in the W. and W. horizon: at 10 A. M. a very strong gale from N.N.W.: at 2 P. M. the gale died away: *cumulostratus* in the over-cast sky till 10 o'clock: the remainder of the night clear. It is remarkable that, during this period, the very depth of winter, we have not had one frosty morning.

That our Readers may have a reference in future to the distinct appellations of the various modifications of clouds, which have been given occasionally in the remarks on the weather, we have thought proper to insert the definitions of Mr. Luke Howard's valuable Nomenclature, nearly in the same words as in the 30th Vol. of Nicholson's Philosophical Journal. There are seven modifications; viz. :—

1. **CIRRUS**, a light lofty cloud, resembling a lock of hair, or a feather, or a plume of feathers: parallel, flexuous, or diverging fibres, unlimited in the direction of their increase. Its appearance is a general indication of wind, &c.

2. **CIRRO-CUMULUS**, a connected system of small roundish clouds, placed in close order, or contact, one above another, frequently reaching, to appearance, into the azure sky. This modification is attended by an increased temperature, and usually found to accord with a rising Barometer.

3. **CUMULUS**, a cloud which increases from below in dense convex, or conical heaps, and frequently evaporates after sun-set. The *cumulus* is both the accompaniment and prognostic of fair weather.

4. **STRATUS** or **STRATUM**, an extended level sheet of cloud, increasing from beneath—a creeping mist, appearing either after or before sun-rise. This is the lowest modification, being formed in contact with the earth or water. The nocturnal visits of the *stratus* have been always held a presage of fair weather.

5. **CIRRO-STRATUS**, horizontal or slightly inclined masses, attenuated towards a part or the whole of their circumference, bent downward, or undulated, separate or in groups, consisting of small clouds having these characters. This modification indicates a decrease in temperature, wind and rain, and generally accords with a sinking Barometer.

6. **CUMULO-STRATUS**, the *cirrostratus* blended with the *cumulus*, and either appearing intermixed with heaps of the latter, or superadding a wide spread structure to its base. The *cumulostratus* is most frequent during a mean, or changeable state of the Barometer, when the wind blows from the West, with occasional deviations from the North and South.

7. **NIMBUS**, or **CUMULO-CIRRO-STRATUS**, the rain cloud; a horizontal sheet above, which the *cirrus* spreads, while the *cumulus* enters it laterally, and from beneath. A *Nimbus* is frequently accompanied by *Cirrostrati* lying near it (particularly the *Nimbus* of thunder-storms), and on a level with the densest part of the cloud: it moves with the wind, and from the rapidity of its passage affords but little to the rain-gage.

Promotions and Appointments.

Admirals, &c. appointed.

Rear-admiral Sir David Milne has re-hoisted his flag in H.M.S. *Leander*, of 56 guns, Capt Edward Chetham, as Commander-in-chief at Halifax, &c.

Rear-admiral Robert Plampin has hoisted his flag in H.M.S. *Conqueror*, at Portsmouth, as Commander-in-chief at the Cape, St. Helena, &c.

Captain R. O'Brien, late of H.M.S. *Cornwallis*, who was dismissed from the service in the East Indies, for some informalities, in assuming the command of that station on the death of Rear-admiral Sir George Burlton, has been reinstated by the Right Hon. the Lords Commissioners of the Admiralty in his former rank as post captain; viz. May, 1804.

Lieutenants, &c. appointed.

Lieutenant Joseph Williams, formerly commanding the *Miseto* schooner, is appointed to command the *Nimble* revenue cutter on the Sheerness station; Hon. H. J. Rous, to the *Conqueror*; Edward Sparshott, to the *Tagus*; Roger Hall, to the *Egeria*; George E. Powell, to the *Heron*; J. B. Dundas, to the *Myrmidon*.

Lieutenant J. Little, late of the *Telegraph*, is appointed to the *Pigmy*; John S. Williams, to the *Beaver*; John Lihon, to the *Primrose*; David Welch, to the *Queen Charlotte*.

Lieutenant W. Price, late of the *Algerine* cutter, is appointed to command the *Annesley* revenue cutter on the Irish station.

Surgeons, &c. appointed.

Mr. R. Tilmouth, to be Master of the *Alert*; Mr. Hamilton Baillie, to be Surgeon of the *Conqueror*; J. S. Swayne, to be Surgeon to the *Primrose*; Mr. Cappone, to the *Shark*.

Mr. Thomas Tilly, to be Master of the *Ister*.

Mr. James M'Callum, to the *Pioneer* cutter.

Mr. Kempster Knapp, to be Master of H.M.S. *Wasp*, in the Mediterranean.

Mr. Walter Reid is appointed principal Pay Clerk to the Treasurer of the Navy at Plymouth Dock, *vice* Gordon, retired.

DEATHS.

On the 5th of September, 1816, on his passage from the Havannah to Jamaica, Mr. Robert Fabian, purser of H.M.S. *Bermuda*, and son of Mr. R. Fabian, formerly an eminent shipbuilder at East Cowes, in the Isle of Wight. Mr. Fabian's first appointment as purser was in October, 1813. At the capture of Mouse Island, he was appointed by Admiral Sir Alexander Cochrane to the *Florida* corvette, from which ship the Admiralty superseded him, and in 1815 appointed him to the *Bermuda*. Mr. Fabian, previously to his appointment as purser, had served six years as clerk in Admiral Sir Robert Calder's office at Plymouth. He possessed a thorough knowledge of his profession, with a lively and benignant disposition; was an excellent son and kind brother. But short was his earthly career; he was cut off in the bloom of life, at the age of 23, after three day's illness,

by the yellow fever, and his loss will be long felt by his afflicted family. The father of this gentleman built the *Veteran*, 74, *Repulse*, 74, and *Andromeda*. He has yet one son living, Mr. George Johnson Fabian, a midshipman in the Royal Navy, who has passed his examination for lieutenant three years ago. This gentleman was the only petty officer saved in the unfortunate wreck of the *Jasper*, and as on his future prosperity depend a disconsolate mother and five children, here is an object to justify in the Lords of the Admiralty the exercise of their benevolence, by promoting the young gentleman to the rank of lieutenant.

On February 12, at Stonehouse, near Plymouth, aged 73 years, Mr. Francis Douglas, Purser. Warrant dated June 2, 1778.

On the 12th February, at Brighton, Capt. William Ellison, R.N. formerly many years a Lieutenant of H.M. late ship *Royal William*. Commission dated January 22, 1806.

Lately, suddenly at Paris, Captain Francis Wemyss, R.N. nephew to General Erskine, and a relation of the Duchess of Gordon. Commission dated February 1st, 1812.

On the 10th of February, in Haslar Hospital, in consequence of a fall from the booms into the hold of H.M.S. *Apollo*, by which his skull and several ribs were fractured, Mr. White, Gunner of that ship; he was much respected in his station in life, and has left a wife and five small children to lament his loss.

At Portsea, William Mitchell, Esq. Purser, R.N. formerly of H.M.S. *Gladiator*. Warrant dated 5th Nov. 1793.

On the 14th February, at his house at Jubilee Terrace, Mr. John Lind, Surgeon, R.N. Warrant dated 9th Nov. 1793.

On the 11th February, Lieutenant C. Cavill, R.N.

Lately, at Bickleigh, Devon, Mr. Henry Damarell, many years a clerk in H.M. dock-yard at Plymouth.

On the 19th February, at Bath, Harriet Sophia, youngest daughter of Rear-admiral Sir John Gore, K.C.B.

Lately, at Antigua, Mr. Wm. Lee, Purser of H.M.S. *Scamander*. Warrant dated 30th October, 1800.

On the 17th February, in Bedford-street, Bedford-square, London, Rear-admiral Alexander Edgar, aged 80 years; he was the last male descendant of the Edgars of Wedderlie, in Berwickshire, one of the most ancient families in Scotland, as appears by deeds as far back as 1170. Date of superannuation, 20th February, 1799.

On the 10th February, at Fareham, Hants, in a fit of apoplexy, Capt. J. M. Adye, R.N. Commission dated 22d January, 1806.

On the 17th February, at his house in St. Aubin-street, Plymouth Dock, in the 54th year of his age, Captain Philip Sommerville, R.N.; he commenced his naval service of 40 years under the gallant Earl of St. Vincent, when his Lordship was Captain of the *Foudroyant*; was subsequently first Lieutenant of the Queen Charlotte with Lord Howe, and since 1796 commanded the *Eugenie*, *Nemesis*, and *Rota*. Captain Sommerville was a gallant officer and worthy man, and his death universally lamented by an extensive circle of friends. Commission dated 29th April, 1802.

BIOGRAPHICAL MEMOIR
OF THE LATE
JOHN BARRETT, Esq.
CAPTAIN IN THE ROYAL NAVY.

Again she plunges! hark! a second shock
Tears her strong bottom on the marble rock.
Down on the vale of death, with dismal cries,
The fated victims shuddering roll their eyes
In wild despair; while yet another stroke,
With deep convulsion, rends the solid oak;
'Till, like the mine, in whose infernal cell
The lurking demons of destruction dwell,
At length asunder torn, her frame divides,
And crashing spreads in ruins o'er the tides.

FALCONER.

THE life of a Seaman is especially chequered with accidents. Fortune, who presides more or less in every profession, here rules with arbitrary sway. A concurrence of incidents sometimes elevates the unworthy; but in a seaman's life, replete with situations that call forth all the energies of man, there must be a relative degree of merit to acquire distinction. A desire of command is a natural ambition; but the candidate should possess the qualifications necessary to support it with dignity, in order to obtain respect. Frederick the Great used to say, that he never knew a great man whom fortune had not raised, and merit supported.

The biographical sketch we now present to our readers is of a man who, with a perfect knowledge of his profession, united in his character a real goodness of heart, with an enthusiastic courage; and whose whole life was a tissue of extraordinary embarrassments, terminated by a calamity borne with the cool fortitude of a Spartan.

Every endeavour has been made by us to procure a more ample detail, but we have been disappointed by the apathy of friends—a cause over which we have no control. From this neglect we have to lament, too often, that paucity of information in our

memoirs of men whose talents and public services have merited a more full relation.

His friends have probably thought the character of his services not sufficiently *brilliant* to warrant the publication of them ; but the memoirs of men, if possessed of talents, although doomed by fortune to exert them obscurely in the intricacies of service, and less noticeable paths of duty, and with souls of ardour equal to deeds of highest fame, destined never to soar above mediocrity, may yet be exemplary to a rising generation, of patience under disappointment, and in situations of difficulty, of the advantage and necessity of correct behaviour, and as affording consolation in the proof that it will enable us to pass through life with respectability, if not renown.

Captain John Barrett was born in the city of Tredah, or Drogheda, in Ireland, a part of the British Empire to which we are indebted for many of our greatest public characters, both martial and civil. He was descended from a respectable family resident during several centuries in the adjoining county of Louth. At a very early age he exhibited a strong predilection for that profession in which he afterwards engaged. The immediate vicinity of a seaport, and some excursions to the adjoining harbours of Dublin, Douglas, and Whitehaven, contributed to promote it. The inhabitants of this part of Ireland are generally averse to a sea life ; but the success of the now Admiral Caldwell, and the late excellent Commodore Brabizon, both natives of the same town, greatly facilitated the accomplishment of young Barrett's wishes ; and in compliance with his repeated desire, he was at length placed under the former officer, with whom we believe there was a family connexion ; and under his auspices he remained until his promotion to the rank of lieutenant, in the latter part of the year 1793, an advance which the interest of his patron greatly forwarded, who, on the 1st of February, 1793, was himself promoted to the rank of rear-admiral of the white, and was stationed as junior officer in the Channel fleet, under Lord Howe, having hoisted his flag on board the *Cumberland*, of 74 guns, to which ship Lieutenant Barrett removed with him.

In the following year Admiral Caldwell,* being promoted to

* For portrait and memoir of Admiral Caldwell, *vide* *B. L.* vol. xi, or No. 99, p. 1.

the rank of rear-admiral of the red, hoisted his flag on board the *Impregnable*, 98 guns, whither Mr. Barrett again accompanied him, and on board which ship he served in the memorable battle of the 1st of June.

On the appointment of Admiral Caldwell to a command in the West Indies, he removed with the admiral on board the *Majestic*, of 74 guns, and on the 13th of October sailed to join Sir John Jervis (now Earl St. Vincent) on the Leeward Island station. His steady attachment to his patron, and his active services on this station, were rewarded by a promotion successively to the ranks of commander and post captain, within a short time of each other.

The next period of Captain Barrett's career which we are to notice, will exhibit him in the strange and unmerited condition of private distress, as a consequence of zeal in his public duty. While in the command we believe of the *Ethalion*, Captain Barrett, independent of some captures, detained several American and other neutral vessels, under a clause of our treaty with the former power, employed in a contraband trade with the enemy's and our islands. This circumstance contributed in a very great degree to a series of pecuniary embarrassments of which he was never eased.

In addition to this misfortune, he became acquainted with a widow in one of the islands, who was said to possess a large fortune, and who, deceived by a rumour of our hero's successes, favored his advances. She was handsome, witty, and apparently rich, but so far as our information goes, not without some private pecuniary embarrassments. It seems, in fact, that they were mutually deceived. A marriage took place; but previous to which, the lady settled all her real property on herself, and then acquired the privilege of a *femme couverte*. Scarcely had the honey moon elapsed, when a discovery was made, and a bitter digestion of its sweets ensued. The addition of an immense expense for demurrage, by some informality in the proceedings relative to the detained vessels which were cleared, now overwhelmed him with a responsibility beyond his means. On his return to England, he was arrested by his own creditors, and the creditors of his wife, and became immured in a prison, where he long re-

mained, and by this misfortune was excluded from all active service in his profession. A total separation from his lady ensued, and thus short-lived was the matrimonial bliss of Captain Barrett.

In 1806, being released from his confinement, he was soon after appointed to the *Africa*, of 64 guns, at first stationed in the Channel fleet, and afterwards in the Baltic, where she was appointed to superintend the passage of convoys through the Sound, under the immediate orders of that intelligent officer, Admiral Sir Thomas Bertie.

While lying in the Malmuc passage, an attack was made on him by nearly forty Danish gun-vessels and other boats. It has been justly observed, that a line-of-battle ship in a calm is like a giant struck with a dead palsy. The *African*, completely immovable, received for more than an hour the fire of two divisions stationed a-head and a-stern, while the bulk of the ship, and comparative smallness of the foe, rendered it impossible to hit them. In this situation, a dreadful slaughter ensued on board. A shot having struck the hoisting part of the ensign halyards, the colours came slowly down. The Danes perceiving this, and not thinking it the effect of their fire, believed she had struck, and immediately abandoned their advantageous position, vying with each other for the honour of taking possession. This circumstance must be considered as one of those casual events which occurring independent of ourselves, should teach us never to relinquish hope even in our greatest perplexities. The mistake being observed by Captain Barrett, a broadside double-shotted was prepared, the colours re-hoisted, and the whole poured in with so happy a direction, that several of the boats and near four hundred men perished.

The Danes mistaking that for treachery, which arose from chance, were extremely irritated, and violent in their threats and censures against Captain Barrett; and this candid relation of the circumstance is justly due to his character, to clear it from the aspersions with which it has in consequence been loaded. The action lasted nearly eight hours.*

* During the action, a shell having fallen on the lower deck of the *Africa*, the ship was saved from destruction by a boy, who with great coolness hove it out of the port while burning. The concussion caused by its explosion in the water violently shook the ship.

Dreadfully destructive, certainly, was the blow, but it should be recollected, that the African had for a long time helplessly endured much also ; and indeed it may be said, that fortune thus put into the hands of Captain Barrett the only means by which he could save his ship and men. An event including the destruction of 400 men in an instant, must shock us in the cool contemplation of it ; but such is the nature of war !

In the year 1809, Captain Barrett was appointed to the *Minotaur*, of 74 guns, celebrated for the beauty of her model, and stationed in the Gulph of Finland. In the different attacks on the Russian flotillas at Percola and Aspro, the ship's company severely suffered. On this station the services of the *Minotaur* were highly creditable to the captain and his company, and under her protection the last convoy of 1809 arrived.

In the spring of the year 1810, the *Minotaur* sailed again for the Baltic, and was principally employed in escorting the different convoys from Hanno to Deershead. At the close of the season she again took charge of the homeward-bound convoy, the *Plantagenet*, 74, Captain Ellis, escorting the rear. A charge destined to be her final act of service, and in which she was most lamentably to fail by shipwreck. The evening before she struck, the *Plantagenet* telegraphed to her, and hauled to the westward. But the master and pilots of the *Minotaur*, too confident in their reckoning, unfortunately stood on. At 9 o'clock that night she struck on the Hakes so violently, that it was with great difficulty the midshipmen and quarter-masters gained the deck. The scene of horror that now presented itself can only be conceived by those who witnessed it. The term *shocking* can never be more appropriately applied than to situations of this description. It is as though in the fulness of health, unconscious of crime, and with all our prospects of life before us, we should be presented with our death-warrant to be immediately executed.

The ship's company, almost naked, were sheltered from the severe cold and heavy sea by the poop, and the greatest exertions were made to get out the boats, the quarter ones had been stove and washed away. By cutting down the gunnel, the launch was got off the booms, into which one hundred and ten men crowded ; Lieutenant Snell, whose station it was, having been ordered to

take the command of her. At this time the appearance of the ship, nearly covered by the sea, and having only the mainmast standing, was truly pitiable. The launch with great difficulty reached the shore. The yawl was next got out, but immediately sunk, from the numbers that crowded into her, with the natural desire to avail themselves of the smallest chance of escaping from a state of inevitable destruction.

Thus cut off from all prospect of escape, the only desire apparent in those who remained was, to clothe themselves in their best suits. The captain of marines and surgeon had themselves lashed in a cot that hung in the cabin, and two of the officers followed their example with the utmost composure.

At length came the awful stroke—and the sea washing through the belfry, tolled the funeral knell. The captain of the maintop, who was saved on the mainmast, said, he saw Captain Barrett to the last exhorting the men to patience; he was standing on the poop, surrounded by them, when a dreadful sea, by the destruction of every remnant of the ship, closed his meritorious and useful life.

Through the whole of this melancholy scene, the conduct of Captain Barrett did honour to his station. From its commencement to its fatal termination, he evinced the most heroic coolness; during which time no possibility of saving the ship had ever existed. The pilots seem to have been deficient in knowledge of the ship's track, for they opposed the warning of the Plantagenet, and differed, after the ship struck, in opinion whether she was on the Smith's Knowl or the Hakes; Captain Barrett decided for the latter; and the ensuing dawn, by a distant view of the land, confirmed it. In the course of this dreadful night, an officer, in the eagerness of exertion, occasioned some disturbance; Captain Barrett said to him, "Sir, true courage is better shown by coolness and composure—we all owe Nature a debt, let us pay it like men of honor.

In his exertions to maintain order, he was nobly supported by his officers, who all exhibited the most becoming fortitude.

The fate of Lieutenant Salsford was distinguished by a singular circumstance:—A large tame wolf, caught at Aspro, and brought up from a cub by the ship's company, and exceedingly docile,

continued to the last an object of general solicitude. Sensible of its danger, its howls were peculiarly distressing. He had always been a particular favorite of the lieutenant, who was also greatly attached to the animal, and through the whole of their sufferings he kept close to his master. On the breaking up of the ship, both got upon the mast. At times they were washed off, but by each other's assistance regained it. The lieutenant at last became exhausted by continual exertion, and benumbed with cold. The wolf was equally fatigued, and both held occasionally by the other to retain his situation. When within a short distance of the land, Lieutenant Sapsford, affected by the attachment of the animal, and totally unable any longer to support himself, turned towards him from the mast, the beast clapped his fore paws round his neck, while the lieutenant clasped him in his arms, and they sunk together.

Such was the end of Captain Barrett, and his brave but unfortunate ship's company. The hero who falls in the arms of victory has a monument raised by the gratitude of his country ; but he whose destiny has been a watery grave, o'ercome by the irresistible power of the elements, sinks lamented at the instant, and thenceforth forgotten : to rescue from this unmerited oblivion the name and character of Captain Barrett, has been our object in the publication of these brief memoirs ; and let it be remembered in the perusal of them, that although the actions they record are not of the *brilliant* description, opportunities alone were wanting to have made them so ; that if in the battle courage is indisputable, there is also glory to support it : and that perhaps the touchstone of the purest bravery is the—*Storm*.

NAUTICAL ANECDOTES AND SELECTIONS.

DROITS OF THE ADMIRALTY.

AN official account of the Droits of Admiralty has been printed by order of the House of Commons, which states that the balance of receipts on hand on the 26th April, 1816, was 277,185*l.* 16*s.* 4*d.* making, with the amount of monies received from that date to the 14th February inst. a total of 324,781*l.* 3*s.* 3*d.* out of which there has been paid, in the

above interval, to the Duke of Gloucester, 9,000*l.*; to the Earl of Effingham, treasurer to her Majesty, on account of the marriage of the Princess Mary, 5,000*l.*; to John Calvert, Esq. secretary in the Lord Chamberlain's office, for furniture for the Pavilion at Brighton, being part of 50,000*l.* appropriated to that service in 1816, 38,360*l.* 10*s.* 1*d.*; to his Royal Highness's donation to the poor of Spitalfields, 5,000*l.*; making, with sums to claimants for compensation to captors, to the Receiver-General, &c. a total of 145,323*l.* 14*s.* 10*d.* and leaving a balance of 179,457*l.* 8*s.* 5*d.* applicable to the liquidation of various claims of captors' expenses, and other contingencies not yet ascertained, but which, it is apprehended, will be of considerable amount. This fruitful fund, it thus appears, is now exhausted.

RETURN OF THE CONGO AND DOROTHY.

ON the 23d of February, H.M.S. Congo, and the transport Dorothy, arrived from Bahia, under charge of acting commander Fitzmaurice, late master of the Congo. These vessels, as must be well known, were sent out to the coast of Africa, for the purpose of ascertaining the direction of the river Congo, and whether that river had any connection with the Niger.—The progress of the schooner Congo up the river, in the prosecution of this task, was soon stopped: the bottom in all parts being found composed of hard rocky substances, whilst the currents ran with so much rapidity, that no anchorage could be obtained. Captain Tuckey, and the scientific gentlemen attached to the expedition, were therefore obliged to land, to endeavour to trace the source of the river. They continued in this pursuit about 220 miles, in the course of which they passed four cataracts, when sickness, and the want of supplies, compelled them to retrace their steps. The journal of Captain Tuckey, which was continued until his death, does not, we understand, hold out the least encouragement to prosecute the research further. Beyond that of determining a geographical problem, there is not a single benefit to be derived. The country does not produce any thing of advantage to a European merchant: the inhabitants, who are represented as of the lowest scale of human beings, may be in want, and will accept, of every thing, but they have nothing to offer in exchange. It is very thinly peopled: and they are cowardly, cruel, and indolent: the small quantity of grain produced, and which is not more than sufficient for one-half their consumption, is obtained through the patient industry of the women. The soil is hard and sterile; thirty miles from the shore, to the extremity of the progress made, it was observed the ravines only were covered with a thick mould, formed by the decomposition of the leaves and other vegetable substances: the rest of the ground was rocky, and full of stones. The conjecture formed was, that there is a junction of the two rivers; though even such a continuity would not be useful to any of the purposes of navigation, from the number of cataracts and rapids which recur in the course of the Congo. The scientific gentlemen employed in this expedition, we are informed, felt no interest in exploring this desert region, beyond what it can be imagined would be produced by the circumstance of knowing that they were treading upon ground yet unexplored by any European.

LIST OF THE KING'S SHIPPING LYING IN HAMOAZE, 8TH MARCH, 1817,

Extending from the Mouth of Milbrook Lake, opposite Mutton Cove, to about half a mile above the Borough of Saltash.

Abercrombie	PS	Lavinia	48
Alexander	PS	† Loire	
America	74	Midway	74
Amazon	46	Mont Blanc	PS
Astrea	42	Milford	78
Ariadne (sloop)	20	Mersey	28
Achates (sloop)	20	Myrtle	26
Arab	18	Neptune	104
Boadicea	46	Nisus	46
Bourbonnaise	42	Ocean	110
Belzebub (bomb)		Ontario	18
Bittern (tender)		† Prince Frederick	
Caledonia	120	Phœbe	42
Captain (hulk)		Pyramus	42
Canopus	34	Pelorus	10
Cæsar	32	Peterel (hulk)	
Centaur	74	Peruvian (sloop)	
Cornwallis	74	Pilot	10
Cambrian	48	Pheasant	18
Ceylon (troop)		Royal George	108
Chesapeake	48	Royal Sovereign	106
Cyrene	20	Renown	78
Cephalus	18	Repulse	74
Columbine	18	Rippon	74
Conquest	GB	Revolutionaire	46
Diadem (hulk)		Recruit	18
Dublin	74	Rose	18
Dragon	74	Rover	18
Egyptienne (hulk)		St. Vincent	120
Endymion	50	San Josef	110
Essex	42	St. George (depot)	
Eden (sunk)	28	Saturn	58
Elk	18	Seahorse	46
* Enchantress (sloop)		Surprise	46
Fawn (sloop)		Slaney	20
Fairy	18	† Sabine	
Ferret	14	Scylla	18
Gibraltar	PS	Temeraire	104
† Gloire		Tigre	76
† Granicus		Theban	42
Hibernia	120	Topaze	46

* Fitting to prevent smuggling.

† For sale.

Hannibal	74	Traave (troop)	
† Hebrus		Thais	20
Harlequin	18	Tuscan (sloop)	
Hornet (sloop)		Union	104
Implacable	76	Ville de Paris	112
Indus	74	Vanguard	P 8
Intrepid (hulk)		Valorus	20
Invincible	74	Virginnie (hulk)	
Java	60	Windsor Castle	78
Jupiter	58	Wanderer (sloop)	
Imogene (sloop)		Zenobia	18
Jaseur	18	Zephyr	18
Kent	80		

Building and Repairing.

Britannia	120	Mulgrave	74
London	104	Sterling Castle	74
Agincourt	74	Dartmouth	42
Portland	60	Resistance	46
Lancaster	60	Raleigh	18
Foudroyant	82	Redpole	10

Guard Ships.

Impregnable	104	Spencer	76
† Malta	84	Berwick	74
Superb	78		

Nothing can be more interesting to the notice of strangers than the view of all these vessels, moored in the capacious and unrivalled harbour of Hamoaze. The reader will perceive, that there are not fewer than fourteen ships capable of mounting from 104 to 120 guns each. Such formidable tiers of batteries never before graced any harbour in the world! These heavy ships have been sent to this port on account of the *extraordinary* depth of water, which is at full tide in Hamoaze, nearly 20 fathoms, and at low-water about 15 fathoms; and, if necessary, sufficiently spacious to contain 100 sail of the line. The *light* draught of two of the largest ships, are—

SAN JOSEF, (Spanish).		Ft. In.
Forward		16 2
Abaft		21 5

CALEDONIA.		Ft. In.
Forward		15 11
Abaft		18 2

The latter ship having her guns, stores, and men on board, draws

Forward	24 10
Abaft	26 0

† For sale.

‡ Paid off.

These immense bulwarks, together with others of the same class, stated in the list, have repeatedly sailed in and out of this harbour at a *quarter flood*. Such are the capabilities of Plymouth harbour.

The vast docks of the yard are excavated to a depth more than is sufficient to receive the largest vessel in the world. The dimensions of the second dock, called the Union, or North Dock, are 239 feet 4 inches long, 86 feet 7 inches wide, and 26 feet 10 inches deep. This was made in 1762, and is faced with Portland stone, having blocks of granite to support the shores. The New Union, or North New Dock, is 259 feet 9 inches long, 85 feet 3 inches wide, and 27 feet 8 inches deep, was made, on the same plan, in the year 1789.

NAVAL PRESENTS.

A LARGE silver snuff-box was presented in March 1806, to Daniel Coghlan, Esq. a near relation of Captain Jeremiah Coghlan, R.N. by the owners of the ship *Aurora*, of London, as a mark of their esteem, and with their thanks for disinterested and essential services, performed on her arrival at Crookhaven in distress.

Robert Dunn, Esq.* surgeon of H. M. S. *Trent*, in Cork harbour, received in February, 1809, a silver snuff-box from Captain Edward Brace, and the officers of H. M. S. *Virginie*, as a humble testimony of their regard for his humanity, and unremitting attention, to the Dutch wounded prisoners of the Dutch frigate *Guelderland*, afterwards named the *Helder*.

RETURN OF AN ALGERINE SLAVE.

Among the events consequent upon the attack of Algier, is the following singular occurrence :—An inhabitant of Brighton, who had been 26 years a prisoner, returned home ; and it appeared, after he had been absent 15 years, three fields in that town, of which he was the owner, had been sold, and part of the Pavilion, and some other principal houses in that place, are now built upon them ; of course the absentee has laid claim to the property, and no little confusion is likely to ensue.

DISASTER AT PETAPOGUE.

(Extract from the *Connecticut Gazette*, 13th April, 1814.)

It is with grief and mortification we perform the task of announcing to our readers, that on Friday morning last, four of the enemy's barges, and two launches, commanded by Captain Coote, of the brig *Borer*, with 200 men, proceeded up Connecticut river to Petapogue point, and destroyed upwards of 20 sail of vessels, without sustaining probably the loss of a single man.

* Doctor Dunn is at present resident surgeon at Woolwich, and is brother to Captain David Dunn, who distinguished himself when senior lieutenant of H. M. S. *Amphion*, with Captain Hoste, in the Adriatic. In the action with the French commodore, Douberdieu, Lieutenant Dunn (the present captain) was standing near the capstern, when some powder blew up, and set fire to his clothes ; he instantly jumped into the scuttle-boat, over head and ears in fresh water, a ready way to extinguish the ignition, and shewed a great presence of mind !!

We have ascertained on the unfortunate spot the following facts :—The boats first landed at Fort Saybrook, where they found neither men nor cannon ; from thence they proceeded to Petapogue point, landed by four o'clock in the morning, and were paraded in the principal street before the least alarm was given. The inhabitants were, it may well be supposed, in great consternation : but Captain Coote informed them, that he was in sufficient force to effect the object of the expedition, which was to burn the vessels, and that if his party were not fired upon, no harm should fall upon the persons of the inhabitants, or the property unconnected with the vessels ; and a mutual understanding of that purport was agreed to.

The enemy immediately after commenced the act of burning the vessels, and such as exposed the buildings on the wharfs, they hauled into the stream ; a party of 14 men were sent in the meantime a quarter of a mile above the point, who put fire to several vessels which were on the stocks. At 10 o'clock, they left the shore entirely, and took possession of a brig and schooner which were built for privateers. These they attempted to beat down the river ; but the brig getting on shore they burnt her, and the schooner was so light as to be unmanageable ; they continued in her and the boats alongside until dusk, when Lieutenant Bray, with a field-piece from Killingworth, commenced firing on them ; after the second shot they left the schooner, and took shelter under a small island opposite the point, and at half-past eight, it being very dark, made their escape from the river.

Their conduct towards the inhabitants was unexceptionable, excepting that some cloths and plate were taken by a person supposed to be an American, who, it was conjectured, acted as a pilot and guide, and had frequently been there with fish for sale ; this wretch, without orders, destroyed a large new cable, by cutting it with an axe.

Notwithstanding the enemy were on shore at 4 o'clock in the morning, it was half-past 12 P.M. before the express arrived here with the information, although a report of the fact was brought by the stage by 11. Every exertion was immediately made to send a force sufficient for the object ; a body of marines from the squadron, a company of infantry from Fort Trumbull, and a part of Captain French's militia company of artillery, with a field-piece, and a considerable number of volunteers, were soon in motion : a part of the marines and volunteers in carriages, and Captain French, with his detachment and field-piece, arrived at the river at 4 o'clock ; at which time a respectable body of militia, infantry, and artillery, occupied the banks on both sides, in the momentary expectation that the enemy would attempt to descend. It was, however, soon perceived that it was not their intention to attempt going out before dark, and that the only chance of taking or destroying them was by a joint attack by land and water ; timely measures for this purpose were prevented by the want of water craft, a misfortune which could not be remedied in the very short period required. A strong freshet, an ebb tide, and thick mist, enabled the enemy to escape down the river, *unheard and unseen*,* except by a

* The escape of this expedition would have been next to a miracle, had not the judicious conduct of the Americans (by way of making sure to destroy them)

very few, who commenced a fire, which was followed at random by many, who discerned no object to direct their aim. The troops from the garrison and marines on foot did not arrive until the British had escaped. Thus ended an expedition, achieved with the smallest loss to the enemy, and the greatest in magnitude of damage, that has occurred on the seaboard since the commencement of the war !

During the time that Captain Coote, with his party, was waiting the approach of night to commence the retreat, the following summons was brought by a flag of truce to the English detachment employed on the enterprise in Connecticut river, and dated 8th of April, 1814 :—

A true copy of the original.

" Lyme, April 8th, 1814.

" To the officer commanding the detachment of his Britanick Majesty's marien forces now gone against the shipping lying near the mouth of Connecticut river.

" SIR,

" To avoid the effusion of human blood is the desire of every honorable man.

" The number of forces under my command are increased so much, as to render it impossible for you to escape ; I therefor suggest to you the propriety of surrendering yourselves prisoners of war, and by that means prevent the consequence of an unequal conflict, which must otherwise ensue. Captain Charles Harrison is the bearer of this dispatch, and will receive your communication.

" I am, Sir, with sentiments of the highest esteem,

" Your most obedient servant,

Marsh Ely,

Major commanding the forces at
Lyme and Saybrook."

" N.B. An immediate answer is expected,

" To the officer commanding his Britanick Majesty's marien forces in Connecticut river."

It is needless to state that the answer was in the negative.

facilitated the retreat of the British. At the narrow part of the river, where there are two juttings, they lighted two immense fires *vis à vis* ; these two beacons pointed out the fair-way, and added to a very dark night, enabled them to make good their retreat in safety : whereas, had the enemy lighted only one fire, and stationed a force on the opposite side of the river, their destruction must have been inevitable.

A correct List of Shipping destroyed at Petapogue, in the River Connecticut, United States, by a Detachment of Boats from his Majesty's Ships La Hogue, Endymion, Maidstone, and Borer Brig, of 14 guns, under the command of Captain Richard Coote, of the latter, on Friday, the 8th of April, 1814.

Names of Vessels.	How rigged.	Tons	Guns pierced for.	Remarks, &c.
Ossage	ship	400	20	{ A letter of marque, masted, and housed over, quite new, stores on board, built for an Indiaman.
Atalante	—	280	none.	Masted, spars on board.
Superior	—	300	—	Cargo of salt, stores on board, quite new.
Guardian	—	380	—	Masted, housed over, quite new.
(Unknown)	—	250	—	Masted, stores on board.
(Unknown)	—	500	—	Masted.
Young Anaconda	brig	350	18	Completely fitted (privateer) quite new.
Black Prince ..	schoon.	318	18	(ditto)
Eagle	—	250	16	(ditto)
(not named)....	—	180	10	Privateer, on the stocks, ready for launching.
(not named)....	—	150	10	Privateer, planked up and beamed.
Amazon	brig	180	none.	Completely ready for sea.
Felix	—	220	—	Masted.
Cleopatra	—	200	—	Masted.
Emblem	schoon.	180	—	Masted.
Watson	—	200	—	Stored, and completely rigged.
Emerald	sloop	55	—	Cargo of wood, and about to sail.
Mahala	—	50	—	Rigged.
Nancy	—	25	—	Rigged.
Mars	—	50	—	Rigged.
Cornet	—	30	—	Rigged.
Thetis	—	80	—	Rigged.
Roxana	—	79	—	Rigged.
(Unknown)	—	70	—	Rigged.
(Unknown) ...	brig	200	—	{ Ready for launching.
Factor	schoon.	180	—	
(Not named) {	packet	90	—	
	sloop.			
Total....	27	5047	92	Besides a number of pleasure boats, a great quantity of naval stores, and several butts of rum.

N.B. The forces employed upon this service were four barges, two gigs, and 136 men, and the enterprise was a most successful one; therefore that officer who is fortunate, and commands success, is highly deserving of promotion. For this achievement, Captain Richard Coote was promoted to the rank of post captain, and was afterwards unfortunately lost in the Peacock. The second in command, Lieutenant Harry Pyne, was promoted to the rank of commander. The royal marine corps were commanded by the gallant Lieutenant Walter Griffith Lloyd, R.M. and nephew to that distinguished officer, Captain Walter Griffith, who was killed captain of the

Conqueror, 74, off Martinico, on the 18th of December, 1779.—Captain Coote had 2 marines killed, and 2 seamen wounded.

A Copy of Admiral Sir Alexander Cochrane's letter, addressed to the Hon. Captain Capel, commanding H. M. S. La Hogue.

" SIR,

" I desire that you will convey to Captain Coote, the officers, seamen, and marines, employed under his immediate command on the expedition in the Connecticut river, that I view their conduct with admiration; that I shall feel much satisfaction in laying their merits before the Lords Commissioners of the Admiralty.

" The orderly and exemplary conduct of the men while on shore, particularly with respect to their sobriety, has been a principal cause of saving many valuable lives, and the return of the expedition with comparatively so small a loss; their conduct while on shore has drawn forth praise from the enemy they assailed, who speak of their behaviour with gratitude, acknowledging that the destruction of the shipping was their only object, and no sort of injury was done to their persons, or to their properties.

14th April, 1814.

Alex. Cochrane."

CHINESE EMBASSY.

ACCOUNTS are received from Whampoa (China), to the 24th of November.—During Lord Amherst's stay at Peking, he made various efforts to deliver his credentials to the Emperor of China; but the permission, if promised, was clogged with the necessity of submitting to certain prostrations, or other etiquettes of the Chinese Court, which Lord Amherst considered derogatory to the dignity of his Sovereign, and which were waved in the Embassy of Lord Macartney. Under these circumstances, Lord Amherst preferred an entire failure in the objects of his mission, to the chance of succeeding through such means as were proposed. There is another circumstance mentioned in these letters, which, we trust, may not lead to any results injurious to our trade with China. The *Alceste* frigate, commanded by Captain Murray Maxwell, for some supposed offence taken at her commanding officer, was surrounded in the river by armed boats, which threatened to interrupt her supply of provisions. Captain Maxwell, upon this, unmoored from this troublesome position, and sailed some distance up the river. The boats followed, and tormented him as before. Not satisfied with this, signal rockets were thrown up from the boats and forts on the Bogue Channel. A cross fire was suddenly opened on the *Alceste*, from the forts on each side of the stream. Captain Maxwell moored his ship within pistol-shot of one of them, mounting 40 guns, and in two broadsides he silenced both batteries. The *Alceste* was then quietly suffered to proceed to her destination: and, what is most singular, up to the 17th of November, not the slightest notice had been taken of the affair by the Governor of Canton.

NUMERICAL LIST OF COMMISSIONED OFFICERS IN THE ROYAL NAVY.

EXTRACT of the totals of the commissioned officers of his Majesty's navy, from the Official Admiralty List, dated 1st January, 1817:—

Admiral of the Fleet	1
Admirals of the Red	20
Ditto of the White	21
Ditto of the Blue	19
Vice-admirals of the Red	23
White	19
Blue	20
Rear-admirals of the Red	26
White	25
Blue	23
Superannuated Rear-admirals	30 — 227
Superannuated and retired Captains	32
Captains	854
Commanders	827
Lieutenants Superannuated, with the rank of Com- manders	100
Lieutenants	3992
Total of Commissioned Officers	6032

The daily and yearly (365 days) half-pay of the above Officers.

	per diem.	per annum.
1 Admiral of the Fleet	£3 3 0	£ 1,149 15 0
60 Admirals, each at	2 2 0	45,990 0 0
62 Vice-admirals	1 12 6	36,773 15 0
104 Rear-admirals	1 5 0	47,450 0 0
32 Superannuated and retired Captains	0 14 6	8,468 0 0
100 Captains	0 14 6	26,462 10 0
150 Ditto	0 12 6	34,187 15 0
604 Ditto	0 10 6	115,741 10 0
150 Commanders	0 10 0	27,375 0 0
677 Ditto	0 8 6	105,024 12 6
100 Ditto superannuated	0 8 6	15,512 10 0
300 Lieutenants	0 7 0	38,325 0 0
700 Ditto	0 6 0	76,650 0 0
2992 Ditto	0 5 0	273,020 0 0
6032		£.852,130 7 6

By the above statement it appears that on the 1st of January, 1817, there were 6,032 commissioned officers, the total of whose half-pay for 365 days, amounts to 852,130*l.* 7*s.* 6*d.*

CORRESPONDENCE.

On the Action between the Endymion and President.

MR. EDITOR,

Plymouth, 15th January, 1817.

ALTHOUGH I have not the honor of being personally acquainted with you, yet I do not consider it at all necessary on that account to offer you any apology for addressing to you this letter, together with its enclosures, as such is my high opinion of you, that I am persuaded that any naval officer, whose object in communicating with you is to serve his country and his profession, may, without any other recommendation than this, confidently reckon upon your attention and regard. In writing to you, I have no other object than that just mentioned. An officer of the royal marine corps (and one who has distinguished himself upon several occasions in battle), was kind enough to hand me the minutes of the action between H. M. S. *Endymion*, Henry Hope, Esq. captain, and the United States frigate *President*, Commodore Decatur, which I intended for transmission to you, but have declined it, on finding the same included in *Boxer's* letter to you of the 15th of June, 1815, and given in your xxxvth Volume, page 34; yet I cannot let this opportunity pass, without observing, that, that excellent officer, *Boxer*, has suffered a small misrepresentation (in his letter) to escape his notice: he says, "Here is seen the rare instance of a ship, nearly a third inferior, quadrupling the execution done by her opponent; and that opponent, perhaps, *the best fitted ship* of her class that ever put to sea; not by boarding either, *nor accidental raking fires*, but by fair broadside-fighting, for 'two hours and a half.'" Now, with all due deference to *Boxer*, I must beg leave to state, from obvious reasons, that the *President* was not better fitted for actual warfare than the *Endymion*, nor was she so well manned in proportion to her tonnage as the *Endymion*; these may appear bold assertions, but I imagine it would be paying a very bad compliment to Captain Hope, his officers, and gallant crew, to admit either, as well as the officers of his Majesty's dock-yard at Plymouth, out of whose hands she was received (by her brave defenders) in the most efficient state that ever a ship of war went to sea in, either in this country, or any other on the habitable globe; and the *President*, moored in an English harbour, is the best answer that can be given to whether she was kept in that state afterwards, or not. In the next place, I will not venture to assert, that the *Endymion's* crew were all picked men; but I know that both her seamen and marines were the prime men of Old England, and many of whom were perfectly inured to fighting her battles; and it often happens, from draughts and other concomitant circumstances, that such a body of men will meet together in one ship by chance, without any previous arrangement to that effect; thus a body of such brave men, with nearly twenty years' experience in the art of war, must clearly have a great pre-eminence over the crew of any American ship of war nearly an equal size, as their experience must be minus to ours: that the *Presiden*

was of greater tonnage, carried more guns, and more men, is all admitted, and redounds the more to the credit of the captors : however, I consider that the reasons given is an equivalent for what I have admitted ; and I am perfectly satisfied in opinion, that, had the *Endymion* met her single-handed, that the President would have been conquered ; even the single instance of Captain Hope bending seven new sails, and with the whole trimmed and in chase in 56 minutes, after so determined a fought action, speaks more than volumes could do, of the superiority of the *Endymion's* crew : why did not Commodore Decatur perform the same service, I dare to say that his yards were equally in want of fresh canvass ? Nor would it have tended a little to facilitate his escape, which, had Captain Hope been in his stead, I think he would have gone near to have effected. No, the President was already defeated single-handed, without the co-operation of any of the British squadron (at the time I speak of) some considerable distance a-stern of the combatants. I think, Mr. Editor, that naval tactics was never exhibited in brighter splendor, than by the gallant Captain Hope on this occasion, and in my idea, bespeaks a high state of discipline throughout the ship he had the honor to command. And it is but right to pay that tribute to a brave enemy, which he is justly entitled to (although unsuccessful), Commodore Decatur's manœuvres were adroitly performed : his having hauled suddenly, twice to the wind, during the fight, appears to carry with it a masterly idea, and that it would be of fatal tendency to his antagonist in following the same manœuvre to preserve his position,* but Captain Hope not only preserved his galling position, but with good success too ; and if *Boxer* will again examine the minutes, he will find that the *Endymion* raked the President three times effectually. I have likewise heard Commodore Decatur's confession to Captain Hope, but I do not vouch for the truth of it : he said, " you have out-sailed me, out-manœuvred me, and fairly beaten me."

I am, with great respect,

Your devoted humble servant,



Thessaly.

Character of the late Sir C. Parker.

MR. EDITOR,

4th February, 1817.

YOUR correspondent Gracchus having lately forwarded one or two communications to you on the subject of biographical memoirs, seemingly with a view to arrest the attention of the friends and relatives of deceased naval officers, I would now beg leave to send you the following glowing character of a highly distinguished admiral, who died in 1804,

* It was (I presume) Commodore Decatur's expectation, that on the *Endymion's* hauling suddenly to the wind, to meet his manœuvre, that some of her masts (from the damage they might have received by shot) would suddenly go over the side ; and thereby enable him to effect his escape ; as it is well known that that was the only object he had in view.

universally lamented, as he had been loved and admired throughout the service. I allude to the late Sir Christopher Parker, *only* son of Sir P. Parker, and uncle of the gallant young officer who lately commanded H. M. S. Menelaus, and lost his life on the coast of America. The character of Sir Christopher is thus recorded. "The grave must not be allowed to close over such a man, without that eulogy which he so truly merited;" praises of the living may be called adulation; but after death, even malevolence may allow them to emanate from a purer source. Though the British navy boast a more extensive list of illustrious characters than any other corps of professional men of any country, yet it must be acknowledged, that this diminution is a severe loss to the service; for he whose death we mourn, received the most flattering marks of approbation and esteem from Earl Howe, under whom he served, and Earl St. Vincent, Lord Gardner, Admiral Cornwallis, and Sir John Colpoys (his commanders at different times), will all unite their willing testimony of his high desert. His ship was always in the best state of discipline; and for this simple reason—*there was no needless severity towards the men: no offensive haughtiness to the officers: he supported the dignity of a commander upon deck, and exhibited the easy manners of a gentleman in the cabin.*

Thus did he conciliate the regard of all; they obeyed with the cheerfulness of affection, and were as anxious for his fame, as if each individual partook of it. His whole system evinced a comprehensive mind, and a perfect knowledge of the sort of men he had to command; his courage was of the best sort, as free from rashness, as it was devoid of fear: when a moral duty was to be performed, there was no labour which he would not undertake, no danger that could appal him; he was the companion and early friend of Nelson, and when this great commander (the hero of Abookir, Copenhagen, and Trafalgar) was receiving the meed of well-earned applause at a royal table, he observed with the generosity which ever accompanies genuine merit, that his successes were owing to his good fortune, which had placed him in such commands; "for," said he, "there are many other officers who would have done as much under similar circumstances: *one* I will venture to name—*Christopher Parker.*"

Surely, Mr. Editor, the fullest and most accurate biographical account of such a man, would be a real desideratum in the naval annals of British heroes and British triumphs; and if any friend of the deceased should be induced to direct his thoughts and attention to the accomplishment of such a work, he would be doing a service of great importance to every young naval officer emulous of approving himself not more the brave and scientific officer, than the humane and venerated commander, the accomplished and honourable gentleman.

Amongst the numberless heroes who have gloriously fallen in defence of their King and Country, I have lately read of one no less uncommon, than most afflicting case; where, it appears, a gentleman of the name of Neville lost his *whole family, seven* sons, in their country's service; the two last, and youngest, having fallen in the West Indies, the one from disease, Captain M. Neville, commander of the Port Mahon; the other a lieutenant of the Centaur, bearing Sir S. Hood's flag, being killed in the boats of that

ship in 1804. I should conceive it very possible, Mr. Editor, to obtain biographical notices of the whole of these gallant youths; surely they could not be otherwise than most acceptable to every English heart: it is too probable that ere now their disconsolate and truly unfortunate parent has joined them in that better world, where "the sufferer's sighs are heard no more." Every heart must say, "they served their country well;" nor should their names be consigned to cold oblivion.

Mentor.

On the eligibility of Falmouth as a Packet Station.

MR. EDITOR,

Bristol, 8th February, 1817.

FROM your known impartiality, and the interest you take in all naval subjects relating to individuals, and to local communities, I can easily conceive how much more your feelings would be excited, when the subject is that of national concern.

I perceive that the question is again brought forth, by the Report of the Chamber of Commerce at Plymouth, and by a writer dating from that place on the 21st ult.* respecting that port being a more eligible situation for the packets employed in the Atlantic Ocean, than Falmouth, where they have been stationed about *one hundred and thirty years*.

As this subject must be of great importance to the commercial world, therefore to the nation; so ought it to be to the government, on that account; and also in its communication with all countries connected in any manner with the Atlantic, more especially in cases of urgency, and in all seasons of warfare.

The question is not, how much individuals in and about Plymouth, how much the Earl of Morley, the President of the Chamber of Commerce, would be benefited by the change; or what ostensible colouring they can give to attract the public mind for the promotion of their desires; or what plausible arguments they can produce to deceive the government; but which *in truth* is the most *favourable situation* for performing the service *expected by the nation*, every circumstance attending the *general advantages* of each port considered.

This I apprehend, Sir, to be the fair statement on which the question ought to be discussed and decided; not by any partial circumstance now and then occurring, which may be produced in favor of either place.

It may not be generally known, that strong prejudice has been excited against the port of Falmouth ever since it was attempted, under the patronage of the late Mr. Pitt, for bringing into action the services of a harbour situated on the meridian of Ushant; and the most southern and western in the Island of Great Britain. Hence, misrepresentation has exercised its ingenuity to the utmost stretch; has magnified things which would be called and thought trifling at *other ports*, into important matters, and laboured to make them assume the most serious aspect. Nor has

* In Flindell's Western Luminary—Exeter.

interest been idle ; it has lent its full aid to deprive the country of the benefits she might derive from a harbour so safe, and so favourably situated for communicating with the Western Ocean.

It may avail little at present to point out the probable cause why this combination has succeeded in its designs, to the prejudice of national interest ; but the success has induced Plymouth to stretch forth her insatiable and envious arm to grasp every thing in the port of Falmouth under the denomination of a *naval establishment*.

Wherefore this should be suffered or endured by the country, is well worthy the attention, the impartial consideration, and examination of every patriotic mind in the United Kingdom.

Passing over the Report of the Chamber of Commerce, that because its trade is so flourishing, *it hopes, therefore*, that in time, Plymouth will swallow up every advantage around it, I come to one of the ostensible reasons advanced by the advocates of that place for the removing the packet establishment ; and this is, that the mail does not arrive at Falmouth until the evening of the same day it arrives at Plymouth in the morning ; by which a delay of twenty-four hours is occasioned, as the packet to be despatched will not sail until next morning.

If there were nothing that can more than ten times counterbalance this present state of the arrival of the mails it could not be denied to be an advantage ; more especially, if no arrangements can be devised for expediting the western mail, that it may arrive time enough, generally, to enable the packet to sail the same day.

The mail, I believe, now arrives at Falmouth, during summer, about four in the afternoon ; therefore there can be no objection, or hindrance, to prevent the packet sailing the same evening : but could not arrangements be made at the General Post Office in London, for despatching *this mail* earlier ? say four in the afternoon, instead of eight at night. I am not sufficiently informed on this part of the subject, as to decide whether the earlier hour might prove of any serious detriment to the interests of commerce, I shall then not presume to give an opinion ; but I have no hesitation in saying, that by the improvement of the road from Exeter to Falmouth, by seizing short cuts where they offer, by avoiding, where possible, steep declivities and ascents, the expedition of the mail may be considerably accelerated, so as to remove much of the force of this objection, even were it not opposed by those difficulties which all the sophistry of Plymouth cannot evade, and which shall be noticed in the course of these observations.

But if the arrival of the mail at Plymouth so much sooner than at Falmouth, and, as an undeniable consequence, its getting so much sooner into the Western Ocean, why not station the packets at any other port eastward of Plymouth, that can produce a priority of the arrival of the mail by eight, ten, or twelve hours ? Why not Portsmouth, where the mail arrives sooner by *twenty-four hours* than at Plymouth ?

This is an argument founded either on a wilful suppression of the truth, or a gross ignorance of the reasons which ought to induce, and has induced, the government of this country to choose a situation for the packets employed in the Atlantic, and which experience having proved to be the best,

has been continued for above one hundred and twenty years. But now Plymouth arises in her might, great in her naval establishments and magnificence; proud in her wealth, chiefly occasioned by the vast and profuse expenditure on these; she rises in all her power and pomp, and extensive interest, to swallow up every thing belonging to the port of Falmouth; and, if possible, to sink it in the deep of oblivion, by the malignant blow of her misrepresentation. I positively disclaim every feeling of envy at the extensive naval establishment in Hamoaze: I can rejoice with any one in all beneficial improvements near that immense arsenal; but I avow the indignation I feel at the misrepresentations that have issued thence against the harbour of Falmouth; at the intrigue that has been practised, and the various acts of hostility manifested, and which it may be hereafter necessary to mention, that the charge may be substantiated.

It has been observed, if it be an argument in favour of the packet establishment being removed to Plymouth, because the mail arrives there eight or ten hours sooner than at Falmouth, why not remove it to Portsmouth, where it arrives *twenty-four hours* sooner than at Plymouth?

The answer that ought to be given, and will be given to this question, applies with equal force to that, why the packet establishment ought to be at Falmouth rather than at Plymouth? But then, reply the Plymouthians, during a south-east wind, vessels can sail out of the Sound direct, whereas they have to work to windward from Falmouth to clear the Manacles, by which time they will be overtaken by those from the eastward. To this Falmouth answers: I allow this may sometimes be the case; but when it is considered how seldom south-east winds continue to blow long in this part of the Channel, the claimed advantage can be of little avail; but if I be in the offing as soon as you, where in reality is your advantage? We stand on this point only on equal grounds, if I were even to allow you the full benefit of your pretensions. But there is a most important consideration connected with this circumstance, which you Plymouthians keep out of sight, either through ignorance or design: owing to my lying so far within the Manacles, during *south-west* gales, even such as make the Breakwater quake and tremble to its foundations, fills the Sound with horror and dismay, and even Catwater with confounding astonishment; when shrieks of terror, and cries of lamentation, pervade the howling storm, when death stalks terrific, and the overwhelming surge drives the fated vessels upon your iron-bound shores, where they are dashed in pieces, and float in fragments upon the tumultuous waves; amidst this scene of confusion, distress, and woe, within thy limits, mine are secure; here, at such a time, danger is far from me; nor are my waters ruffled more than thine, when a gale blows directly across thee from shore to shore. I mention not this circumstance with exultation or triumph; in the rehearsal of thy misfortunes, I drop the tear of pity over thee; but thine injustice has called me forth to the tribunal of the public, where the truth must be told. Thou canst not help thy situation, nor mine; why then shouldst thou seek to palliate thine own defects, and to magnify mine? Is such conduct to be justified? Is it fair? or does it in any degree manifest liberality of sentiment, or regard for the truth? Come forth with the truth; I will meet

thee half-way, and take thee by the hand. Set forth thine own defects, and I have no objection mine should accompany them; but seek not to magnify thine own merits, by defaming me: seek not with an insatiable and avaricious spirit to enrich thyself, by denying and misrepresenting the advantages I do possess, and will possess, notwithstanding all thy machinations to blind the eyes of power from beholding these; arraying thyself in false colours, that thou mayest have that favour granted, which truth and justice award thee not; that thou mayest deck thyself in my spoils, at the expense of national interest. Thou talkest of a south-east wind which so seldom blows on my meridian, and more seldom with any duration; but thou hast said nothing of the prevalence of westerly winds in our part of the Channel, consequently of the difficulty vessels must experience, even in a westerly situation, of getting into the ocean, and much more so from thy meridian, and, as an undeniable consequence, the *general* advantage my situation has over thine. Be temperate; be patient; hear the TRUTH, nor attempt to deny it, nor to evade its force.

But, Sir, I find I must here, for the present, break off the reply of Falmouth to the observations of Plymouth, having already proceeded some length.

Tiphys.

Improvement of the Malta Trade.

MR. EDITOR,

10th February, 1817.

I PERCEIVE with infinite satisfaction, that my suggestion relative to the opening more fully, and improving the Malta trade, has been agreeable to the ideas entertained on that important subject by his Majesty's ministers, who are taking the earliest opportunity of attending to them. Mr. Robinson having already brought in a bill to regulate the Cape of Good Hope commercial intercourse, and given notice of one to the same effect for Malta; such exertions are praiseworthy, and I hope will be attended with the most beneficial consequences: it is evident government must and will do every thing in their power to promote the revival of our languishing commerce, on which the prosperity and glory of Britain mainly depends. May it speedily recover its wonted spirit and greatness.

Orion.

Old Commanders.

MR. EDITOR,

February 12th, 1817.

IN former letters, I have endeavoured to point out the injustice and cruelty of the present mode of promotion in the navy, which consigns men of talent, high professional merit, and long standing, to unmerited and cruel neglect, when they happen to be without interest, and to have had, in consequence thereof, no particular or late opportunities of signaling themselves; or, what is worse, may have happened to be only second or third lieutenants of their ship, and on that account denied promotion at the

time, and been henceforth entirely forgot : these every naval man must know, are not *imaginary* cases, but have been the fate of hundreds. Being equally convinced of the partiality and injustice which has left so many deserving commanders and lieutenants *still* on these lists, after many years of arduous, and in many cases of distinguished service, I must still request your attention, and that of the Board, to *this glaring defect* ; and again call, in firm but respectful language, for a more just and liberal system. The late promotion was *well timed*, and had it gone back a little farther, would have been nearly complete ; but it unfortunately excluded older and *equally* deserving officers, who served with distinction as commanders in the beginning of the war in 1803 and 4, and many of whom had been promoted from lieutenants, for their gallant conduct. I would then suggest the propriety of giving post rank to all such of unimpeached character, from the day on which peace was signed ; they deserve such rank,* and they would feel in obtaining it, on these terms, that their claims were at length *fully* recognized, and kindly, as well as considerably, allowed. Whilst on this subject, I beg to remark, that several eminent naval officers have been, at different times, withdrawn from the service, in consequence of obtaining the appointments of commissioners of the navy. Now I think, although we have plenty of admirals, that such men as Sir R. Barlow, Captains Cunningham and Boyle, &c. &c. are still valuable to have on the list ; and I see no difficulty in replacing them, under this proviso, that whilst acting as commanders, they shall receive *no* half-pay as admirals, and when promoted to be vice-admirals, must relinquish their civil appointments ; perhaps this suggestion may be thought worthy of consideration.

A Friend to Naval Merit.



Presumed Decline of our Navy.

MR. EDITOR,

16th February, 1817.

I CANNOT refrain from adverting to the particularly unfortunate losses of so many of our ships of war during the last few months ; even since the peace establishment was completed, it will be found, that no less than twelve have been lost, which, if I mistake not, is a greater number than perished when we had a thousand sail in commission ; now we have only a sixth part of that number, which are not all at sea. There is surely something remarkable in this, and worthy the consideration of the Board. I observe with regret, that in consequence of such losses, and of the decayed state of so many of our *very newest ships*, our navy is rapidly dwindling away. I trust our builders are not inactive, for our navy is much reduced in number within the last eighteen months.

Neptunus.

* Even if superannuated or retired, I believe most are still able to serve.

Intended publication of Layman's Maritime History.

MR. EDITOR,

Albemarle-street, 20th January, 1817.

IT may be satisfactory to your Correspondent, *Neptunus*, to be informed, that I have seen the materials for the first part of Captain Layman's work, entitled, "Outline of MARITIME HISTORY, with General Events, from the Creation of the World, to the termination of the French Revolutionary War, 1814-15. Including a particular account of the Rise, Progress, and State of the British Navy, at the latter period. Together with a Supplement, containing a discovery for preparing Forest Trees for immediate use, and increasing the strength and duration of Timber, thereby furnishing the means to prevent the premature decay of ships, &c. &c. &c."

And I understand from him, that the first number may be soon sent to press, whenever any responsible person will undertake to publish it.

In the *PRECURSOR* to this work, Earl Darnley declared in the House of Lords, "that if any one wished for information on the material of our Navy, they should read the *PRECURSOR*."

The late Earl Stanhope, so distinguished for science and for energy of mind, said, "he was happy to bear his testimony to the merits of the *PRECURSOR*; it was evident to him, that Captain Layman possessed a strong mind and sound judgment, with great industry, and was deserving of encouragement, not discouragement."

*A Member of the Royal
Naval Institution.*

*The Case of Old Commanders and Lieutenants considered.*

MR. EDITOR,

16th February, 1817.

I AM sure that *you* will be perfectly ready to believe (and I am hopeful the readers of the *N. C.* will not be backward to do so), that my most anxious wishes, and earnest endeavours, have been, and are, constantly directed towards the attainment of what, in my humble opinion, must be great improvements in the naval service of our country. Of late, I have suggested *various* ideas on this truly important subject: one of these related to the *amelioration* of the situation of old commanders and lieutenants, by first extending the retired lists, and then annually promoting a proportion of the seniors left on the list (not *seconded* for the retirement on vacancies), and thus rendering the attainment of rank and emolument, *to all deserving officers*, a matter of certainty, instead of confining this expectation as at present, to those possessed of *interest*, or who may have had the good fortune to distinguish themselves; for *few* indeed want the desire to do so. I was most happy, therefore, to perceive, that a promotion of old commanders had taken place on the 1st of January, and to read in the news-

papers a few days ago, that the sixty senior commanders were to have retirement, with post rank ; this, if carried into effect, will do honour to the Admiralty Board, and come up entirely to the suggestions thrown out in some of my former letters ; it will open the door of promotion to every officer capable of serving, and deserving on account of former active services, to be promoted when it becomes his turn. I cannot but suppose that the retired list of lieutenants will also be considerably extended ; there are at present, I believe, one hundred on it ; now if you add another, or perhaps two hundred more, and then select all officers unfit for active service still remaining at the top of the list, *to be seconded for retirement as commanders, on vacancies occurring* (thus confining the list within certain bounds not to be exceeded), I think this part of the arrangement would be very complete indeed ; and by proceeding with annual promotions from the head of the list, of those able for active service, and whose former conduct has been honorable, zealous, and officer-like : there would remain no room whatever for complaint, for murmur, or remonstrance. It is, no doubt, true, that those possessing interest, or who had superior opportunities of distinguishing themselves, would still get the start of others ; but it is quite clear, that at length the prize must come up to all ; and that, by perseverance, and active zealous conduct, they would be certain at length of obtaining the object of every officer's most anxious wishes ; viz. promotion in the service.

I am quite certain that similar arrangements to these (and I most earnestly hope they are in preparation), would give the utmost satisfaction throughout the service ; and it must be quite manifest to all, that to promote and diffuse such confidence and approbation throughout our gallant navy, is most for the honour and advantage of the country, especially as it can be done at so trifling and light an expense ; for in these times, heavy addition of expenditure cannot be recommended or expected.

A Friend to Naval Merit.



In commendation of Thessaly's Communications.

MR. EDITOR,

17th February, 1817.

IN your last and former numbers, will be found some truly valuable and interesting communications from your excellent correspondent *Thessaly*, relative to services performed in the Mediterranean, &c. and not fully detailed in gazette accounts, nor before sufficiently known to the public. Approving as I do most entirely of this writer's correspondence, I conceive it right to state my opinion as to the importance of such communications, which are not only very valuable and interesting as naval documents, but highly desirable to every future historian.

I trust, therefore, this gentleman will continue his contributions in this way, and occasionally extend them to other subjects connected with naval matters ; he will thus employ his hours of leisure and retirement pleasantly to himself, and usefully and beneficially to the service, of which I doubt

not he forms one of its chief ornaments; at least he shews his good will to its best interests, by his desire to promote them. I hope also others, possessed of similar information or materials, will follow the example of *Thessaly*, in giving them publicity through your invaluable Chronicle, which is allowed by most naval men to be the best and most proper register and receptacle of naval events and documents. I think the truth and justice of the above remarks will not be called in question; and as a well-wisher to your work, I beg leave to submit them to the consideration of yourself and numerous readers.

Your's, &c.

Gracchus.

MR. EDITOR,

St. Mary-le-bone, March 1, 1817.

CONFORMABLY to the offer contained in my last letter of Feb. 1,^a I transmit,

A general List of the Captains of his Majesty's Fleet, with the Dates of their first Commissions as Captains, from which they are allowed to take Post. (Dated) Admiralty-Office, Sept. 1, 1747.

Names.	Seniority.	Names.	Seniority.
Richard Haddock*	20 Dec. 1695	John Weller.....	7 April 1721
Bennet Allen† 27 Feb. 1698		Matthew Consett.....	19 April 1721
Richard Hughes 19 June 1702		Samuel Brathwait	28 Jan. 1721
Charles Smith 12 Oct. 1702		Francis Dansays 25 Jan. 1725	
Humphry Pudner 10 July 1703		Samuel Mead 29 Aug. 1727	
John Trotter..... 7 Feb. 1703		William Miller 18 Nov. 1727	
Robert Harland 24 Mar. 1703		John Gascoigne 5 Dec. 1727	
Thomas Lawrence 18 Oct. 1704		Wm. Hen. Fleming 26 July 1728	
Walter Piggot 13 Nov. 1707		Hon. Fitzy. Henry Lee 25 Oct. 1728	
James Gunman ‡ 20 Dec. 1708		Israel Sparks..... 9 April 1729	
Charles Brown § 18 Mar. 1708		Cornelius Mitchell §§ .. 14 June 1731	
Thomas Jacob 26 April 1709		John Wingate 6 April 1732	
Philip Vanbrugh 27 Nov. 1710		William Parry 18 April 1732	
John Fletcher 7 Mar. 1710		John Towry 7 Nov. 1732	
Sir Ed. Blacket, Bart... 1 Jan. 1712		Edmund Williams 2 April 1734	
Robert Harward 1 Jan. 1712		John Durell 8 Nov. 1734	
Tyrwit Cayley ¶ 1 Jan. 1712		James Compton 13 Dec. 1734	
Edward Falkingham ** 26 Feb. 1712		Nicholas Robinson ... 8 May 1735	
Francis Hume 24 July 1713		Thomas Trefusis 25 Dec. 1736	
Alexander Geddes †† .. 15 Nov. 1714		Thomas Fox 6 Aug. 1737	
Thomas Willyams..... 9 July 1715		Harcourt Master 3 Jan. 1737	
Fra. Blake Delaval.... 26 Mar. 1719		Charles Watson ¶¶ 14 Feb. 1737	
William Davies ‡‡ 30 June 1719		Digby Dent 9 June 1738	
Humphry Orme 1 June 1720		Temple West *** 13 June 1738	

^a Page 125.

* Controller of the Navy.

† Commissioner of the Navy.

‡ Treasurer of Greenwich Hospital.

§ Commissioner at Chatham.

|| Ditto at Plymouth.

¶ Ditto of the Victualling.

** Ditto of the Navy.

†† Commissioner of the Navy.

‡‡ Ditto of the Victualling.

§§ Rear-Admiral.

||| Broke.

¶¶ Commodore.

*** Ditto.

<i>Names.</i>	<i>Seniority.</i>	<i>Names.</i>	<i>Seniority.</i>
Hon. Edward Legge ..	26 July 1738	John Lovett	16 Nov. 1741
George Pocock*	1 Aug. 1738	Frederick Rogers.....	2 Dec. 1741
Hon. Geo. Townshend†	30 Jan. 1738	Thomas Lake	2 Dec. 1741
Edmund Strange	14 Feb. 1738	Hon. George Dawnay..	8 Jan. 1741
John Wynnell	14 June 1739	Charles Stevens	11 Jan. 1741
Peter Lawrence.....	16 July 1739	John Pritchard.....	5 Feb. 1741
James Rycout	10 Aug. 1739	Phillip Durell	6 Feb. 1741
Savage Mostyn	17 Dec. 1739	Charles Holmes	20 Feb. 1741
Francis Holburne.....	15 Feb. 1739	Elliot Smith	25 Feb. 1741
Henry Harrison	28 Feb. 1739	Samuel Cornish	12 Mar. 1741
Edward Peyton	4 April 1740	Sir Charles Molloy	6 April 1742
James Rentone.....	17 April 1740	Philip Carteret.....	10 May 1742
Robert Allen	8 May 1740	Thorpe Fowke.....	24 May 1742
Thomas Cotes	12 May 1740	Francis Geary	30 June 1742
William Lisle	28 May 1740	John Crookshanks	3 July 1742
Matthew Michell.....	30 June 1740	James Hodsoll.....	24 July 1742
Thomas Limeburner ..	11 July 1740	Smith Callis	9 Aug. 1742
Robert Pett	15 July 1740	John Wickham.....	1 Nov. 1742
Brad. Thompson	15 July 1740	Geo. Brydges Rodney..	9 Nov. 1742
Thomas Frankland	15 July 1740	Robert Erskine.....	13 Nov. 1742
Harry Powlett	15 July 1740	Merrick de L'Angle....	13 Nov. 1742
Charles Wager Purvis..	18 July 1740	William Burnaby.....	9 Dec. 1742
R. H. L. Mon. Bertie ..	18 July 1740	William Fielding	11 Jan. 1743
Peter Osborn	28 July 1740	Edward Dodd	25 Jan. 1742
Solomon Gideon	6 Sept. 1740	Samuel Goddard	1 Feb. 1742
Robert Maynard	22 Sept. 1740	John Pitman	8 Feb. 1742
Roger Martin	24 Sept. 1740	Peter Toms	12 Feb. 1742
Harry Norris.....	26 Sept. 1740	Richard Watkins	24 Feb. 1742
Benjamin Young	27 Sept. 1740	Thomas Sturton	28 Mar. 1743
Essex Holcombe	12 Oct. 1740	Polycarpus Taylor	2 May 1743
Richard Hughes	24 Oct. 1740	James Young	16 May 1743
Hon. George Murray ..	3 Nov. 1740	William Marsh.....	25 May 1743
Richard Edwards.....	4 Nov. 1740	Edward Pratten	2 June 1743
Sir William Hewett, Bt.	24 Nov. 1740	George Stepney	11 June 1743
Charles Colby	12 Jan. 1740	Philip Saumarez	21 June 1743
Nathaniel Watson	16 Jan. 1740	William Boys	25 June 1743
Henry Swaysland	22 Jan. 1740	John Watkins	4 Aug. 1743
David Cheap	19 Feb. 1740	Arthur Scott.....	4 Aug. 1743
Hon. John Hamilton ..	19 Feb. 1740	Warwick Calmady ...	30 Sept. 1743
Edward Herbert	5 Mar. 1740	Peirce Brett	30 Sept. 1743
John Brett	25 Mar. 1741	Charles Powlett	10 Oct. 1743
Thomas Broderick	25 Mar. 1741	Charles Catford.....	14 Oct. 1743
Daniel Hoare	10 April 1741	John Moore.....	24 Dec. 1743
Thomas Pye.....	13 April 1741	Richard Tyrrell	26 Dec. 1743
Henry Godsolve	17 May 1741	John Simcoe.....	28 Dec. 1743
Henry Ward	25 May 1741	Richard Chadwick	16 Jan. 1743
Henry Dennis	6 June 1741	Fred. Cornewall	11 Feb. 1743
Benjamin Fenwick	8 June 1741	R. H. Alex. Ld. Colwill	6 Mar. 1743
George Cokburne.....	11 June 1741	Rt. Hon. Ld. T. Bertie	14 Mar. 1743
Thomas Tucker	17 July 1741	James Douglas.....	19 Mar. 1743
Charles Hardy	10 Aug. 1741	Thomas Hanway	5 April 1744
Sheldrake Laton	25 Aug. 1741	George Elliot	12 May 1744
R. H. G. E. of Northesk	25 Aug. 1741	Thomas Harrison	5 June 1744
Rupert Waring.....	16 Sept. 1741	Edward Spragge	11 June 1744
Hon. Henry Aylmer ..	18 Sept. 1741	Edmond Toll	14 June 1744
Charles Saunders	26 Sept. 1741	Richard Collins	7 July 1744
Robert Young	1 Oct. 1741	Thomas Mogg	16 July 1744
Joseph Hamar	22 Oct. 1741	Blumfield Barradall....	18 July 1744

* Commodore.

† Commodore.

Names.	Seniority.	Names.	Seniority.
Ormond Tomson	26 July 1744	Hon. William Bateman	27 Dec. 1745
John Bentley	1 Aug. 1744	John Montagu	15 Jan. 1745
William Gordon	4 Aug. 1744	Abel Smith	22 Jan. 1745
Hon. Geo. Edgcumbe..	19 Aug. 1744	Cotton Dent	23 Jan. 1745
Robert Swanton	27 Aug. 1744	Charles Knowler	23 Jan. 1745
Thomas Somers	4 Sept. 1744	William Harman	26 Jan. 1745
Lachlin Leslie	8 Sept. 1744	Thomas Craven	8 Feb. 1745
James Osborne	28 Sept. 1744	Thomas Allison	9 Feb. 1745
William Parry	2 Oct. 1744	Robert Harland	19 Mar. 1745
John Hardy	17 Oct. 1744	Edward Falkingham ..	26 Mar. 1746
Richard Haddock	7 Nov. 1744	Thomas Innes	3 April 1746
Patrick O'Hara	16 Nov. 1744	Jervis Henry Porter....	3 April 1746
Coningsby Norbury	17 Nov. 1744	Hon. Richard Howe ..	10 April 1746
Hon. Augustus Keppel ..	11 Dec. 1744	Andrews Jelf	14 April 1746
John Amherst	29 Dec. 1744	Washington Shirley....	19 April 1746
Hon. Wm. Farmor	12 Jan. 1745	Samuel Faulkner	21 April 1746
Edward Rich	23 Jan. 1745	John Douglas	22 April 1746
Peter Denis	9 Feb. 1745	Hugh Pigot	22 April 1746
Richard Jasper	13 Feb. 1745	Julian Legge	6 May 1746
Hon. Arch. Stuart	20 Feb. 1745	Molineux Shuldham ..	12 May 1746
Edmund Horne	22 Feb. 1745	Robert Wellard	31 May 1746
Arthur Forrest	9 Mar. 1745	James Webb	25 June 1746
Richard Tiddeman	9 Mar. 1745	Anthony Kerley	2 July 1746
Robert Hughes	2 April 1745	Henry Huish	12 July 1746
Hugh Boufoy	12 April 1745	John Cockburne	19 July 1746
Timothy Nucella	12 April 1745	Joseph Knight	31 July 1746
Robert Jefferies	1 May 1745	Thomas Knowler	11 Aug. 1746
Hon. Wm. Montague ..	23 May 1745	O'Brien Dudley	11 Aug. 1746
Arthur Gardiner	27 May 1745	John Vaughan	11 Aug. 1746
Lionel Daniel	28 May 1745	John Lloyd	4 Sept. 1746
John Lloyd	30 May 1745	Charles Proby	17 Sept. 1746
Robert Man	22 June 1745	John Fergusone	6 Oct. 1746
Clark Gayton	6 July 1745	Robert Duff	23 Oct. 1746
Roger Adams	12 July 1745	John Reynolds	30 Oct. 1746
Thomas Stanhope	12 July 1745	Frederick Hyde	11 Nov. 1746
John Hume	20 July 1745	Hugh Palliser	25 Nov. 1746
Henry Rosewell	21 July 1745	Charles Wray	9 Dec. 1746
Justinian Nait	12 Aug. 1745	Hon. John Byron	30 Dec. 1746
John Orme	20 Aug. 1745	Hon. Aug. John Hervey ..	15 Jan. 1746
Samuel Maisteron	26 Aug. 1745	George Mackenzie	24 Jan. 1746
John Hill	26 Aug. 1745	Mathew Barton	7 Feb. 1746
.....	26 Aug. 1745	Peter Parker	6 May 1747
.....	2 Sept. 1745	Patrick Baird	27 May 1747
.....	17 Sept. 1745	Richard Gwynn	27 May 1747
John Barker	19 Sept. 1745	Hon. Sam. Barrington..	29 May 1747
Richard Spry	23 Sept. 1745	Mariot Arbuthnot	22 June 1747
Thomas Noel	12 Nov. 1745	Robert Roddam	9 July 1747
Thomas Gregory	12 Nov. 1745	Samuel Marshall	17 July 1747
John Weller	29 Nov. 1745	William Cust	18 July 1747
Lucius O'Brien	3 Dec. 1745	William Brett	18 July 1747
Thomas Fincher	6 Dec. 1745	Robert Askew	21 Aug. 1747

On Marine Surveying.

MR. EDITOR,

4th March, 1817.

DURING a time of peace, it is certainly of great importance to every maritime nation, much more to Great Britain, the first hitherto in the world, that due attention should be paid to improvements in nautical science and maritime discovery; and it was therefore with pleasure and satisfaction I observed it stated the other day in the papers, that two small ships of war were ordered to be fitted out for surveying; one to be employed on our own coasts and that of France, and the other in the Mediterranean. It is unquestionably true, that notwithstanding the many dreadful shipwrecks, and the truly disastrous fate of hundreds and thousands of our fellow creatures on our own shores, and around our own dangerous coasts, that little has of late been done to prepare or complete a proper account of these often hidden, unseen, and but little known dangers, except from the books of navigation in general use for navigating around our coasts; allowing, however, that these were excellent guides at the time of their publication, it surely becomes matter of interest and importance to preserve and *keep them correct*, in every point and in every instance, where a single error, or change of any kind, allowed to pass unnoticed, may produce such fatal consequences. In my opinion, nothing can be better timed, therefore, or more judicious, than the establishment of surveying vessels, and officers well qualified for the service, now forming; but I am much inclined to think, it is intended to be kept on too limited and contracted a scale; instead of *one* vessel employed on our own coasts, why not fit out *three*; one for the English Channel, another for the coast of Ireland, and a third for that of Scotland: and again, why not fit out at least *one* or *two* of the ships employed on each foreign station, for the *same purposes*, so decidedly of consequence to the improvement of naval science and maritime discovery? But, Mr. Editor, if these surveys were carried on under the superintendence of men of acknowledged talent, and first-rate navigators, I am persuaded such pursuits are, *above all others*, eminently calculated to ennoble and stimulate the minds of young men rising into notice in the service; for them, such employment holds out the highest gratification and hopes of future reward; it serves to qualify them for the highest ranks in the service, by making them excellent navigators, and able seamen. In proof of this, I need only instance the young men who filled the quarter-deck of the *Discovery*, Captain Vancouver, almost every one of whom have risen to eminence in the service; in this school was trained and formed the late lamented Captain J. Stewart, of the *Seahorse*: need I say more? I sincerely hope the love of science, and the conviction of its utility, will lead the naval members of the Board of Admiralty to *extend* the surveying system, and to employ our men of war more generally in this way *during peace*. I am hopeful it would be attended with great advantages in many respects; and these surveys, when completed, would, I make no doubt, both enrich our *Nautical Directories*, and confer honor and reputation on those officers who gave themselves

zealously to such noble and praise-worthy pursuits. Hoping these few remarks may not prove ill-timed nor unacceptable, and with best wishes for the good of the service, I am, &c.

Triton.

Fir Frigates.

MR. EDITOR,

8th March, 1817.

WHEN our *fir frigates* were ordered to be constructed, three years ago, I certainly entertained the hope (not, I think, an unreasonable one), that they would *run* for at least *six* years; beyond that I did not consider them as likely to be of much use, except for harbour service; but it is with wonder and grievous disappointment I now observe, that not one of them is fit for the least hard service even now, when few or none of them have been afloat for more than three years, many of them not so long. I really cannot help feeling mortified, that the country should thus be on every occasion so grossly cheated and taken in by these merchant-yard builders; it is well known that these trumpery cost the country a great deal of money, as they were greatly wanted at the time, and run up, it seems, in so unworkman-like a manner, as to prove mere *toys*, pretty looking sea boats, but good for nothing at the end of two or three years! If proof of what I say were wanting, only observe how difficult it is for the Board to hit on a *fir frigate* fit for service on a peace establishment; and that half dozens, after survey, and proving miserably defective, are ordered to be broken up. Such things are not pleasing to the most *indifferent* spectator, and I trust will never be repeated: in a very short time we shall have few of them left, and I am hopeful their places will be supplied by more durable and better constructed ships of oak and teak, than those I have above alluded to. I am not desirous of seeing our dock-yard establishments *reduced*, even bad as the times are; our navy *must* not be overlooked or disregarded, and the number of effective ships is at present much diminished, and requires to be increased as speedily as possible.

Albion

Payment of Ships on Foreign Stations.

MR. EDITOR,

8th March, 1817.

ALTHOUGH my suggestions on this subject were not more fortunate in meeting with attention on a former occasion, than was the motion of a gallant officer (Captain Pellew), in the House of Commons, in being approved of; yet as I am convinced the arguments made use of in favor of a plan so fraught with advantage to the service, as tending to greatly improve the comfort of the men, I cannot allow the present opportunity to pass away, without again bringing it into view, and requesting the naval Lords of the Admiralty, and all naval officers, to read your excellent correspondent *Arion's* letters (his last, I regret to say, for he has now ceased to *admonish*, and to *give those lessons of wisdom and experience* he

was so able to afford) on this subject, in your 35th volume, page 394; if prejudice has at all yielded to candour, conviction must follow, and the boon would then, I trust, be conceded. The pay of officers has been recently new arranged, and its issue properly regulated; why should that of the seamen on foreign stations still be withheld? Perhaps the zealous young officers who ineffectually struggled in their behalf last Session, may not be so much discouraged as to remain silent during the present one. I hope they will not; but as the Board have already done *much*, I trust they will of themselves make the required improvement, it being undeniably such, by putting it in the power of the men to obtain *these little necessities and comforts*, which an issue of pay during peace can alone supply.



Nestor.

MR. EDITOR,

I ENCLOSE you a document of Naval History, which, though not of recent date, may nevertheless be considered by you as worthy a place in your valuable repository; should that be the case, it is freely at your service, from

Your's, &c.

Thessaly.

Extract of a Letter from Rear-admiral Hyde Parker, to Mr. Stephens, dated Princess Royal, Gros Islet Bay, St. Lucia, December 23d, 1779.

SIR,

Captain Sutton not having yet left the squadron, gives me an opportunity to add a supplement to my letter of the 9th inst. and to desire you will inform their Lordships, that on the 18th inst. between 8 and 9 o'clock in the morning, the *Preston* being between Martinico and St. Lucia, to windward, made the signal for a fleet; which was no sooner observed on board the *Princess Royal*, than a signal was thrown out for the ships under my command to slip their cables, and chase to windward. The captains were then assembled at a court martial; and as the ships were in a course of fitting, some lay on the heel, others had their sails unbent, and from all of them great numbers were employed on shore in wooding and watering. Under these circumstances, the alertness and despatch with which the ships put to sea, was surprising even to me, who am no stranger to the activity and briskness of the English officers and seamen. As the squadron stood over for Port Royal, the enemy's ships were discovered to be a convoy. Before 4 in the afternoon, nine or ten of them had run themselves on shore in the island of Martinico, and were set on fire by our boats, either immediately or the next morning. About the same time, I observed the *Boreas* engaged with the French frigate in Port Royal bay; a French rear-admiral, with two other 74-gun ships, slipped their cables, and bore down upon him, which obliged the *Boreas* to sheer off. This dexterous

manœuvre saved their frigate, and some of their merchant ships. The French hauled their wind in good time, and kept plying for the road. The ships a-head of the Princess Royal at this time were the Conqueror, Albion, Elizabeth, Vigilant, and Centurion, but the Conqueror a-head and to windward of the rest. About 5, this ship got within distance of the French rear-admiral, who began the cannonade. The steadiness and coolness with which on every tack the Conqueror received the fire of these three ships, and returned his own, working his ship with as much exactness as if he had been turning into Spithead, and on every board gaining considerably on the enemy, gave me infinite pleasure : the rest of the ships shewed no less engerness to get into action. Towards sun-set, the Albion had got well up to second the Conqueror, and the other ships were in action ; but as they had worked, not only within the danger of the shoals of this bay, but within reach of the batteries, from whence were fired both shells and shot, I called them off by the night signal at a quarter before 7. It was with inexpressible concern I then heard, that Captain Walter Griffith was killed by the last broadside ; the service cannot lose a better man or a better officer.* The Conqueror had 3 men killed, and 11 wounded. The damage done to the ship is not very considerable, nor I believe to any of the other ships, as I have had no report from them ; they are cruising under Commodore Collingwood,† off the point of Salines. We have taken nine

* Captain Walter Griffith was a gentleman of the county of Merioneth, in Wales, was promoted to the rank of lieutenant on the 7th of May, 1755, and served in that station on board the Royal George, the flag-ship of Lord Anson, who then commanded the Channel fleet cruising off Ushant. On the 11th of December, 1759, he was appointed captain of the Gibraltar ; and Captain Griffith continued there, in the same ship, till after the termination of the war ; continuing as a peace cruiser till 1766. In the spring of 1771, he was ordered for America, and sailed with a convoy with troops and recruits for the army. He arrived at New York on the 25th of May, and distinguished himself in many important expeditions. He continued to serve in the Nonsuch (a ship to which he was appointed in 1766), and was present at the action off Grenada. Admiral Byron having sailed for Europe, leaving Rear-admiral Parker commander-in-chief on the West India station, that gentleman removed his flag into the Princess Royal ; in consequence of which Captain Griffith succeeded him in the Conqueror. This gallant officer did not, however, long enjoy his new ship, being killed, as related in Rear-admiral Parker's letter, in a skirmish with the French Admiral la Motte, in Port Royal bay, Martinico, on the 18th December following.—Heraldic Particulars : crest—Talbot's Head, couped, field sable. Motto, *Ne Vile Velis*.

* Of Commodore Thomas Collingwood, we have no particulars of birth, parentage, or education, but he was a gentleman of good natural abilities, and was promoted to be captain of the Syren frigate on the 29th of November, 1756. In October, 1758, he was appointed to the Crescent, of 28 guns, and ordered for the West Indies, where, in the ensuing year, he greatly distinguished himself in the attack of two French frigates, called the Amethyste and Berkeley ; the former escaped, but the latter was captured and carried into Basseterre. From this time till the year 1778, no memorable occurrence appears to have taken place with respect to this officer ; but the duplicity of the French was now so apparent, that it was deemed necessary to equip and send a fleet to America ; and this fleet was put under the orders of Admiral Byron, who appointed Captain Collingwood to the Monmouth, of 64 guns, one of the ships ordered on that service. He was afterwards promoted to the Grafton, in which ship he repaired to the West Indies, having sailed, with Admiral Byron, from Rhode island, on

sail of the convoy, which came from Marseilles under convoy of the *Aurora*, about the middle of October.* I judge that, including the frigate, they were 26 in number; four more had lost company, and are yet expected, rather at St. Lucia, than Martinico. All of the French ships, except those who were engaged, were in the carenage; I believe in ill condition, and many of their crews in the hospital.

On the 20th, standing with seven ships over to St. Lucia, late in the evening, I received a letter from Sir Henry Calder, informing me three large ships were seen that afternoon from the Morne, steering northward, supposed to be part of Mons. la Motte Picquet's squadron returning from Grenada. As I judged this intelligence very probable, Rear-admiral Rowley was immediately detached in the *Suffolk*, with the *Vengeance*, *Magnificent*, and *Stirling Castle* in pursuit of them.

I am well assured the *Sphynx* is retaken by the *Proserpine*, after a smart action; but as I have had no letters since that time from Commodore Hotham, I cannot give their Lordships the particulars. I am, &c.

H. Parker.

the 14th of December. In the month of July following, 1779, the French fleet, under Admiral D'Estaing, made an attack on the island of Grenada, when the English admiral put to sea to endeavour to frustrate the attempt. A sharp encounter ensued; but, from the extreme caution of the enemy, was productive of no advantage to the assailants. Captain Collingwood was stationed to lead the squadron on the larboard tack, and distinguished himself most heroically; the number of killed amounting to 35, and that of his wounded to 53; which greatly exceeded the injury sustained by any other ship in the fleet. After the arrival of Sir George Rodney at Barbadoes, with a commission of commander-in-chief on that station, Captain Collingwood was stationed to lead the centre division of the fleet, and acquitted himself with his usual gallantry, in an action with the French fleet under Admiral De Guichen, which took place on the 17th of April following (1780). Soon after this event, his very declining state of health obliged him to quit his command; and he unfortunately died at sea on board the *Grafton*, on his passage to England, on the 2d of June, 1780. Had this valuable officer been preserved to his country, he bid fair to have attained some of those distinguished honours his late namesake had conferred upon him by his venerable sovereign for gallant deeds. And there is some reason to believe that Captain Thomas Collingwood was a gentleman from some northern county in England; thereby it may be inferred they both sprang from collateral branches of the same stock, and were at least well known to each other, but in what degree of affinity there has not as yet been found any record extant.

* SHIPS CAPTURED.

	Guns.	Men.	Tons.	
Le Menagerie	30	160	600	Afterwards named Albemarle.
Le President	30	160	550	
Le Bethun	30	160	550	
L'Hercule	30	160	550	
Le Marechal de Brisac	12	150	400	Provisions and merchandize.
Le Juste	10	85	200	
La Clerie	8	35	180	
Le Jean Henrietta ..	2	50	160	

To the Right Hon. Sir JOSEPH BANKS, Bart. G. C. B. President of the Royal Society, &c. &c. &c.

SIR,

March 8, 1817.

THE epithets of Patron and Protector of Science, have been so justly coupled with your name, as to render any apology quite unnecessary for addressing you on that subject. To you mankind in general, but more particularly this country, are indebted, in a certain degree, for the extensive knowledge they possess; and it would perhaps prove difficult to point at that portion of the globe which has received most of your protecting care. Africa, however, stands prominent; and it must be allowed, that to your proposal and persevering encouragement of the Association for promoting discoveries in the interior of that quarter of the world, we owe the knowledge we enjoy. From the regions in the North Pole to those in the South, your attention has been ever directed; while in the latter quarter there is one part which must invariably protrude itself on the notice of those who make science their study, and also of them whose knowledge of it is merely superficial. It is scarcely necessary for me to mention New Holland; and which, to use a quotation from the celebrated Hawkesworth, in detailing the exploits of yourself and Captain Cook, "is of a larger extent than any other country in the known world, that does not bear the name of a Continent:" and again, "whose square surface must be much more than equal to all Europe." In that wide extended space for cultivating science, your name is conspicuously placed to a Cape at the entrance to Botany Bay; and also to a Strait near Van Diemen's Land, through which no navigator can ever sail without the pleasing recollection, that the name is derived from an Englishman, whose life was wholly devoted to the obtainment and promulgation of that object dearest to his heart; *viz.* Science.

Some time has elapsed since it was announced that the French (the natural rivals of England) were preparing, on an extended scale, ships for proceeding to "New Holland, for the purpose of determining the true position of the Southern Hemisphere," and of course extending their knowledge, and ultimately arrogating to themselves the glory and honor of having so done. Vanity has always been the characteristic of the French nation, and there cannot be any reason to suppose they will be deficient in its use on the occasion I have mentioned.

It is a matter of surprise, that this country has not undertaken any plan for the completion of their survey of that "country," "whose square surface must be much more than equal to all Europe." Of its shores on the borders of the "trackless deep," we scarcely know any thing; while of some our ignorance is as complete as it is of the interior. What a field for the philosopher—what scope for the scientific here presents itself; and yet, strange to relate, no advantage to this country seems in agitation. Who can contemplate on this important subject without lamenting our inactivity; or reflect on it without turning their thoughts towards you, and regretting that you have not the powers sufficient to prevail on his Majesty's ministers to commence a work that must eventually redound to the honor of its pro-

jectors. I cannot, for a moment, admit the possibility of your having neglected to make a representation on this head, as you must be well aware of the advantages derivable from the adoption of such measures, this country being as forward in the promotion of science as any other nation.

I trust, Sir, that addressing you through the medium of a publication whose pages are devoted to recording the achievements of our great national bulwark—the Navy—the companion to several of whose heroes you have been), will not be deemed an improper mode of calling your attention to a subject so interesting, and so highly useful; and that it will yet be seen, measures superior, if not equal, to those adopted by them we have conquered both by sea and land, will be resorted to by us.

I have the honor to be, Sir,

Your obedient humble servant,



Archimedes.

MR. EDITOR.

HEREWITH send you a curious correspondence, between the French ambassador and the Spanish minister, on the defeat of the fleet of Spain by the British, under the command of Admiral Sir John Jervis, K. B.; if you think them deserving a place in the N. C. you will confer an additional favour on

Your very obedient Servant,

Thessaly.

10th March, 1817.

Memorial presented by the French Ambassador, Citizen Perinon, to the Spanish Minister at Madrid, Don Godoy, relative to the Victory obtained by Earl St. Vincent over the Fleet of Spain, on the 14th February, 1797. Translated by Sir Robert Walpole, for the express information of Earl St. Vincent.

The French Directory having heard with astonishment and surprise the unexpected issue of the naval engagement between his Catholic Majesty's squadron and the English, I am commanded, by an express just come to my hand, immediately to lay before his Majesty the true motives that have contributed to the malign loss which, with remarkable disgrace to its honour, the Spanish flag has experienced.

I, most excellent Sir, am well persuaded that your Excellency's justice and rectitude will not permit those false reports to reach the King's ears, by which a detestable policy would willingly disguise so shameful an action, by confounding virtue and guilt with a view to impunity; but, lest under this misfortune the King should incline to receive an impression from the false excuses which, in such circumstances, the culpable are industrious in framing, I shall not do justice to the confidence with which I am honoured by my nation if I do not refute, in his Majesty's presence, as many

an attempt to confound truth with falsehood. Before that moment arrives, the Executive Directory ordered me to give your Excellency this information, that you may carry it up to the King. The arms of Spain have at all times supported the character of distinguished valour, talent, and military skill, which is peculiar to them; only in the late days have they degenerated—causing all Europe to change its system respecting that superiority, which Spain was in possession of for ages. It is the infirmities of governments to be seized with certain cancers, which contaminate and corrupt the state. To save the body politic from perishing, caustics and the knife must extirpate the root of this pernicious weed. The navy, most excellent Sir, has given us an evident proof of this irrefragable truth. They, in place of humbling the English pride, which had begun to decline from the high opinion to which she was elevated by her natural haughtiness, has raised her insolence to a height unparalleled. From this, a powerful cause, commerce, the basis of your monarchy, is going under an irrefragable loss. The whole nation detests the vile proceedings of the navy, and weeps with respectful apprehensions for the misfortunes that must ensue.

The squadron would not fight (let us withdraw the veil from treason)—They have bartered and compromised national honour: so it has been made appear to the Directory, by authentic and sure documents. That Directory, ever watchful of her allies, cannot see with indifference such turpitude, to which she has exposed the most pernicious and fatal consequences.

I, most excellent Sir, in the name of the Directory, intreat your Excellency to urge the King with inflexible resolution to chastise this enormity, and for a moment the dictates of paternal affection.

The undersigned entertains this hope, and that your Excellency will be pleased to give an answer to this memorial, that it may be transmitted to the Directory.

(Signed)

Perinon.

Answer of the Spanish Minister to a Memorial or Remonstrance, presented by Citizen Perinon, French Ambassador at Madrid, upon the Defeat of the Spanish Fleet, off Cape St. Vincent, by the British Fleet.

CITIZEN AMBASSADOR,

I have, with great reluctance, laid before the King the heads and purport of the memorial presented by your Excellency in the name of the Directory of the French Republic. I say the heads of that memorial; because the language it contained is couched in terms so offensive, so debasing, and so insolent, to the ears of a free people, that I deemed it quite inconsistent with the dignity of my station to present it in the form it stood to an independent sovereign.

The King, Sir, laments with great sincerity the unexpected and severe loss which has befallen his Majesty's arms in the late engagement with the

British fleet, and is naturally led in support of his own honour, as well as the honour of the Spanish nation, to make becoming inquiry into the cause of that misfortune; but he will not suffer for a moment the Directory of the French Republic, nor any foreign power whatever, to assume a privilege of interference in the smallest degree with the concerns of his kingdom:

It is true, as stated in the memorial of your master, that the naval arms of Spain have hitherto been eminently distinguished among nations, and on that account any humiliation at sea is felt with the greater force and mortification by his Majesty; but it cannot but seem very extraordinary indeed to the king, and to his Majesty's subjects in general, that the loss of one action should be reviewed as a matter of surprise by the French nation. Surely, Sir, the Directory of the French Republic are not unacquainted with the approach of a naval defeat. They are pleased to observe, that the Spanish flag has suffered a remarkable disgrace to its honour, and that they, as the allies of his Catholic Majesty, cannot with indifference behold such turpitude. Are these gentlemen the members of the same assembly who embarked on board your fleet on the three memorable days of the 30th and 31st of May, and the 1st of June, 1794? Are these gentlemen the commissioners who assumed the rank and station of naval field-marshal upon that occasion; who, before the commencement of the action with the British fleet, sent a frigate with an insolent message to each ship of your line—viz. that the commissioners gave positive orders to the separate captains, that they were to sink to the bottom every British man of war, only excepting the Royal Charlotte, which carried the commander's flag; out of their mercy that ship they were to spare—but to bring her safe into the harbour of Brest, in order to grace the triumph of the glorious new Republic; but who, instead of performing this act of heroism, were in the end very happy to make their escape from the cowardly English, with the loss of nine capital ships? And are these the gentlemen who are prescribing to the King of Spain what punishment he is to inflict upon the commanders of the Spanish fleet, for the loss of a battle, while the English have in their possession at this moment the one half of their navy. We did not hear, Sir, of any punishment proposed by the Directory for the defeat of your impregnable fleet on the 1st of June. On the contrary, it was asserted in that solemn assembly, that, for the arms of France even to meet the English in an action at sea, it was of itself sufficient and equal to a victory. I am stating here to your Excellency the history of three only of the naval exploits of your Republic, but almost every day since its commencement might have accustomed the ears and eyes of your Directory to the turpitude of naval defeats; therefore, previous to your Excellency's approaching the presence of his Majesty, where you threaten to speak your opinion of the guilt of the officers who commanded his fleet, I would advise you, as a friend and an ally, to ballance the disgrace of the two nations—to take in one hand the single defeat of the arms of Spain off the Cape of St. Vincent, while in the other you carry the various defeats and disgraces

that have befallen the navy of the French Republic ever since the commencement of its career, and see which weighs heaviest.

Your Directory will then be convinced that, for either of our two nations to attempt to bring reproach on the other for their inferiority to the English in naval skill and courage, is nothing less than to arraign the wisdom of the Almighty power, who has thought it good and proper to grant the decided superiority, upon the wide and extended ocean, to that brave people.

The King, my master, has, in the mean time, commanded me to signify to the members of the French Republic that, whether it be true or not that it is the infirmity of government, as they state, to be seized with certain cancers which contaminate and corrupt the state, it is not his Majesty's intention to follow the example of degenerated France, by applying caustics and the knife to remedy that evil; for which reason he has no occasion to suspend, even for a moment, the dictates of his paternal affection towards the subjects of his own states, which he is more than ever determined to cherish and cultivate: being firmly persuaded by his own observation, and which is confirmed to him by the historical experience of all nations, that no evil can be so great as to submit to the tyranny and oppression of a foreign government, nurtured and supported by the very dregs of the lower orders of society.

(Signed)

Godoy.

PHILOSOPHICAL PAPER.

FIGURE OF THE EARTH.

THE question respecting the figure of the Earth, and the anomalies in the English and other trigonometrical surveys, which has given rise to much interesting discussion during the last three or four years, is likely to receive considerable illustration in the course of the present. The gentlemen engaged in the trigonometrical survey, having purchased expressly for this purpose, about three years ago, a fine astronomical clock (made by Pennington), intend taking it to the Orkneys with other apparatus, as soon as the season is sufficiently advanced, to ascertain the vibrations of pendulums at that high northern latitude. MM. Biot and Arago are deputed from the French academy to meet them there with the pendulum apparatus, which has already been employed on the arc of the meridian between Dunkirk and Formentera. And it is hoped that another deputation from the Royal Society will join the party. The same respective sets of apparatus will be carried to several points between the Orkneys and Black-town (near Wey-

mouth); and thus in connexion with the results already obtained on the continent, being spread over an arc of 21 degrees, must furnish some extremely interesting data for the future investigations of mathematicians and philosophers.

PLATE CCCCLXXXI.

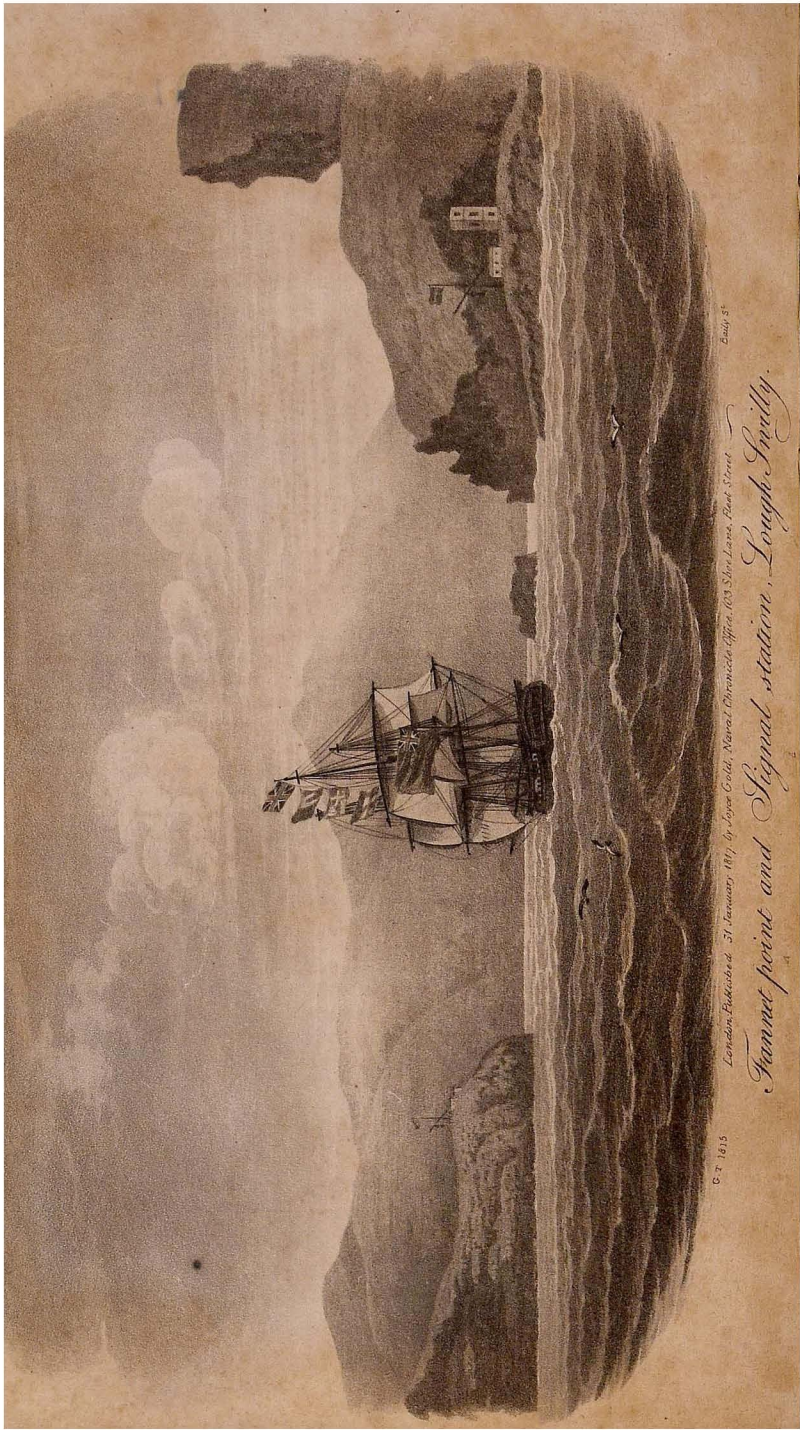
Lough-Swilly.

DONEGAL, a county of Ireland, in the province of Ulster, of which the subject of the annexed Plate, Lough-Swilly, is one of its rivers, was anciently inhabited by the Hardinii, Venienii, and Robogdii, the latter of which had possession of that part of Donegal wherein is situated the Arigta, or Lough-Swilly. It has about 13,000 houses, and is divided into 365 parishes.

The coast of Donegal is mountainous and dreary; the sea-air preventing the growth of trees, and the drift-sand continually shifting. Donegal bay is 6 leagues wide, and 7 deep, and contains many harbours. Among these, the following are of most note and importance:—Milk-haven, a creek for vessels of 8 or 9 feet; Ballishannon, also fit only for small vessels; Donegal, is a pool on the eastern side of a peninsula 2 miles below the town, wherein vessels lie a-float in 2 to 3 fathoms: the town, on the river Eske, has a market, but is an inconsiderable place. On the north shore of this bay are, Inver-bay, with a quay for vessels of 8 feet, and Killybegs, a harbour fit for large ships; this town is chiefly inhabited by fishermen. From the bay of Donegal, the coast is lined with islands; one group of these is called the Rosses; whereof the largest is Arranmore, 9 miles in circuit, and 1 from the main-land. On this island is Rutland, a village latterly founded as a fishing station. Sheep-haven is spacious, but exposed to winds from N. and N.E.; near it is Horn-head, remarkable for a sea-worn cavern, with an opening to the land, through which the waves force up a column of water, with a noise that is heard many miles.* Mulroy is a harbour fit for the largest ships; but the channel is narrow and difficult.

Lough-Swilly is a capacious inlet, 20 miles long and 2 broad, forming one of the most perfect harbours in the world; but, having scarce even a village on its shores, it is unfrequented by shipping, except occasionally for shelter. Lough-Strabagy, farther eastward, is fit only for small vessels. Hence, the coast forms many noted promontories, of which the most con-

* In TUCKER's *Maritime Geography*, from which this article is compiled, it is distinctly stated "thirty"!—[HYDRA.]



G 7 1815

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Daily 5s

Fleet point and Signal station, Lough Swilly.

prominent are, Malin (or Mullin) head, the extremity of a peninsula, and Coldah-head, the N. point of Ireland. In the year 1800, Killybegs possessed of registered shipping, in number, 8; amounting to 319 tons; navigated by 52 men. According to Captain TUCKER, the geographical site of Donegal is, latitude $54^{\circ} 41' N.$ longitude $8^{\circ} 10' W.$; that of the entrance to Lough-Swilly, $55^{\circ} 17' N.$ $7^{\circ} 33' W.$ Mullin-head, $55^{\circ} 24' N.$ $7^{\circ} 25' W.$



SOME ACCOUNT OF DON JOSEPH DE MENDOZAY ROIS,

A CAPTAIN IN THE SPANISH NAVY.*

IT is become common-place to treat the literature of Spain with contempt, because it has not those countless journals with which the literature of other States in Europe is so unnaturally insulated. Yet, in Spain, there is many a grain of wheat, savoury, wholesome, and nutritive, that grows unnoticed and unknown. Neither do the Spaniards so frequently leave their country as the natives of many other nations; but when met with abroad, they are usually distinguished from the herd of travellers, by their knowledge and spirit of observation.

This is particularly the case with Don Joseph de Mondozay Rois, who is now (Dec. 1793) in London, where he is highly esteemed, not only by the Royal Society, but by many of the most respectable, learned, and enlightened people of England. His portrait is engraved at the head of a grand map of the South Seas, which also is dedicated to him by the celebrated English geographer, A. Arrowsmith.

The account we have to give of this learned seaman will be brief; but we can warrant the authenticity of the facts. He is now 35 years old; and was sent early from Seville, his native place, to Madrid, where he was soon distinguished from his school-fellows, by his love of the mathematics. His progress in this favorite study was so quick, that he was willingly received into the royal service. In 1778, he made a journey to the Philippine islands. Young, ardent, and eager after knowledge as he was, this expedition could not but enlarge his capacity. The admirable manœuvres of the mariner's art, and the fine opportunity he had to view the starry heavens in that southern hemisphere, which is to us concealed, confirmed his love of navigation and astronomy.

After his return, in 1782, he was employed on board the floating batteries sent against Gibraltar. To hear Don Mendoza himself speak of this unfortunate, but ever-memorable event, is highly interesting. It can never by him be forgotten, since he there received a wound in the neck, which obliged him to forsake the sea, and attend to the recovery of his health.

* From the port-folio of an officer in the royal navy.

He now devoted his leisure entirely to the mathematics and astronomy, yet this brave and meritorious mariner was not deprived of his right to promotion in the royal navy.

Notwithstanding his youth, to the astonishment of his country, he published a treatise on navigation, in two volumes, quarto, Madrid, 1787, the title of which is, "*Tratado de Navegacion; por Don Josef de Meudozay Rois, Teniente de Navio de la Real Armada. De Orden Superior. Madrid, en la Imprenta Real.*" 1000 pages, and 20 plates.

This work, both at home and abroad, was universally received, as classical in its kind. Roding, in his *Algemeine Worterbuche der Marien*, s. 186, gives it the following character: "It is the best and most complete work that has appeared in Europe on the art of seamanship. It is not only commendable for its accurate reasoning, but likewise because it contains the newest discoveries in navigation. The uncommon acquaintance of the author with ancient and modern writers, the justness of his remarks on them, and his superior knowledge of the higher mathematics, will secure him the most meritorious praise."

It is now five years since his complete tables of navigation appeared at Madrid, which have been greatly useful to his nation. In 1796, the Bureau des Longitudes, at Paris, caused a memoir by him to be printed in the *Conn. des Temps*, pour l'annee 5, on the calculation of the moon's distances; on which occasion this Bureau, which consists of the first mathematicians, astronomers, and navigators of France, thus expressed its sentiments: "*Le Bureau des Longitudes a cru devoir publier ce memoir d'un habile navigateur, d'ont il y a deja des ouvrages estimees, et qui en prepare des plus considerables.*"

In the Philosophical Transactions of the Royal Society at London, 1797, an excellent essay appeared by him, entitled, "*Recherches sur les Solutions des principaux Problemes de l'Astronomie Nautique.*" He is now causing to be printed at London, a complete collection of nautical tables; with an English commentary. They are nearly completed, and will far exceed the English tables of 1781. Various new and necessary tables will appear in this collection, which would in vain be sought for in other works.

At the command and expense of the Spanish Court, he has made an extensive yet select collection of sea-voyages, maps, and charts; which will serve as a library for any institution to give youth a complete knowledge of navigation.

He has arduously employed himself in the improvement of light-houses; that on the tower of St. Sebastian, at Cadiz, constructed with reverberators, was formed according to his plan. Another, with reverberators and convex glasses, is now preparing on the Hercules' tower at Corunna, and will soon be finished.

Mendoza possesses the acuteness and rectitude that characterise his nation. Notwithstanding the dry studies on which his mind is continually bent, he is a cheerful and pleasant companion. He speaks and writes French and English like a native, is well acquainted with the Italian, and is at present so intent on German literature, that he dedicates his leisure to the acquirement of that language.

BUONAPARTE.

LETTER, BY ORDER OF THE EMPEROR NAPOLEON, ADDRESSED BY
GENERAL COUNT MONTHOLON, TO SIR HUDSON LOWE, BRITISH GO-
VERNOR OF THE ISLAND OF ST. HELENA.

GENERAL.

I HAVE received the Treaty of the 3d of August, 1815, concluded between his Britannic Majesty, the Emperor of Austria, the Emperor of Russia, and the King of Prussia, which accompanied your letter of the 23d of July.

The Emperor Napoleon protests against the contents of that Treaty; he is not the prisoner of England. After having placed his abdication in the hands of the Representatives of the Nation, for the *advantage of the Constitution adopted by the French people, and in favour of his son*, he repaired voluntarily and freely to England, with the view of living there, as a private individual, under the protection of the British laws. The violation of every law cannot constitute a right. The person of the Emperor Napoleon is actually in the power of England, but he neither has been, nor is, in the power of Austria, Russia, and Prussia, either in fact or of right, even according to the laws and customs of England, which never included, in the exchange of prisoners, Russians, Prussians, Austrians, Spaniards, or Portuguese, though united to these powers by treaties of alliance and making war conjointly with them.

The Convention of the 2d of August, concluded fifteen days after the Emperor was in England, cannot have of right any effect. It exhibits only a spectacle of the coalition of the four greatest Powers of Europe for the oppression of *a single man*!—a coalition which the opinion of every nation and all the principles of sound morality equally disavow.

The Emperors of Austria and Russia, and the King of Prussia, having neither in fact or in right any claim over the person of the Emperor Napoleon, could decide nothing respecting him.

Had the Emperor Napoleon been in the power of the Emperor of Austria, that Prince would have recollected the relations which religion and nature have formed *between a father and a son*—relations which are never violated with impunity.

He would have recollected that Napoleon had *four* times restored to him his throne: viz. at Leoben in 1797—at Luneville in 1804—when his armies were under the walls of Vienna—at Presburgh in 1806—and at Vienna in 1809, when his armies had possession of the capital and three fourths of the monarchy! That Prince would have recollected the protestations he made to Napoleon at the *bivouac* in Moravia in 1806, and at the interview in Dresden in 1812.

Had the person of the Emperor Napoleon been in the power of the Emperor Alexander, he would have recollected the ties of friend-

ship contracted at Tilsit, at Erfurth, and during *twelve years of daily correspondence*.

He would have recollected the conduct of the Emperor Napoleon the day after the battle of Austerlitz, when, though he could have made him, with the wreck of his army, *prisoner*, contented himself with taking his parole, and allowed him to operate his retreat. He would have recollected the dangers to which the Emperor Napoleon personally exposed himself in order to extinguish the fire at Moscow, and to preserve that capital for him—assuredly, that Prince would never have violated the duties of friendship and gratitude towards a friend in misfortune.

Had the person of the Emperor Napoleon been in the power of the King of Prussia, that Sovereign could not have forgotten that it depended on the Emperor, after the battle of Friedland, to place another Prince on the throne of Berlin. He would not have forgotten, in the presence of a *disarmed* enemy, the protestations of attachment and the sentiments of gratitude which he testified to him in 1812 at the interviews in Dresden.

It accordingly appears from articles 2 and 5, of the Treaty of the 2d of August, that these Princes, being incapable of exercising influence over the disposal of the Emperor, who was not in their power, accede to what may be done thereon by his Britannic Majesty, who takes upon himself the charge of fulfilling every obligation. These Princes have reproached the Emperor Napoleon with having preferred the protection of the English laws to theirs. The false ideas which the Emperor Napoleon had formed of the liberality of the laws of England, and of the *influence of the opinion of a great, generous, and free people over their Government*, decided him to prefer the protection of these laws to that of a *father-in-law*, or an old friend.

The Emperor Napoleon had it in his power to secure, by a diplomatic treaty, whatever was personal to himself, by putting himself either at the head of the army of the Loire, or at the head of the army of the Gironde, commanded by General Clausel; but wishing, henceforth, for nothing but retirement and the protection of the laws of a free state, either English or American; all stipulations appeared to him unnecessary. He conceived that the English people were more bound by a conduct which was, on his part, frank, noble, and full of confidence, than they would have been by the most solemn treaties. He *has been deceived*, but this error will for ever cause *true* Britons to blush, and will, in the present as well as the future generations, be a *proof of the bad faith of the English administration*.

Austrian and Prussian Commissioners are arrived at St. Helena. If the object of their mission be the fulfilment of a part of the duties which the Emperors of Austria and Russia have contracted by the treaty of the 2d of August, and to take care that the English agents, in a small colony, in the midst of the ocean, do not fail in the respect due to a Prince connected with these Sovereigns by the bonds of *relationship* and *so many other ties*, proofs of the character which belong to these two

Monarchs will be recognized in this proceeding ; but you, Sir, have declared that these Commissioners have neither *the right nor the power* of giving any *opinion on what may be passing on this Rock !*

The English Ministers have caused the Emperor Napoleon to be transported to St. Helena, at the distance of 2,000 leagues from Europe ! This rock, situated within the tropics, and 500 leagues from any continent, is subject to the devouring heats of these latitudes. It is covered with clouds and fogs during three-fourths of the year, and is at once the most arid and the most humid country in the world. Such a climate is most inimical to the health of the Emperor, and hatred must have dictated the choice of this residence, as well as the instructions given by the English Ministry to the officers commanding in the Island.

They have even been ordered to call the Emperor Napoleon *General*, as if it were wished to oblige him to consider himself as never having reigned in France.

The reason which determined him not to assume an incognito name, as he might have resolved to do on leaving France, were these: First Magistrate for life of the Republic, under the title of First Consul, he concluded the Preliminaries of London and the Treaty of Amiens with the King of Great Britain ; and received, as Ambassadors, Lord Cornwallis, Mr. Merry, and Lord Whitworth, who resided in that quality at his court.

He accredited to the King of England, Count Otto and General Andreossi, who resided as Ambassadors at the Court of Windsor. When, after an exchange of letters between the Ministers for Foreign Affairs of the two Monarchies, Lord Lauderdale came to Paris invested with full powers from the King of England ; he treated with the Plenipotentiaries possessing full powers from the Emperor Napoleon, and remained for several months at the Court of the Thuilleries ; when Lord Castlereagh afterwards signed, at Chatillon, the *ultimatum*, which the Allied Powers presented to the Plenipotentiaries of the Emperor Napoleon, he recognized by that the fourth dynasty. This ultimatum was more advantageous than the Treaty of Paris, but in exacting that France should renounce Belgium and the left bank of the Rhine, it exacted what was contrary to the propositions of Frankfort, and the Proclamations of the Allied Powers—what was contrary to the oath, by which, at his coronation, the Emperor swore to maintain the integrity of the Empire. The Emperor, besides, thought that these natural limits were necessary, both for the security of France and to preserve the equilibrium of Europe ; he thought that the French nation in the situation in which it was, ought rather to run the hazard of all the chances of war than to depart from that policy ; France had obtained this integrity, and would have preserved it with honour, if treason had not arrayed itself in aid of the Allies.

The Treaty of the 2d of August, and the Act of the British Parliament, called the Emperor Napoleon—Bonaparte, and gave him only the title of General. The title of General Bonaparte is doubtless eminently

glorious, the Emperor bore it at Lodi, at Castiglione, at Rivoli, at Arcole, at Leoben, at the Pyramids, at Aboukir; but for seventeen years he has borne that of First Consul and Emperor, which proves that he has been both First Magistrate of the Republic, and Sovereign of the fourth Dynasty. Those who think that nations are flocks which belong of divine right to certain families, do not belong to the age, nor do they participate in the Spirit of the English Legislature, which has several times changed the order of its Dynasty, because great changes had taken place in the public opinion, in which the reigning Princes not participating, they became enemies to the welfare of the great majority of the nation; for Kings are only hereditary Magistrates, who exist for the welfare of nations, and not nations for the satisfaction of Kings.

It is in the same hateful spirit that orders have been given that the Emperor Napoleon shall not be allowed to write or receive any letters, unless they are opened and read by the English Ministers and the Officers at St. Helena. They have interdicted to him the possibility of receiving intelligence from his wife, his mother, his son, or his brothers; and when, in order to avoid the inconvenience of having his letters read by subaltern officers, he wished to send letters sealed to the Prince Regent, he was told that the order could not be departed from, and that the letters must pass open, such being the instructions of the Ministry. This conduct needs no observation; it gives rise, however, to strange ideas as to the spirit of the Administration which could dictate what would be disavowed even at Algiers. Letters have arrived at St. Helena, for the officers in the suit of the Emperor; they were broken open and transmitted to you, but you have not communicated them, because they did not come through the channel of the English Ministry. Thus they had to go back 4000 leagues; and these officers had the grief of knowing, that there was intelligence on the Rock, from their wives, their mothers, their children, and that they could not know the nature of it for six months—the heart must solace itself!

They could not obtain either *The Morning Chronicle*, *The Morning Post*, or any French Journals. Now and then a few stray numbers of *The Times* reached Longwood. In consequence of a request made on board the Northumberland, some books were sent, but all those relative to the affairs of late years have been carefully kept back. He wished to correspond with a Bookseller in London, in order to have direct the books which he wanted, and those relative to the events of the day—this was prevented. An English author, having made a tour in France, and having published an account of it in London, he took the trouble to transmit it to you, in order that it might be presented to the Emperor; you thought proper not to transmit it because it was not sent to you by the express desire of your Government. It is said also, that other books sent by their authors have not been transmitted, because some of them were inscribed to the Emperor Napoleon, and others to Napoleon the Great. The English Ministry is not authorised to order any of these vexations; the law, although unique, by which

the British Parliament regards the Emperor Napoleon as a prisoner of war, has never prohibited prisoners of war from subscribing to journals or receiving printed books—such a prohibition only takes place in the dungeons of the Inquisition.

The Island of St. Helena is ten leagues in circumference; it is inaccessible every where; brigs surround the coast; posts are stationed on the shore within sight of each other, which render impracticable any communication with the sea. There is only one small town (James Town) where there is an anchorage, and where vessels touch. To prevent an individual from quitting the island, it is sufficient to guard the shore by land and sea. To lay an interdict on the interior of the island can therefore have no other object than to deprive him of a promenade of from eight to ten miles, which it would be possible to make on horseback, and the privation of which will shorten the life of the Emperor. The Emperor has been established at Longwood, exposed to every wind, and where the land is sterile and uninhabitable, without water, and not susceptible of any cultivation. There is a circuit marked out of about 1,200 toises; at about 11 or 1200 distance a camp is established on a hill, and another camp in an opposite position at the same distance; in short, in the midst of the heat of the tropic there is nothing to be seen but camps. Admiral Malcolm having learnt the utility which the Emperor would derive from a tent in that situation, caused one to be set up by his sailors, at twenty paces distance in front of the house; it was the only place in which a shade could be found. The Emperor had as much reason to be satisfied with the spirit that animated the officers and soldiers of the brave 53d regiment, as he had been with the crew of the Northumberland.

The house at Longwood was built to serve as a barn for the Company's farm; the Deputy-governor of the Island had since built some chambers; it served him for a country-house, but it was not in a proper habitable state; workmen have been employed at it for a year, and the Emperor has been continually subjected to the inconvenience and insalubrity of inhabiting a house in the progress of building. The chamber in which he sleeps is too small to contain a bed of ordinary dimensions; but every alteration at Longwood prolongs the inconvenience of having workmen there. There are, however, in this miserable territory, beautiful situations, presenting fine trees, gardens, and good houses. There is, besides, Plantation House; but the positive instructions of Government forbid you from giving up this house, although much expense would thereby have been saved to your Government—an expense incurred in fitting up at Longwood a hut, covered with paper, which is already unserviceable.

You have interdicted all correspondence between us and the inhabitants of the island—you have, in fact, placed the house at Longwood *au secret*—you have even prevented any communication with the officers of the garrison;—it seems, therefore, to be your study to deprive us of the little resource which this miserable territory affords, and we are here just as we should be on the insulated and uninha-

bited rocks of Ascension. During the four months that you have been at St. Helena, you have, Sir, rendered the situation of the Emperor much worse. Count Bertrand has observed to you, that you violate even the laws of your Legislature, and that you trample under foot the rights of General Officers, prisoners of war. You have replied, that you act according to the letter of your instructions, and that your conduct to us is not worse than is dictated by them. I have the honour to be, your very humble, and very obedient servant,

The General Count de Montholon.

After I had signed this letter, I received your's of the 17th August, in which you subjoin the account of an annual sum of 20,000*l.* sterling, which you consider indispensable for the support of the expenses of the establishment at Longwood, after having made all the reductions which you thought possible. We do not think we have any thing to do with the discussion of this point; the table of the Emperor is scarcely provided with strict necessities, and all the provisions are of the worst quality. You ask of the Emperor a fund of 12,000*l.* sterling, as your Government will only allow 8000*l.* for all the expenses. I have already had the honour of informing you that the Emperor had no funds, that for a year past he had neither written nor received any letter, and that he is altogether ignorant of what has passed, or is passing, in Europe. Transported by force to this rock, without being able to write or to receive any answer, the Emperor is now entirely at the mercy of English agents. The Emperor has always desired, and is still desirous, to provide himself for all his expenses, of whatever nature, and he will do it as soon as you render it possible by taking off the interdiction laid upon the merchants of the Island with regard to his correspondence, and directing that it should not be subjected to any inquisition on your part, or by any of your agents. Thenceforth the wants of the Emperor would be known in Europe, and those persons who interested themselves in his behalf might send him the funds necessary to provide for them. The letter of Lord Bathurst, which you have communicated to me, gives birth to strange ideas. Are your Ministers then ignorant that the spectacle of a great man in captivity and adversity is a most sublime spectacle? Are they ignorant that Napoleon at St. Helena, in the midst of persecutions of every description, to which he opposes nothing but serenity, is greater, more sacred, and more venerable, than when seated upon the first Throne in the world, where for so long a time he was the arbiter of Kings? Those who in such a situation are wanting to Napoleon, are blind to their own character, and that of the nation which they represent.

Montholon.

HYDROGRAPHY, PILOTAGE, &c.

General Remarks on Winds, &c.

[Continued from page 152.]

WHIRLWINDS are sometimes occasioned by high uneven land : when the wind is blowing strong, gusts from the mountains descend sometimes with a spiral or whirling motion upon the surface of the contiguous sea. But the phenomenon generally known by the name of whirlwind, when seen upon land, and called a water spout when it happens at sea, is generally attributed to an electrical effect ; as it happens mostly in warm climates, when black dense clouds appear low in the atmosphere, which, being highly charged with electric fluid, thunder or lightning is generally experienced with a whirlwind ; and at sea, it is almost invariably accompanied by rain or hail.

When a whirlwind or water-spout is observed forming at a small distance, a cone may be perceived to descend from a dense cloud in the form of a trumpet, with the small end downward : at the same time, the surface of the sea under it ascends a little way in the form of steam or white vapour, from the centre of which a small cone proceeding upwards, unites with that which projected from the cloud ; and then the water-spout is completely formed : frequently, however, the efficient cause is not adequate for this purpose ; and in that case, after the water-spout is partly formed, it soon proceeds to disperse.

There is, in the middle of the cone that forms a water-spout, a white transparent tube or column, which gives it a very dangerous appearance, when viewed at a distance, as it seems like a stream of water ascending ; but when closely approached, the dangerous appearance partly vanishes. I have passed close to several water-spouts, and through the vortex of some that were forming, and was enabled to make the following observations.

By an electrical force, or ascending whirlwind, a circular motion is given to a small space of the surface of the sea, in which the water breaks, and runs round in a whirlpool with a velocity of 3, 4, or 5 knots. At the same time, a considerable portion of the water in the whirlpool is separated from the surface in minute particles resembling smoke, or vapour, with a hissing noise occasioned by the strength of the whirlwind ; these particles continue to ascend with a spiral motion up to the impending cloud. In the centre of the whirlwind or water-spout, there is a vacuum, in which none of the small particles of water ascend ; and in this, as well as around the outer edges of the water-spout, large drops of rain descend ; because in those places, the power of the whirlwind not being sufficient to support the ascending minute particles, they consequently descend in the form of rain.

The vacant space in the centre of the water-spout, seems to be that which has a white transparent appearance, like a column of water when

viewed at a distance, or resembling a hollow glass tube. In calm weather, water-spouts generally have a perpendicular direction, but occasionally also they have an oblique or curved direction, according to the progressive motion given them by the prevailing winds. Sometimes they disperse suddenly; at other times they move rapidly along the surface of the sea, and continue a quarter of an hour or more, before they disappear.

Water-spouts are seldom seen in the night; yet, I once passed near to a large one in a cloudy dark night. The danger from water-spouts is not so great as many persons are liable to apprehend; for it has been said, that when they break, a large body of water descends, sufficient to sink any ship. This appears not to be the case, for the water descends only in the form of heavy rain where it is broken from the ascending whirlwind; but there is danger in small vessels, of being overset when they have much sail out, and large ships, if their topsails are not clewed up and the yards secured, may be liable to have them carried up to the mast-heads by the force of the whirlwind, and thereby lose their masts. It is sometimes thought, that the firing of a gun when near a water-spout will break it, and effect a dispersion; the concussion produced in the atmosphere by the explosion, destroying in such case the cohesive force of the whirlwind. In the vicinity of water-spouts, the wind is subject to fly all around in sudden gusts, rendering it prudent for ships to take in their square sails.

When a whirlwind happens on land, all the light substances on the surface of the earth within its course, are carried up in a spiral motion by it. I have observed one pass over Canton river, in which the water ascended like a water-spout at sea, and some of the ships that were moored near its route, were suddenly turned round by its influence. After passing over the river, it was observed to strip many trees of their leaves, which, with the light covering of some of the houses or sheds, it carried up a considerable way into the atmosphere.

The marine barometer is a very useful instrument in high latitudes, by assisting navigators to anticipate approaching storms: previous to a hard gale of wind, there is generally a great fall of the mercury, and even near the tropics, the fall of it before a storm or hurricane, is sometimes considerable. Within 9° or 10° of the equator, there seldom or never is a hurricane or storm of long duration; but whirlwinds, and hard squalls, of a few hours continuance, are sometimes experienced within these parallels of latitude, without any fall of the mercury. Indeed, the barometer is of little use as a guide in prognosticating storms within the tropics, except before a severe hurricane there is sometimes a considerable fall of the mercury, when the latitude is more than 15° or 16° north or south.

It may be necessary to observe, that in the open ocean between the tropics in settled weather, there is a flux and reflux in the atmosphere twice every 24 hours, resembling the tides of the sea; but these atmospherical tides depend upon the sun's influence and the rotation of the earth, and do not follow the motion of the moon. This rise and fall of the mercury, in consequence of these tides, is about six or seven of the hundred parts of an inch, in settled weather near the equator, the high station happening about 11 o'clock in the morning and 11 o'clock at night; and the low station

about 5 o'clock in the morning and evening. The regularity of this flux and reflux of the atmosphere is obstructed by land, but in the ocean it prevails to latitude 26° north and south; and in fine steady weather, it may be perceived as far as latitude 30° or 32° north or south.* In high latitudes, the motion of the mercury in the barometer, like the winds, is mutable and uncertain; but previous to a storm or gale of wind, there is commonly a great fall, and the mercury begins to rise before the conclusion of the gale, as the equilibrium in the atmosphere begins to be restored.

Although the mercury sinks lowest before high winds, it frequently sinks considerably before a heavy fall of rain; and when the mercury stands low, the air is light and deprived of elasticity, therefore, not capable of supporting much gaseous moisture: at such periods, consequently, rain generally falls. The mercury also sinks on the approach of thunder and lightning, or when the atmosphere is highly charged with electric matter.

In serene settled weather, the mercury commonly stands high, also in clear frosty weather. The mercury in the open sea, is in general inclined to rise with easterly, and fall with westerly winds. It is likewise necessary to remember, that in the northern hemisphere in the open sea, the mercury rises with northerly and falls with southerly winds; because the former, coming from the frozen parts near the pole, are more dense and elastic than the latter, which blow from the equatorial regions. In the southern hemisphere, the contrary takes place; for there, the mercury rises with the cold southerly winds, and falls with northerly winds. These effects are more particularly observed in high latitudes in the ocean, for obstructions and irregularities will happen near land; because there, the rarefaction and expansibility of the atmosphere, is not so equal as over the ocean.

After very warm and calm weather, in winter particularly, a storm is likely to follow; or at any time that the atmosphere is greatly heated above the medium temperature.

By proper attention to the marine barometer, the experienced navigator may often be enabled to anticipate the changes of weather; and in some seas, he may by its indications, even take in or let out reefs in the night.

* An abstract of 22 months observations with two marine barometers, is recorded in the *Philosophical Transactions* of the Royal Society, for 1805, wherein I have described more fully this flux and reflux of the atmosphere in different parts of the globe, from actual observation.

The influence of the atmosphere upon the mercury in the barometer, may perhaps be partly attributed to the elastic force of the air, as well as to the pressure arising from its gravity. If a barometer be placed near the perpendicular side of a high hill, wall, or building, when the wind is blowing violently against it, the mercury will probably remain nearly at the same height as if the barometer stood in an open place: but the density or gravity of the atmosphere ought to be considerably augmented by compression near the wall, on account of the obstruction it presents to the velocity of the wind; consequently, the mercury should be more elevated in a barometer placed there, than it would be were it fixed in an open situation at the same time, if the action of the atmosphere upon the mercury were solely the force arising from its gravity.

It is also advisable to observe the phases, and progress of the moon ; for it is reasonable to suppose that the influence of that planet upon the atmosphere must be considerable, in penetrating through it to the surface of the ocean.*

The change of the moon, in most parts of the globe, is more liable to be accompanied by stormy weather than the full moon ; and blowing weather prevails more in dark nights, than when much of the moon's disc is illuminated. By looking into the Nautical Almanac, the lunar points will be seen. When the semi-diameter and horizontal parallax of the moon are greatest, she is in that part of her orbit nearest the earth, called the perigee ; and the apogee is, when the semi-diameter and horizontal parallax are least, the moon being then at her greatest distance from the earth.

An ingenious Frenchman has given a table of the chances, of the changes of weather liable to happen at the lunar points, which he makes ten in number. The principal of these lunar points are perigee, apogee, change, and full ; and the changes likely to happen with these points, he thus marks :—

“ The perigee of the moon is likely to be accompanied by the greatest changes which happen from a single lunar point.

“ The new moon, next to the perigee, is likely to be accompanied by the greatest changes of weather.

“ At new moon coinciding with the perigee, the greatest changes may be expected, or 33 to 1 that a change of weather happens.

“ New moon coinciding with the apogee, 7 to 1 that a change happens.

“ Full moon coinciding with the perigee, 10 to 1 that a change happens.

“ Full moon coinciding with the apogee, 8 to 1 that a change happens.”

If new moon and perigee coincide, when the sun is on the equator, the chance of a change of weather must be great.

If with the autumnal equinox, any of the lunar points coincide, there will be great chance of a ty-foong on the south coast of China, or of a storm in other parts situated near the tropic of Cancer.

The changes of weather do not happen precisely at the lunar points, but like the tides, vary a little in time from these points ; for a change of weather often precedes one or two days the change of the moon.

The velocity of the wind may be measured in different ways, and tolerably correct by the motion of detached clouds, when they are passing near the surface of the earth, for in such case, their velocity will be nearly (or probably a little less than) that of the wind. So that by measuring the interval of time betwixt the passage of the shadow of a cloud over two places, and comparing it with the distance between them, the velocity of the clouds moving with the current of wind may be ascertained.

* Although some persons are of opinion, that the moon has no influence upon the atmosphere, nor even upon the surface of the sea in the production of tides or currents, there is great reason to think that both are considerably disturbed by that planet ; particularly, if the experience and observation of many medical practitioners and others be admitted, that the influence of the moon upon the human body, is frequently perceptible in places situated within, and near the tropics.

This may also be done at sea when two ships are at a considerable distance from each other in the direction of the wind, and sailing at the same rate on the same course: when the shadow of a cloud passing under the sun is observed to darken the sails, the time may be noted by a watch with a second hand; and when the shadow of the same cloud darkens the sails of the other ship to leeward, the time ought also to be marked. The distance between the ships may be measured by sound, if they are 2 miles separated, one of them firing a gun by signal, that the other may be enabled to note the time from seeing the explosion to hearing the sound; and the interval of time compared with the velocity of sound, or the rate at which it moves along the surface of the earth, 1142 feet in a second, will give the distance between the ships; with which compare the interval of time employed by the shadow of the cloud in passing from the one ship to the other, and it will show the velocity of the wind or clouds, for that distance. If two ships are near each other, and the height of their mast-heads is known, the angle of one of their mast-heads may be measured by sextant, and used as the base of a right angled triangle, to obtain the distance between them, which cannot be correctly ascertained by sound, unless they are at a considerable distance from each other. In measuring the velocity of the wind on land or at sea, by the motion of the clouds, the mean of several observations ought to be taken, in order to approximate near to the truth.

The velocity of the wind may be measured pretty correctly on shore by a common kite, letting it run out a considerable quantity of loose line, and marking the intermediate time by watch; then by comparing it with the quantity of line run out, the velocity of the wind may be nearly obtained, which will be rather less than the truth: because the kite having a line fixed to it, and descending by its gravity, it will be retarded a little in the horizontal motion; consequently, it will not have exactly the same velocity as the wind.

Waves of the sea are in general governed by the wind, and come from the same direction, when the latter has continued steady for a considerable time; but this regularity of the waves is often obstructed by local causes. Sometimes they run contrary to the wind; at other times, several waves are seen moving in various directions, running into, and crossing each other at different angles. During light winds, when a strong current is prevailing, there is generally a short confused swell running in the opposite direction to the current, by attending to which, experienced navigators may often foretell the direction of the latter.

There is reason to think, that few observations have been made at sea relative to the velocity of the waves, which is generally greater in the ocean than in shole-water near land; because here, the mixed particles of sand and mud, and the friction occasioned by them and the ground, must considerably retard the regular progress of the waves.*—(HORSBURGH'S *Directions for sailing to and from the East-Indies, China, New-Holland, Cape of Good Hope, and the interjacent ports*—1st ed. 1809.)

* Dr. Wollaston, secretary to the Royal Society, found the velocity of the waves to be near 60 miles an hour, by some observations taken at anchor in one of the Leith smacks, close to the east coast of England.

ASIA.

HINDOSTAN.

*Bombay harbour and Penn-river.**

NEAT'S-TONGUE, is an oblong high hill on the island Salset, situated toward N.N.E. of the harbour: it has a regular sloping outline, seen from sea at a considerable distance when the weather be clear. On the S.E. point of this hill there is a white house, which answers as a mark to avoid Caranja-shole, by keeping it, or that point of the Neat's-tongue, a little open with the N.W. end of Butcher's island. This is a low island, situated far up the harbour between Caranja and Salset, of a regular and level aspect, with a few trees and some buildings on it; but it is not perceived until a ship has entered the harbour. Toward the S. end of Caranja-shole, abreast the great hill, the S.E. end of the Neat's-tongue may be brought to touch the N.W. end of Butcher's island. Kalapor, or Elephanta isle, 3 miles S.E. from the point of the Neat's-tongue, and the same distance E. from Butcher's island, has a peak a little northward from its centre: it is the first isolated piece of high land seen to the right of the Neat's-tongue, in approaching the harbour from the S.W. or W. Caranja island, situated toward the S. of Elephanta, on the E. side of the harbour, is of considerable extent, low, and woody; except 2 remarkable hills, called great and little Caranja hills, separated by a neck of low land. Caranja little hill, situated on the N. part of the island, has an irregular outline, about the same height as Elephanta, resembling it when seen from sea-ward; and is the second piece of isolated high land seen to the right of the Neat's-tongue. Caranja great hill, situated near the S. part of the island, is very conspicuous, being a little convex, of tabular form, with a steep declivity at each end; which parts are called the N. and S. brows of the hill. On the N. brow, there is a small knob with the ruins of a building, which, except when near it, is not perceived. This hill is the third piece of isolated high land seen to the right of the Neat's-tongue. High land of Tull, is the next in succession to the right (or S.) seen in coming from the W. The opening between this and Caranja great hill leads into Penn river.—(HORSBURGH.)

AMERICA.

TRINIDAD.

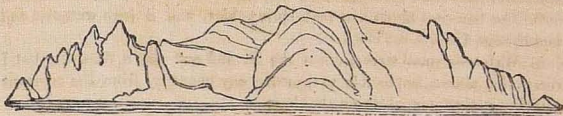
GEOGRAPHICAL site of Trinidad, an island in the South Atlantic ocean, as determined by Lieut. (now Captain) SEPTIMIUS ARABIN, R.N. from H.M.S. Diana, on her passage from Rio Janeiro to England, 30th June, 1809.

Latitude by obs. of \odot 's meridian alt. $20^{\circ} 33' S.$

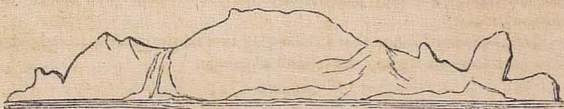
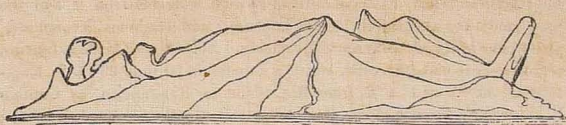
Longitude by 2 chronometers $29^{\circ} 32' W.$

The chronometers were found quite correct on the ship's arrival off the Isle of Wight.

* PENN.—This river is the subject of Plate CCCCLXXV. given at page 481 of the preceding volume (xxxvi) of the *B. L.* It is there called "Panwell:" and the present article is extracted from the second edition of the *India Directory* (1816), to serve as a supplement to the textual description of that plate.—A view of Bombay-castle is in vol. xxi. (HYDR.)

*Five views of the island of Trinidad, South Atlantic Ocean.*S.W. $\frac{1}{2}$ W. 3 miles.E.N.E. $1\frac{1}{2}$ mile.N.E. b. E. $\frac{1}{2}$ E. about 4 leagues.

E.N.E. 3 leagues.

S. b. W. $1\frac{1}{2}$ mile.

✍ The HYDROGRAPHER does not mean to pronounce any opinion as to the scientific merits of the preceding observations, compared with those which follow by another officer; but merely submits these as entitled to great attention, as being made after a very short run from Cape Frio: the preceding observer having determined the rates of the chronometers most correctly. Captain A. was a passenger at the time

Remarks made by Captain Yeo, of H. M. S. Confiance, in June 1808, off the island of Trinidad.

1. Its latitude is $20^{\circ} 34'$ S. longitude $28^{\circ} 22'$ W. by chronometer, and from having a very good and quick run from Cape Frio, have no doubt it is the correct longitude. Its longitude by our dead reckoning was

28° 10' west. Variation by azimuth, 1° 30' west. H.M.S. Hyacinth was in company, and made it even farther to the eastward.

2. It cannot be called any thing but a very wild and dangerous anchorage, not having any shelter from N.W. to S.W. and although a little sheltered from westerly winds, such a heavy sea is thrown in with that wind, added to which the bottom is rocky, and being obliged to anchor so near in shore, that I conceive it at all times dangerous for a ship to anchor. It was a very fine day when I was there, but the surf was so very great that I could not land without danger of swamping the boat, &c.

3. The tide rises about five feet spring-tides, and is high water at full and change ζ about 3 o'clock.

4. Water—a small stream down the E. and one the S.W. side; but I conceive it almost impossible to procure any quantity, from the constant surf that is always breaking on the shore.

5. Wood—there is none. There are plenty of goats and wild hogs; but the latter keep up the mountains, where you cannot get at them. Vegetables or herbs there are none.

6. The island may be seen on a fine day 15 or 16 leagues; and it may be run for with safety during the darkest night.

The Martin-Vas rocks bear E.S.E. $\frac{1}{2}$ E. 6 or 7 leagues from Trinidad; the largest of which may more properly be called a small island: we saw it at night 5 or 6 leagues off, and with a common good look-out may be run for any night. You may pass between the southernmost and centre (or largest), rock.

Mem.—Found six Americans (belonging to a whaler) on the island, who had been there six weeks, and refused a passage.

BRASIL.

Cape Frio.

Cape Frio,* about 11 or 12 leagues to S.W. of the isles of St. Anne, is formed by an island, having a channel $1\frac{1}{2}$ mile wide between it and the main land; but although the depths in it are 7 and 8 fathoms, it is not safe, on account of the eddies and strong currents. Ships bound for Rio-Janeiro, always steer to make this cape, which is situated in latitude 23° 1' S. longitude 41° 50' W. or 1° 4' E. from Rat island in Rio-Janeiro, by Captain P. HEYWOOD's chronometers: this probably is very near its true situation; although the observations of Captains TORIN, MORTLOCK, and KRUSENSTERN (the Russian navigator), place it in longitude 41° 42' W. The cape appears like two paps or hummocks, and on the N.E. side, close to it, lie several small isles, which, like the island that forms the cape, have deep water close to them. The land about the cape is of middling height, appearing at a distance like islands: to the northward the land is higher. From Abrolhos bank to Cape Frio, soundings are generally gotten at a moderate distance from the cape.—(HORSBURGH: *India Directory*: i, 55. 2d ed. 1816.)



* *Frio*, in English, signifies cold. See *B.C.* xxi, 43; xxii, 30; xxv, 413; xxvi, 231; of this headland, TUCKER makes the longitude 41° 5' W. (*HYDR.*)

NAVAL LITERATURE.

*A Practical Abridgement of the Custom and Excise Laws, relative to the Import, Export, and Coasting Trade of Great Britain and her Dependencies, including Tables of the Duties, Drawbacks, Bounties, and Premiums; the whole interspersed with the Treaties with Foreign Powers; Regulations of Trading Companies; Proclamations; Orders in Council; Reports of adjudged Cases; Opinions of Law Officers; and numerous other Matters. The Statutes brought down to the end of 56 Geo. III. and the other Parts to November 1st. 1816. Third Edition. By CHARLES POPE, Comptrolling Surveyor of the Warehouses in Bristol, and late of the Custom-House, London. Demy 8vo. pp. 1108. price 1*l.* 1*s.* 6*d.* Published by Baldwin, Craddock, and Joy, Paternoster Row, London.*

WE are happy to find that the worthy compiler of the work now before us, has met with sufficient encouragement by the sale of the two first editions, to enable him to lay another before the public. In order that our readers may form an idea of the advantage the present edition has over the former ones, we shall here quote Mr. Pope's advertisement:—

“ Numerous alterations have been made in the subject of this work, since the publication of the last edition.

“ The additions comprise eighty-five new acts of parliament; all the treaties, in anywise affecting British commerce, recently concluded with foreign powers; many reports of adjudged cases, opinions of law officers, and other matters, as specified in the table of contents.

“ In preparing this third edition, the object has been to introduce the whole of the present regulations concerning the trade between Great Britain and all parts of the world; either as to the mode in which goods may be imported, warehoused, exported, or carried coastwise; or the *quantum* of duties, drawbacks, bounties, or premiums, to be paid or allowed. The *minutiae* of the fishery laws, and the trade from one plantation to another in the West Indies, are considered as not coming within the plan of the work; on this account, and for the reasons stated in the introduction, these parts are but briefly noticed.

“ It affords the Compiler the utmost satisfaction to be enabled to state, that he has received the most decisive testimonies as to the accuracy and usefulness of his Book, from many legal and official persons, justly regarded in their respective professions as leading characters of the age. Any one of these testimonies would, if made known, be quite sufficient to set the stamp of authority on it; but as this cannot be done without a breach of private confidence, he is content to refer his readers to the opinions pronounced on his labours by the reviewers.

“ Every possible exertion having been made to bring the work to its present state, the Compiler trusts, that this third edition will merit the confidence of professional as well as of mercantile and seafaring persons.”

Mr. Pope has divided his work into eleven Parts, and each part is subdivided into Titles, there being of the latter 266; it is closely printed, with

side, or marginal notes, in which reference is made to the acts of parliament, chapters and sections, in order that the reader, should he deem it necessary, may avail himself, by consulting the same. To the Volume is added a copious and valuable index.

As the publication consists principally of extracts from acts of parliament, it cannot be expected that many can be made from it; but as we conceive it may be interesting to our readers to be acquainted with the Act of 56 Geo. III. cap. 23, we shall lay before them Title XCI. respecting *ST. HELENA*.*

"During such time as Napoleon Buonaparte shall be detained and kept in custody, or shall be ordered by his Majesty to be detained and kept in custody in the island of St. Helena, it shall not be lawful for any of his Majesty's subjects, or for any other person whatsoever (except in vessels of and belonging to, or chartered or employed by the East India Company, duly ordered to proceed to, or to rendezvous at the said island, by the said Company, or by the governor-general of Fort William, the governor of Fort St. George, or Bombay, or by the said Company's *supra* cargoes in China), to trade, go, sail, or repair to the said island of St. Helena, without the licence of his Majesty, signed by one of his Majesty's principal secretaries of state, or without the licence, consent, and permission of the governor, or in his absence, of the deputy-governor of the said island, or of the commander of his Majesty's naval or military forces stationed off or at the said island; and if any person (except as before excepted) other than such as shall be thereunto lawfully authorized by such licence of his Majesty, or of the governor, deputy-governor, or commander, or such permission or consent as aforesaid, shall trade, go, sail, repair to, or land upon the said island of St. Helena, he shall be deemed guilty of a high crime and misdemeanor, and shall and may be prosecuted for the same in his Majesty's Court of King's Bench here in England, upon information exhibited by his Majesty's attorney-general, or upon indictment found; in which information or indictment such offence may be laid and charged to have been committed in the county of Middlesex; and every person so offending shall, on conviction, be liable to such punishment by imprisonment and fine, or either, as the court shall adjudge or award, any law, statute, or usage to the contrary notwithstanding.

"Every person so offending shall be seized and brought to England for the purpose of being so tried; and it shall be lawful for any one or more of his Majesty's justices of the peace, and he and they is and are authorized and required to commit every such person to the next county-gaol, there to remain until sufficient security be given by natural-born subjects or denizens, to appear in his Majesty's Court of King's Bench at Westminster, to answer any information or indictment exhibited or found, or to be exhibited or found, against him, and not to depart out of court, or out of this kingdom, without leave of the said court.

"If any person who shall arrive at the said island on board any vessel of and belonging to, or chartered or employed by, the said Company, shall land on the said island from on board the same, or shall land on the said island from any of his Majesty's vessels of war (except the officers and seamen of, and belonging to such vessel of war), shall not, when thereunto ordered and required by the

* For picturesque views and descriptive accounts of St. Helena, our readers are referred to vols. v. pp. 157, 160; xxvi. p. 400; xxix. p. 480; xxxiv. p. 141.

said governor, or in his absence the deputy-governor of the said island, forthwith return to and repair on board such vessel from which he shall have so landed, it shall be lawful for the said governor, or in his absence the deputy-governor, to seize and detain every such person until he or she can be sent, and to send him or her on board the said vessel from which he or she so landed; and every person who shall have so landed from any such vessel as last aforesaid, who shall, after the departure of such vessel from the said island, remain on the said island without the licence, permission, and consent of the said governor, or in his absence the deputy-governor, shall be deemed guilty of a misdemeanor, and shall be dealt with, prosecuted, and punished in the same manner and form as persons who shall, without licence, permission, and consent as aforesaid, land from any other vessel or boat not belonging to, chartered, or employed by the said Company, or ordered by the said Company, or their servants as aforesaid, to proceed to or rendezvous at the said island.

“ It shall be lawful for the governor, or in his absence the deputy-governor of the said island, or for the commander of his Majesty's naval or military forces stationed off or at the said island respectively, and the persons acting under his or their orders and commands respectively, by all necessary ways and means to hinder and prevent any vessel or boat (except vessels of, and belonging to, or chartered by the East India Company, and also duly licensed by the said Company for that purpose, as hereinbefore mentioned), from repairing to, trading, or touching at the said island, or having any communication with the same; and to hinder and prevent any person from landing upon the said island from such vessels or boats, and to seize and detain every person that shall land upon the said island from the same; and all such vessels or boats (except as above excepted) as shall repair to, or trade, or touch at the said island, or shall be found hovering within eight leagues of the coast thereof, and which shall or may belong, in the whole or in part, to any subject or subjects of his Majesty, or to any person or persons owing allegiance to his Majesty, are hereby declared to be forfeited to his Majesty, and shall and may be seized and detained, and brought to England, and shall and may be prosecuted to condemnation by his Majesty's attorney-general, in any of his Majesty's courts of record at Westminster, in such manner and form as any vessel or boat may be seized, detained, or prosecuted, for any breach or violation of the navigation or revenue laws of this country; and the offence for which such vessel or boat shall be proceeded against, shall and may be laid and charged to have been done and committed in the county of Middlesex; and if any vessel or boat, not belonging in the whole or in part to any person the subject of or owing allegiance to his Majesty, shall repair to, or trade or touch at the said island of St. Helena, or shall be found hovering within eight leagues of the coast thereof, and shall not depart from the said island or the coast thereof, when and so soon as the master thereof shall be ordered so to do by the governor or lieutenant-governor of the said island, or by the commander of his Majesty's naval or military force stationed at or off the said island (unless in case of unavoidable necessity, or distress of weather), such vessel shall be deemed forfeited, and shall and may be seized and detained and prosecuted in the same manner as is hereinbefore enacted as to vessels or boats of or belonging to any subject or subjects of his Majesty.

“ If any vessel shall happen, by stress of weather, peril of the sea, or other inevitable accident, or other urgent necessity, to be driven or forced to the said island, and from such cause to touch thereat, and the master of such vessel shall forthwith give notice thereof, and of the cause thereof, to the governor, or in his

absence to the deputy-governor of the said island, or to the commander of his Majesty's naval or military forces, and shall, during the time that such vessel shall be permitted to remain at the said island, in all things conform to the directions and orders of the said governor, or in his absence of the said deputy-governor; and the said vessel shall quit the said island, with all the crew and passengers of the said vessel, as and when the said governor, or in his absence the deputy-governor, or the commander of his Majesty's naval and military forces at the said island, shall direct and require; such vessel shall not be subject to forfeiture, nor shall the owners or master or crew thereof, or any person on board the same, who shall so conform to such directions and orders as aforesaid, be liable to any of the pains, penalties, or punishments hereinbefore mentioned: provided nevertheless, that the proof of such vessel having been driven or forced to repair to and touch at the said island, by stress of weather, peril of the sea, or other inevitable accident or urgent necessity, and of having quitted and departed from the said island as hereinbefore mentioned, shall lie upon the party claiming such exemption from the pains, penalties, and punishments aforesaid; any thing in this act or any other act contained to the contrary notwithstanding.

"Whereas in consequence of Napoleon Buonaparte having been detained and kept in custody in the island of Saint Helena, and in order to the safely and securely detaining and keeping him in such custody, it may have happened that the commissioners for executing the office of lord high admiral, or the governor of the said island for the time being, or the commander of his Majesty's naval or military forces respectively, or other officers and persons acting or who have acted in their aid and assistance, or under their advice, orders, or commands, may from the urgency of the occasion have given orders, done acts, or used means for the purpose, which may not be strictly justified by law; and in such case it is highly fit that they should be justified and indemnified by act of parliament for the same; it is therefore enacted, that the said commissioners, governor, commanders, and every officer and person who have acted in their aid and assistance, or under their respective advice, orders, and commands, shall be and they are hereby indemnified for the same.

"All actions, suits, indictments, prosecutions, and proceedings whatsoever, which may have been, or which shall be hereafter prosecuted or commenced against any person for any advice, orders, or commands issued, or for any act, matter, or thing advised, commanded, appointed, ordered, or done by the said commissioners, governor, or the commander of his Majesty's naval or military forces respectively, or by any officer or person acting in their aid and assistance, or under their or either of their advice, orders, or commands, at any time before the passing of this act, be and shall be discharged and made void by virtue of this act; and in any action, suit, indictment, prosecution, or proceeding now commenced, or which shall or may hereafter be prosecuted and commenced, against any of the said commissioners, governors, commanders, officers, or persons, for any such advice, order, or command, or for any act, matter, or thing, done in such aid and assistance, or under such advice, order, or command respectively, he or she may plead the general issue, and give this act and the special matter in evidence.

"This act shall not extend to restrain or prejudice the trade or right of trade or navigation of the East India Company, to the said island of Saint Helena, in ships of and belonging to or chartered by the said Company, and duly licensed by them for that purpose, or to prejudice or infringe the rights of the said Com-

pany to and over the said island and the inhabitants thereof, except as is herein-before specially enacted and contained."

In our opinion, Mr. Pope is deserving of great credit for his very laborious undertaking; it is a work that we feel a pleasure and confidence in recommending, not only to officers in the navy, but likewise to merchants and the masters and mates of vessels in their employ; as also to the principal officers attached to the customs and excise in the out-ports and abroad, each of whom ought to possess a copy of this extremely useful publication, and we trust that Mr. Pope may soon have occasion to put his *fourth* edition to press.



Letters on the Evils of Impressment, with the Outline of a Plan for doing them away, on which depend the Wealth, Prosperity, and Consequence of Great Britain.—By THOMAS URQUHART. London, 1816.

[Concluded from page 154.]

THE author having digested his plan, in his Letter to Lord Melville, afterwards addressed another to that zealous and indefatigable advocate in the cause of Humanity, Mr. Wilberforce, to aid with his energetic influence his own humble endeavours to ameliorate the hardships of British Seamen, arising from the impress, and undue severities of naval discipline. The appeal of Mr. Urquhart is a strong one; and with respect to the impress, he instances a corroborating case, of which he was himself the subject. It may be said, that such instances are rare; it proves at least the necessity of a *reform* in the system, if the total abolition should be still found impracticable.

"To give you some idea," says Mr. Urquhart, "of the impress, I shall mention a circumstance which occurred to myself. While walking in a street in the east of London in the year 1808, in the month of July, about nine o'clock in the evening, with my wife holding by one of my arms, and her sister by the other, I was stopped by a man who demanded who I was; on which I desired to be informed by what authority he dared to ask me that question. I had hardly uttered the words, when I was brutally seized by him and two or three more. My wife received a violent blow on the breast, which compelled her to quit her hold; and which was struck with such force, that symptoms of a cancer appeared in a short time afterwards; those symptoms continued for several months, and only the first medical attention could have prevented the consequences that were apprehended. The ruffians struck me on the head, tore my coat from my back, and afterwards dragged me by the neck for fifty yards, until life was nearly exhausted. At this critical moment, some people who had collected from curiosity, fortunately happened to recognize me, interfered, and probably by this means saved my life. The fellows who had been guilty of this daring outrage upon a British subject, ran off to save themselves from the indignation which their violence had excited in the crowd. Having been informed that they belonged to a gang on the impress service, I applied to Lieutenant Crawford for their names, which he refused to comply with; and requested me to compromise the outrage: of course I rejected the proposal. I next applied to the Lord Mayor, who represented my

case to Lord Howick, then First Lord of the Admiralty; his Lordship, after instituting an inquiry, transmitted the report he received from Captain Richbell, with an affidavit of the gang, and the report of Lieutenant C——; all of whom, according to their own testimony, were the most harmless of men. At the same time, Lord Howick represented, that it was not in his power to punish the man, but that he should not be protected by government, if I chose to enforce the civil law against him. *A most gracious boon!* Such were the feelings of sensibility expressed by Lord Howick, on an injury done to a British seaman, and to the females of his family: compare them with the ostentatious sympathy he always manifested on the subject of Negro Slavery, and then inform me if he deserves that a mercantile seaman should risk his life to protect him and his family from a foreign enemy. It was the bounden duty of his Lordship to have discharged this man from the service, and to have publicly expressed the most marked disapprobation of the conduct of the officers under whom he acted, in order to offer a salutary example to others. This man was continued in the service during the war.

"Upon application to my solicitor, I was advised, if I wished to inflict punishment on the delinquent, to sue him in the Court of King's Bench for damages (although he was not worth a shilling), in preference to an indictment, as the plea of state necessity might be set up as an excuse for his conduct, and be perhaps accepted by the magistrates.

"At the expiration of four months of trouble and expense, and having no positive evidence to prove the first part of the assault, I received from the jury a verdict for fifty pounds damages.* The compensation appears trivial for such an act of outrage, but it produced the effect I desired; the fellow absconded for some months, when he found means to offer me security for payment in the course of two years, by instalments, which I accepted. This sum did not pay my law expenses, not to speak of the medical and other incidental expenses, incurred by this act of violence.

"But what would have been the situation of a man differently circumstanced to what I was, with regard to property, and who would not have had the means of suing for redress. He would have been dragged on board the tender, perhaps sent off to a foreign station; his wife, without money and protection, would have been left exposed to the effects of the violence she had sustained, to which she must inevitably have fallen a victim; whilst her distress and agony would be inexpressibly sharpened, from the despair of never again seeing her husband; had she a family depending on his exertions for their subsistence, her misery would be intolerable.

"Had a negro slave sustained a similar outrage, and the circumstance had come to your knowledge, would it not have awakened all your indignation, and called forth the strongest powers of your eloquence: the public, inflamed by your means, into a sense of the outrage, would have been unable to sleep soundly until they had brought the delinquent to a trial, as they did Governor Picton. Though to the memory of that great man, whose merit was slowly recognised, the same public are now erecting a monument!"

* "This was more than I expected: as pecuniary satisfaction was not to be obtained, neither was it my aim; unfortunately, I could not prove the person who struck my wife; this prevented me from instituting a criminal prosecution against them.

Mr. Urquhart next enforces his appeal, by an address to the religious sentiments of Mr. Wilberforce; and gives the following brief, but ingenious, statement of Divine retribution, to the great powers of Europe, in the events of the late revolutionary wars of France:—

“FRANCE; Paris,—the Sodom and Gomorrah* of the day,—where the king was generally revered more than the Supreme Being; yet, what was his fate? His power was first undermined by false reasoning, and next, he was murdered by those apostles of anarchy and impiety—the jacobins and sceptics. His murderers, in their turn, were trampled upon by a man who rose out of their own body, and who united in his own person all their vices.

“PRUSSIA, raised by the events of war, and who valued herself on the formidable strength of her army, saw it totally annihilated, in one day, by this child, champion, and scourge of jacobinism.

“HOLLAND, the modern Carthage, where every thing was venal, and where the best sentiments of the human mind was absorbed in pecuniary interest. This nation was plundered in an extraordinary degree, and robbed of what it prized above honour and patriotism.

“AUSTRIA, a state which valued itself upon the pre-eminence of its reigning family, was reduced to the most mortifying of all degradations, that of sacrificing a princess of this illustrious house to an usurper, and who, at the same time, was its most cruel enemy.

“RUSSIA, who considered herself unassailable, and capable of defying the combined enmity of all the other powers of Europe, on account of her geographical situation, and the magnitude of her military establishment, saw the same conqueror penetrate to the heart of her empire, and was obliged to burn the sacred city, to save herself from subjugation.

“The victor himself, lifted up in his own imagination beyond human nature, and the assaults of adverse fortune, was, in the very midst of this proud security, tumbled down at once from all his grandeur, and, through a visible manifestation of Divine Power. Though allowed to rise again, it was only to make his second fall a greater and more memorable lesson to mankind.

“Our Own Country, who valued herself on the supposed invincibility of her navy, has, in several engagements, been foiled by a nation possessing only a few ships, but those *manned by mercantile seamen*.

“At present, the people of France have all the nations of Europe upon them, to punish them for their past ambition, and to cure them of their mad passion for universal empire. Sir, I have produced these instances, to shew that Eternal Justice never slumbers; and that pride, when it becomes too towering, defying divine and human precepts, is certain of being punished in the very height of its presumption. I have, also, enumerated those examples, in order to prove, that the suggestions of human prudence, too often despised in the hour of prosperity, are never deviated from with impunity. To retain power, it is indispensably necessary to cultivate the means by which it was acquired: *this remark is peculiarly applicable to naval ascendancy*.

“Those few observations also suffice to prove, that the Supreme Being has been giving a lesson to governments and people, for the regulation of their respective conduct, as well as to shew, that their happiness is inseparable. To

* “I apply this epithet in consequence of a story related to me by an officer of the French King’s guard in 1790.

the former it has been palpably manifested, that the rights and privileges of their subjects are as sacred as their own, which it is not only their duty, but their interest, to protect. To the people it has been proved, that strict obedience is due, on their part, to laws framed for the general good, for the order and welfare of society; and, that they are bound to respect, and submit to, those, who have the cares, the duties, and the awful responsibility of governing men.

"Let us now apply this grave lesson to our own country: it appears to have been selected from amongst the nations of the earth, and raised by Divine Providence to an extraordinary height of power, first to check, and next destroy, the power of the scourge of mankind; yet, when we reflect on the check we received ourselves, and that from a people we were in the habit of despising, the more we ought to be impressed with the necessity of deriving benefit from that lesson, particularly as our vital interest depends upon its observance.

"Carthage exercised the same empire over the sea, which we do now. When the first causes of dispute broke out between that state and Rome, the latter had not a single galley, and no other shipping than a few coasting vessels. At that time the Carthaginians covered the seas with their ships of war, yet the Romans were not discouraged; with the perseverance and spirit of enterprize, characteristic of that great and wise people, and which difficulties only irritated, they were able at last to encounter their rival upon her own element, and to destroy gradually her power, her commerce, and at last her existence!"

We have now extracted enough from these letters, to give our readers a notion of their value. Mr. Urquhart is a sensible writer, and his style forcible and clear; he is also temperate in his remarks, respectful in his observations on men in power; and if he points out what he thinks necessary, although hitherto neglected, it is in language that may induce them to attend to his representations, certainly the only way for a writer to attain his object, if it be, honestly, *redress*, or *reform*; and not under the mask of these—the excitement of discontent and disturbance.

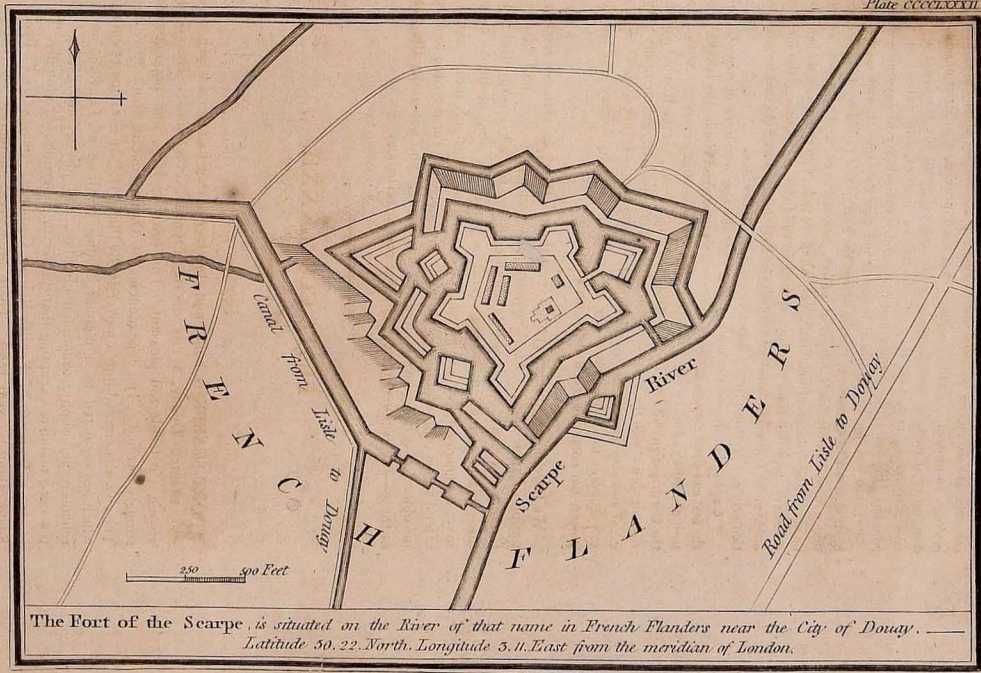
PLATE CCCCLXXXII.

Fort Scarpe.

FORT SCARPE is built upon the river of that name, on which is also situated Douay, a city of the French Netherlands. The country around it is fertile and pleasant. The town is large and populous, and strongly fortified. The dependencies of Douay contain about 30 villages. The city was erected into a university by Philip II. It contains 14 colleges, which are regulated in a manner similar to those at Louvain, and the schools of philosophy, canon and civil law, and physic, are disposed after the same manner, excepting that the rector is here chosen annually. There is also a seminary of English Roman Catholics, founded by Philip II. of Spain, about the year 1560. There are a great number of convents, and among them two English, one of Franciscan Friars, the other of Benedictine Monks.

FORT SCARPE.

Plate CCCCLXXVII.



Published March 31. 1817, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.

Douay was taken from the Spaniards by the French king in person in 1667, after a short resistance, who for the better security of his conquest built a fort (of which we give the annexed plan) about a cannon shot below the city, with sluices, by which the adjacent country could be drowned. The allies laid siege to it in 1710, under the command of the Duke of Marlborough; and after a vigorous defence, the town and Fort Scarp surrendered upon honorable terms. It was retaken by the French in 1712, after the suspension of arms between Great Britain and France.

Imperial Parliament.

HOUSE OF COMMONS, THURSDAY, FEB. 25.

LORDS OF THE ADMIRALTY.

SIR M. W. Ridley moved an Address to the Regent, praying to reduce the number of the Lords of the Admiralty; but he would leave it to his Royal Highness to say how far they should be reduced. However, he might just state, that in his opinion they should be reduced to four. There never was a time when such a reduction was so necessary as at present, when the people were petitioning for retrenchment from one end of the country to the other. It might be objected to his motion, that ministers had adopted a more extensive scale of retrenchment than was common; but the abolition of sinecures would not relieve the country from its distresses. Neither could we look for relief by a reduction of the salaries of the efficient servants of the Crown, who were in general paid at an under rate. But it was by the destruction of useless places, which were only kept up and paid, in order that those who enjoyed them might support the government, that the cry of the people was to be put a stop to. It would be unnecessary to occupy the time of the House in entering into a minute detail of what had been the original state of the Admiralty. In the earlier part of the history of this country, the Navy, or at least what was called the Navy, did not deserve that name. Henry the Eighth made a great improvement in it, by adopting a code of regulations, which were kept till the time of Charles the First. In 1645, the Lords of the Admiralty had only three shillings a day, emoluments which he was sure would not now suit the present Lords. At the restoration of Charles the Second, the Duke of York was made Lord High Admiral, and he called to his aid Mr. Secretary Peak, who associated several intelligent and professional gentlemen with him. The number of Commissioners had not been always six, as asserted by the Noble Lord; for in 1702 it was only four, in 1706 it was five, in 1709 it was again four, in 1714 it was five, and the same in 1717. In latter times, for example, in 1775, it was only five, and the same in 1776. Surely, if the business of the Admiralty had decreased, the number of those employed in discharging its duties should be decreased also; and there was no necessity for keeping the number six, because it had been so during the war. He had

read a Report made in 1661, which required that those at the Board should be men of integrity and knowledge; but when he saw such individuals selected as a Cornet of Hussars to sit at that Board, he was convinced more and more of the necessity of reducing the number, and for the best of all reasons, that such an individual could not be supposed to have a competent knowledge of the duties of the office, and that, therefore, his very appointment shewed the useless nature of the office. Besides, the reductions which had been effected in the number of seamen and ships was another argument for a reduction in the number of Commissioners. In 1797, we had 140,000 seamen and 1,200 ships in commission; now we had only 19,000 men, and only 200 ships, would any man then say that the same number of Commissioners were required now as were then. He concluded by moving an Address to the Prince Regent, praying that he would direct that the Lords of the Admiralty should be reduced consistently with the exigency of the public service.

Lord Castlereagh thought the Hon. Baronet might have waited till the Report of the Finance Committee had been brought up, to whom these measures of retrenchment had been referred. At the same time he was free to confess, that it was not his intention to have proposed any reduction in the Lords of the Admiralty. If the principle were applied generally, that offices should be filled by the fewest persons, and to be carried on with laborious continuity; if men were to be chained to the oar, and to be tied by the same criterion as a banker's clerk, or a merchant's apprentice, they would soon drive from office those men whose services were of so much benefit to the country. In this way he was prepared to maintain, that the business of this country could not be so well done by fewer hands. The number of ships in commission in a time of peace were but a small part of the duty of the Admiralty; for they had to attend all the minute details of the dock-yards; their duties were then mostly at the out-ports. He therefore contended that, as a question of business, no reduction ought to take place. He maintained that Ministers shewed no indisposition towards reduction; they had made reductions this year to the amount of six millions, and had produced estimates 700,000*l.* below what was expected. He concluded by moving the previous question.

Lord Althorpe considered, that if seven Lords of the Admiralty were necessary in time of war, surely that number could not be necessary in time of peace. He supported the motion.

Mr. Law said, he did not think the question was one which ought to be decided abstractedly upon its own merits. The proposition of the Hon. Baronet was to be considered as the ground work of a general system of reduction, and as such the House should consider it. They should recollect, that it was not merely the two officers of the Admiralty, but the destruction of every office under government, which eloquence or ingenuity could represent as useless, that was aimed at (*Hear, hear*). Let them, therefore, when the body of the place was attacked, beware how they gave up one single out-post (*loud cries of hear, hear, from the opposition benches.*) Let them not forget, that if they surrendered one out-work, they must weaken the defence of the whole (*hear, hear*).

Mr. *Warre* observed, that he had great doubts whether Ministers, though they got the benefit of the Hon. Member's alliance and vote who spoke last, would like the fair and explicit declaration of the terms on which that alliance was offered.—(*Hear, hear.*)—He believed the Hon. Gentlemen had done no more than expressed their intentions, but he suspected they were not well pleased with such a candid avowal of the military position they meant to assume.—(*Hear, hear.*)—It was well known that four of the Naval Lords did efficient service; but the two juniors enjoyed complete sinecures. He supported the motion.

Mr. *Ward* could not agree, that because economy and retrenchment were good things in themselves, it was proper to adopt every species of them. He might agree to strip off the embroidery, but not the decent ornaments and supports of Government.

Mr. *Bankes* had no doubt that the duties of this department could be discharged by much fewer hands in time of peace than it had been in time of war; and that this office might be abolished without cutting down Ministers' prerogative.

Mr. *Huskisson* denied that the offices of the Junior Lords of the Admiralty could be comprehended under the description of sinecures.

Mr. *Croker* rose, amidst cries of question, merely to state one fact of importance to the House. He had taken a careful review of the Navy Estimates, as far back as the year 1685; and during the period of 134 years, with the exception of the year 1691, the Board of Admiralty consisted of seven Lords Commissioners, with salaries of 1,000*l.* per annum.—(*Hear, hear.*)

Sir *C. Pole* considered a reduction of the Land Lords of the Admiralty could be effected without any possible injury to the public service. He had long been of opinion, that so many Land Commissioners were, if not an useless, at least a very unwise measure, in regulating the affairs of the maritime branch of the country.

Mr. *Canning* contended, that Ministers had directed their attention to all those offices which in the public mind are deemed sinecures; and the consequence has been a practical retrenchment, so far as the same could be carried into effect, without detriment to the public service. He contended, that if the influence of the Crown had increased within the last four years past, it must be recollected by comparison, that the march of public opinion had also been gaining ground in proportion; and, therefore, to say that the House was not competent to take care of the interests of the public, was to utter sentiments which were not maintainable in practice, however beautiful they might be in theory.

Mr. *Brougham* contended, that the Committee to which the Right Hon. Gentleman had paid such compliments had done nothing, except to introduce delay into the adoption of retrenchment. With respect to the present question, it was neither more nor less than a question whether there should still be seven Lords of the Admiralty, when it was universally acknowledged five were sufficient. He concluded by supporting the motion.

The House divided, when the numbers were—For the motion, 152—Against it, 208.—Majority in favour of Ministers, 56.—Adjourned at half-past one.

FRIDAY, MARCH 14TH.

NAVY ESTIMATES.

The House went into a Committee of Supply, when Sir *George Warrender* stated, that his intention was merely to move for sums of money on account, leaving the general question on the Estimates which were now before the Finance Committee, open for discussion; and he pledged himself to bring forward the Estimates for the year as soon after the Easter Recess as possible. He moved that a sum not exceeding 1,140,000*l.* be granted to his Majesty on account, to defray the charges of the ordinary service of the Navy, for six lunar months, commencing the 1st of January, 1817.

Sir *M. Ridley* had some objections to granting money on account, as sometimes larger sums might be voted away, without examination, than was intended. He would not, however, oppose the present resolution. The Estimates were to be referred to the Finance Committee. He would wait to see what that Committee would do with regard to the offices in the Board of Admiralty, to which he had formerly called the attention of the House. If the Committee did not abolish them, he would then oppose the supplies on this head. The Hon. Baronet alluded to the situation of acting pursers of the navy, who complained of the hardships they were under from not being put on what they conceived a proper footing with regard to half-pay. He considered their case to be one of peculiar hardship; and he was informed they had petitioned the Admiralty, but had received no answer.

Sir *G. Hope* gave some explanations why it was impossible for the Admiralty to do any thing more for them than had been done: it was an established rule that there should be no more pursers than ships; and as many as 300 or 400 had been broken up and sold since the peace. There were a great number of superannuated Pursers in the Navy who were put on the regulation list of half-pay; but it was not every person who had been an Acting Purser abroad that could be put on the established list, as they were not confirmed. He assured the Hon. Baronet, that the subject had undergone the fullest discussion.

Mr. *Curwen* stated a case of an individual of this description, which he considered a very hard one.

Sir *G. Hope* replied, that there were hundreds in a similar situation, whose wishes could not be complied with. Every thing had been done that was possible.

After some further remarks between Sir *Charles Pole*, Mr. *Croker*, Mr. *W. Littleton*, Sir *George Warrender*, Sir *George Hope*, and Sir *John Newport*, chiefly upon the necessity of expediting the works on the Breakwater at Plymouth, the first Resolution, as well as those for votes of 780,750*l.* for the Extraordinary Services of the Navy, and 442,500*l.* for the expense of Transports, Sick and Wounded Seamen, and Prisoners of War, were agreed to.

NAVY PURSERS.

Mr. *Curwen* presented a Petition from John Wheeler, late Acting Purser in the Navy, stating that he had been in the service ever since the year 1805; that in 1812 he had been wounded at the attack of a French privateer, by a gun-shot, which had shattered his knee; that as a reward for his exertions, on that occasion, he had been promoted to the rank of Acting Purser; but that, in consequence of a new regulation, which limited the number of Acting Pursers on half-pay, he was left out. He therefore prayed to be restored to his rank, in order to enjoy the benefit of the half-pay.

Mr. *Croker* said, the ground of the regulation, by which the petitioner, and many hundreds more, were affected, was economy: if the door was once thrown open, they must all receive half-pay. He had no objection, however, to receive the petition, which was then read, and ordered to lie on the table.

Poetry.

WRITTEN AFTER THE CAPTURE OF H. M. S. MACEDONIAN,

On seeing a vapouring Account in the American Papers of the Action.

WHILE loudly thus our Yankee foes,
Proclaim their triumphs on the sea;
Each empty boaster clearly knows,
Our force was just as two to three.

But if things fairly take their course,
Britannia's Genius still will shine
Let's meet them once with equal force,
Victory, Old England, will be thine.

ON THE PETEREL, OR MOTHER CAREY'S CHICKEN.

WHEN the bold Peterel wings his flight,
O'er Ocean's wide and "trackless deep;"
How does he rest his foot at night?
Where does the little wanderer sleep.

I cannot tell if the wanderer sleeps,
Or how he may rest his foot at night;
Perhaps he a constant vigil keeps,
But I've always rued his boding sight.

For I ne'er saw his active flitting form,
Sweeping with dusky wing the wave,
But I mark'd the tempest's rising storm,
And thought of the seaman's wat'ry grave.

Oft the blue sea rises proud and high,
And threatening clouds precede the gale;
Then you may note the dark Peterel fly,
Stemming the breeze with his pinion sail.

THE MATERNAL ADIEU.

(Addressed by Mrs. M'MULLAN to Mr. ROSS LAWRENCE, on his rejoining
H. M. S. Leander.

OH, ye Stoics, whose logic is ever severe,
Behold not my anguish, and mark not my tear;
If the bosom of feeling still throb with regret,—
And what Stoic can teach the fond heart to forget?

But go, belov'd Youth! to thy Country I give thee—
Go—tread in the paths of bright glory and fame—
No spectres of gloom shall with terror depress me,
For thou wilt remember thy Sires' proud name.

When tempest, or storm, drive repose from thy pillow,
Or when duty commands thee to rock on the mast;
May the mild breath of Heaven subdue the rude billow,
And cherubs preserve thee amid the wild blast.

The arm that in battle became thy blest guard,
When attacking the forts of the dread Algerine,
Will ever preserve thee,—with laurels reward—
If in action determin'd—in duty serene.

'Twas blissful to meet thee—'tis anguish to part—
But Hope's gentle whispers shall cheer my lone heart;
For the day-star of Honor impels thee to shine,—
Then go, my loved Ross! and may glory be thine.

TO CAPTAIN E. L. CROFTON, R.N. C.B.

ON HIS MARRIAGE.

IN many a cruise on Pleasure's Sea,
Your heart then disengag'd and free,
Its every wish upon it bent—
In search of HAPPINESS you went.

Long time upon that Sea you cruiz'd ;
 Were sometimes pleas'd, and oft amus'd ;
 And, now and then, you almost thought
 Obtain'd the treasure that you sought ;
 But still it fled, as you pursued,
 And distant was the wished-for good.

With Youth and Health the Ship was mann'd ;
 Gay Fancy held the chief command ;
 And always spread was every sail,
 To catch the favourable gale
 From novelty or change that blew,
 And led—at least to something new.
 Yet consequences made you feel
 That Folly sometimes “ took the wheel ; ”
 And disappointment taught to find
 That Judgment had been “ left behind : ”
 Then Prudence was so very young,
 That none would listen to her song ;
 But rather all preferred to steer
 In Dissipation's wild career ;
 And, what was much to be deplor'd,
 There was not one “ Old Hand ” on board ;
 Not liking such a rash adventure,
 Experience had refus'd to enter.

And thus you would have “ wander'd ” still,
 With not a Pilot but your will ;
 Nor compass, nor a chart, to guide
 Your path across the trackless tide ;
 But Fortune, partial then to you,
 At length the Treasure brought in view :
 The prize was Virtue, Youth, and Beauty ;
 To chase—was Love, to capture—Duty ;
 The lovely LEADER hove in sight—
 Transported with supreme delight,
 Once more the ardent chase renewed,
 You caught the Prize so oft pursued !

Return'd now to your native shore,
 Your object gain'd, you cruise no more ;
 And MARY, now convinc'd not less,
 Has taught you, as you both confess—
 That Happiness alone is found,
 In the soft ties of MARRIAGE bound.

BRITANNIA.

Queen of isles behold,
 sitting sublime upon her rocky throne,
 region of the storms! She stretches forth
 right hand the sceptre of the seas,
 And in her left the balance of the earth.
 The guardian of the globe, she gives the law:
 She calls the winds, the winds obey her call;
 And bear the thunder of her power to burst
 O'er the devoted lands, and carry fate
 To kings, to nations, and the subject world.
 Above the grecian or the roman name,
 Unlike the great destroyers of the globe,
 She fights and conquers in great freedom's cause;
 Her song of victory the nations sing:
 Her triumphs are the triumphs of mankind.

 Marine Law.

COURTS-MARTIAL.

ON Monday, the 10th February, a court-martial was held on Lieutenant George Pigott, of H. M. S. Laine, on charges of disobedience of orders, neglect of duty, and unofficer-like conduct. The charges being proved, Lieutenant Pigott was sentenced by the court to be severely reprimanded, dismissed from the Larne, and put at the bottom of the list of lieutenants.

A court-martial was lately held on board H. M. S. Tigris, at Barbadoes, for the trial of Mr. Wm. Seaman, purser of that ship, on charges preferred against him by Lieutenant Henry Boeteler, of H. M. S. Antelope, of defrauding, on various occasions, the ship's company of a considerable part of their allowance of provisions. The court being of opinion that the charges were fully proved, did sentence Mr. Seaman to be dismissed from his Majesty's naval service, and rendered incapable of ever serving his Majesty, his heirs, or successors.

A court-martial has been held at Bermuda, to try Mr. Seaman, master of H. M. S. Harrier, for a breach of the 2d article of war. He was sentenced by the court to be dismissed the service, and rendered incapable of ever again serving his Majesty in any capacity whatever.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

(FROM 1793 to 1798.)

[Continued from page 169.]

LONDON GAZETTE EXTRAORDINARY, OF SEPT. 14TH, 1793.

WHITEHALL, SEPTEMBER 13TH, 1793.

By advices from Vice-admiral Lord Hood, commander-in-chief of his Majesty's ships and vessels employed in the Mediterranean, received this evening, dated Victory, off the islands of Hières, the 25th of August, 1793, it appears that an intercourse had taken place between his Lordship and Commissioners from Toulon and Marseilles: that Lord Hood had published a preliminary declaration and proclamation, and received a paper in answer, of which copies are subjoined. And by subsequent accounts from Captain Nelson, commander of H.M.S. Agamemnon, dated August 31, off Oneglia, to Mr. Trevor, his Majesty's minister at the Court of Turin, it appears that a treaty relative to Toulon was brought to a conclusion; and that on the 28th, Lord Hood's fleet landed 1500 men, and took possession of the batteries at the mouth of the harbour. The French fleet hauled into the inner road, and on the 29th, the British fleet and the fleet of Spain, which joined on the same day, anchored in the outer road of Toulon. It is added, that Marseilles has been taken by the Republican troops under General Certeau.

PRELIMINARY DECLARATION.

If a candid and explicit declaration in favour of Monarchy is made at Toulon and Marseilles, and the standard of Royalty hoisted, the ships in the harbour dismantled, and the port and forts provisionally at my disposition, so as to allow of the egress and regress with safety, the people of Provence shall have all the assistance and support his Britannic Majesty's fleet under my command can give; and not an atom of private property of any individual shall be touched, but protected, having no other view than that of restoring peace to a great nation, upon just, liberal, and honorable terms: this must be the ground-work of the treaty.

And whenever peace takes place, which I hope and trust will be soon, the port, with all the ships in the harbour and forts of Toulon, shall be restored to France, with the stores of every kind, agreeable to the schedule that may be delivered.

Given on board his Britannic Majesty's ship Victory, off Toulon, this 23d of August, 1793.

Hood.

PROCLAMATION, by the Right Honorable Samuel Lord Hood, Vice-admiral of the Red, and Commander-in-chief of his Britannic Majesty's Squadron in the Mediterranean, &c. &c. &c. to the Inhabitants in the Towns and Provinces in the South of France.

During four years you have been involved in a revolution which has plunged you in anarchy, and rendered you a prey to factious leaders. After having destroyed your government, trampled under foot the laws, assassinated the virtuous, and authorized the commission of crimes, they have endeavoured to propagate throughout Europe their destructive system of every social order. They have constantly held forth to you the idea of

Liberty, while they have been robbing you of it. Every where they have preached respect to persons and property, and every where, in their name, it has been violated; they have amused you with the sovereignty of the people, which they have constantly usurped; they have declaimed against the abuses of Royalty, in order to establish their tyranny upon the fragments of a throne still reeking with the blood of your legitimate Sovereign. Frenchmen! you groan under the pressure of want, and the privation of all specie; your commerce and your industry are annihilated, your agriculture is checked, and the want of provisions threatens you with a horrible famine! Behold, then, the faithful picture of your wretched condition; a situation so dreadful sensibly afflicts the coalesced powers; they see no other remedy but the re-establishment of the French Monarchy. It is for this, and the acts of aggression committed by the executive power of France, that we have armed in conjunction with the other coalesced powers. After mature reflection upon these leading objects, I come to offer you the force with which I am entrusted by my Sovereign, in order to spare the further effusion of human blood, to crush with promptitude the factious, to re-establish a regular government in France, and thereby maintain peace and tranquillity in Europe. Decide, therefore, definitively, and with precision. Trust your hopes to the generosity of a *loyal and free* nation. In its name I have just given an unequivocal testimony to the well-disposed inhabitants of Marseilles, by granting to the commissioners sent on board the fleet under my command a passport for procuring a quantity of grain, of which this great town now stands so much in need. Be explicit, and I fly to your succour, in order to break the chain which surrounds you, and to be the instrument of making many years of happiness succeed to four years of misery and anarchy, in which your deluded country has been involved.

Given on board his Britannic Majesty's ship *Victory*, off Toulon, the
23d day of August, 1793.

Hood.

By command of the Admiral,

John M'Arthur.

DECLARATION *made to Admiral Lord Hood.*

The general committee of the sections of Toulon having read the proclamation of Admiral Lord Hood, commander-in-chief of his Britannic Majesty's squadron, together with his preliminary declaration, and after having communicated these two papers to all the citizens of the town of Toulon, united in sections,

Considering that France is torn by anarchy, and that it is impossible to exist longer a prey to the factions with which the country is agitated, without its total destruction;

Considering that the southern departments, after having made long efforts to resist the oppression of a party of factious men, who have conspired to ruin them, find themselves drained and deprived of all resources to annihilate this coalition of the evil-disposed;

Considering, in short, that, determined not to submit to the tyranny of a convention that has sworn to ruin the nation, the people of Toulon, and those of Marseilles, would rather have recourse to the generosity of a loyal people, who has manifested the desire of protecting the true Frenchmen against the anarchists who wish to ruin them,

DECLARE TO ADMIRAL HOOD,

I. That the unanimous wish of the inhabitants of Toulon is to reject a constitution which does not promote their happiness, to adopt a monarchy

government, such as it was originally by the constituent assembly of 1789; and, in consequence, they have proclaimed LOUIS XVII. SON OF LOUIS XVI. KING, and have sworn to acknowledge him, and no longer suffer the despotism of the tyrants which at this time govern France.

II. That the white flag shall be hoisted the instant the English squadron anchors in the road of Toulon, and it will there meet the most friendly reception.

III. That the ships of war now in the road will be disarmed according to Admiral Hood's wishes.

IV. That the citadel and the forts of the coast shall be provisionally at the disposal of the said admiral; but, for the better establishing the union which ought to exist between the two people, it is requested that the garrison shall be composed of an equal number of French and English, and that, nevertheless, the command shall devolve to the English.

V. The people of Toulon trust the English nation will furnish speedily a force sufficient to assist in repelling the attacks with which they are at this moment threatened by the army of Italy, which marches towards Toulon, and by that of General Carteau, who directs his forces against Marseilles.

VI. That the people of Toulon, full of confidence in the generous offers of Admiral Hood, trust that all those who held civil and military employments shall be continued in their places, and shall not be annoyed in their respective occupations.

VII. That the subsistence and succours of every kind, of which Toulon stands so much in need, will be assured to the inhabitants by the combined fleet of the powers coalesced.

VIII. That when peace will have been re-established in France, the ships and forts which will be put into the hands of the English shall be restored to the French nation, in the same state they were in when the inventory was delivered.

It is according to this declaration, if approved by Admiral Hood, that the Toulonese will regard themselves, with good heart and will, as belonging to the English and the other powers coalesced, and by whose succour will be brought about that peace after which they have panted so long,

BAUDEAL, President.

REBOUL, Vice-President.

REYNAUD, Secretary.

LA POYPE VERTRIEUX.

DEYDIER CADEL.

ANDRAW.

VIALIS.

BARTHELEMY, Commissary of the Department.

POSSEL.

FOURNIER.

GRIVAL.

BTE. DEVANT.

ANTOINE GABERT.

PORTE.

JOFFRE, Commissary of the Municipality.

L. CADIERE, Commissary of the Municipality.

C. GARIBOW.

BOULLEMENT.

FERRAND.

CHAUSSEGROS, Commandant of Arms.

BURGUES.

RICHAUD, Commissary of the Municipality.

MEIFRUND, President of the Municipality.

BERTRAND.

SICARD.

LONDON GAZETTE EXTRAORDINARY, OF SEPT. 16TH, 1793.

ADMIRALTY-OFFICE, SEPTEMBER 15, 1793.

Lord Hugh Conway, captain of H.M.S. *Leviathan*, arrived here this day with a despatch from Vice-admiral Lord Hood, commander-in-chief of his Majesty's ships and vessels in the Mediterranean, to Philip Stephens, Esq. of which the following is a copy:—

SIR, *Victory, in the Outer Road of Toulon, August 29, 1793.*

In my letter of the 25th (of which I herewith send a duplicate, and also of its enclosures), I had the honor to acquaint you, for the information of the Lords Commissioners of the Admiralty, of the situation of things at Toulon and Marseilles: since that several messages have passed between me and the sections of Toulon; and having assurances that they had proclaimed Louis XVII. King, and had sworn to acknowledge him, and no longer suffer the despotism of the tyrants which at this time govern France, and that they would be zealous in their endeavours to restore peace to their distracted and calamitous country, I came to the resolution of landing 1500 men, and take possession of the forts which command the ships in the Road. St. Julien, a turbulent hot-headed democrat (to whom the seamen had given the command of the fleet in the room of Trogoffe), had the command of the forts on the left of the harbour, and declared resistance.

In all enterprizes of war, danger, more or less, is to be expected, and must be submitted to: but impressed with the great importance of taking possession of Toulon, the great fort of Malgue, and others on the main, in shortening the war, I fully relied that, in case my endeavours should not succeed, I should be justified in running some risk, being conscious I acted to the best of my judgment as a faithful servant to my King and Country; therefore, at midnight on the 27th, I made the necessary arrangements for putting the troops on shore as near as possible to the great fort, without their being molested by those batteries in the hands of St. Julien, under the immediate protection of the *Meleager* and *Tartar*, supported by the *Egmont*, *Robust*, *Courageux*, and *Colossus*, which were all in the fort by noon on the 28th; and I authorised Captain Elphinstone to land and enter, at the head of the troops, the fort of Malgue, and to take upon him the charge and command as governor; and directed Captain Dickson, on his anchoring, to send a flag, with peremptory notice to St. Julien, that such ships as did not immediately proceed into the inner harbour, and put their powder on shore, should be treated as enemies. All but seven, whose crews ran off with St. Julien, removed in the course of the day.

It is impossible for me to express my obligation to Don Langara, adequate to my feelings of it, for the singular honor of his implicit confidence in and good opinion of me in the promptitude his Excellency manifested to comply with the wishes contained in my second letter; as his Excellency was not content with sending Admiral Gravina, but came with his whole squadron, except four, which he left to bring a body of troops from the army at Rosellon, and made his appearance from the deck of the *Victory* as the troops from his Majesty's squadron under my command were in the act of landing. Admiral Gravina came on board; and upon my explaining to him the necessity of as many Spanish troops being put on shore immediately as could be spared, he told me he was authorised by his admiral to pay attention to any request I should make, and undertook to prepare 1000 at least, to be landed this morning under the protection of the four ships I had ordered to anchor, and were all in the fort before twelve o'clock.

I herewith transmit a copy of Don Langara's letter, in answer to mine of the 25th.

The corps of Carteau has been at Marseilles, and committed all manner of enormities, and is now on its march to Toulon, expecting to join the army near at hand from Italy. The former consist of 10,000 men; the number of the latter is not ascertained, but, be it more or less, I trust the whole will make no impression even upon the town of Toulon; upon the fort of Malgue I am pretty confident they cannot do it.

Information has just been sent me, that Carteau has planned to send away from Marseilles all the money as well as merchandise in the town: the former is said to consist of four millions of livres; but I have planned to prevent him, by having sent off to Marseilles two ships of the line, with orders not to suffer any vessel to sail, and I am now sending two frigates which I could not spare before.

After having taken possession of Toulon and the forts, I judged it expedient to issue another proclamation, which Captain Elphinstone tells me has had a very happy effect; a copy of which I also enclose.

The knowledge of this event to the King and his Majesty's ministers appears to me of that magnitude, that I think it expedient to adopt two modes of conveyance, one by the way of Barcelona, and the other Genoa.

Lord Hugh Conway has the charge of one despatch, and the Honourable Captain Waldegrave the other, who will be able to inform his Majesty's ministers at those places they may pass of the allied powers.

I have the honor to be, Sir, &c.

Philip Stephens, Esq.

Hood.

PROCLAMATION, *by the Right Honorable Samuel Lord Hood, Vice-admiral of the Red, and Commander-in-chief of his Majesty's Squadron in the Mediterranean, &c. &c. &c.*

Whereas the sections of Toulon have, by their commissioners to me, made a solemn declaration in favour of Monarchy, have proclaimed Louis XVII. son of the late Louis XVI. their lawful King, and have sworn to acknowledge him, and no longer suffer the despotism of the tyrants which at this time govern France, but will do their utmost to establish Monarchy, as accepted by their late Sovereign in 1789, and restore peace to their distracted and calamitous country.

I do hereby repeat what I have already declared to the people of the South of France, that I take possession of Toulon, and hold it in trust only for Louis XVII. until peace shall be re-established in France, which I hope and trust will be soon.

Given on board his Britannic Majesty's ship Victory, off Toulon, the 28th of August, 1793.

By command of the Admiral.

Hood,

John M^r Arthur, Sec.

MOST EXCELLENT LORD,

I have received your Excellency's much esteemed letter, with the intelligence therein-mentioned, and enclosing a copy of your proclamation. In consequence I cannot resist taking the greatest interest in the common cause; and considering the effects that might result from my not taking advantage of so favourable an opportunity, I have determined to proceed immediately in view of your squadron; and, at the same time, I despatched

an express to the commander-in-chief of the army in Rosellon, desiring that he would embark in four ships, which I left for that purpose, 2 or 3000 of the best troops, to be employed as your Excellency wishes in the operations you have pointed out.

May God preserve you a thousand years,
Most Excellent Lord, &c. &c. &c.

Juan de Langara & Huarte.

*On board of the Mexicano, off the Coast of Rosellon,
the 26th of August, 1793.*

Admiral Lord Hood.

ADMIRALTY-OFFICE, SEPTEMBER 21, 1793.

A letter has this day been received from Vice-admiral Lord Hood, commander-in-chief of his Majesty's ships and vessels in the Mediterranean, to Mr. Stephens, dated on board the Victory, in the outer road of Toulon, the 1st inst. of which the following is an extract :—

Yesterday afternoon a part of Carteaux's army, consisting of 750 men, approached near Toulon. Captain Elphinstone, whom I had appointed governor of the great fort of Malgue and its dependencies, marched out, at the head of 600 troops, and put it to the rout, took four pieces of cannon, their ammunition, &c.

Herewith I have the honor to send you Governor Elphinstone's letter; and most exceedingly lament the loss of a very excellent officer, Major Douglas, whom I had appointed fort major, and whose zeal for going out with the troops could not be restrained. The ball entered his breast, and was extracted at the shoulder blade. He died last night.

Upon the troops leaving the fort, the appointed signal was made for a number of seamen that were kept ready, and 400 were on shore immediately, to put the fort out of danger.

Rear-admiral Goodall has taken upon him the charge and command of governor of Toulon, and Rear-admiral Gravina that of commandant of the troops.

The signal is this moment for the convoy's being in sight, with a considerable body of Spanish troops from the army in Rousillon.

MY LORD,

Toulon, August 31, 1793.

In consequence of the information I had the honor to send your Lordship yesterday forenoon, and the repeated applications which I had received from the committee of war and safety, I thought proper to send out a patrolle towards Ollouilles to reconnoitre the enemy, and to examine their force; at the same time I ordered 300 British, and the same number of Spanish troops, to be under arms, and I directed the committee of war to furnish a proportion of their best troops, and six pieces of cannon, with ammunition and waggons, to be in readiness. About three o'clock the patrolle returned with some peasants, who had been wounded by the enemy's dragoons, who informed me that certain troops of Carteaux were posted at Senary and l'Ollouilles, about five miles from hence, to the amount of 600 men, with ten pieces of cannon, and a few cavalry; I instantly marched out with the British and Spanish troops, taking the road to Ollouilles, having four guides along with me (belonging to that place), and having left directions that the French troops, with the cannon, &c. should instantly follow.

On the road I met wounded peasants, who informed me that their whole force was now posted in Ollouiles. When we approached within half a mile of that place, I observed a party of the enemy endeavouring to gain an eminence on our right. I detached Captains Haddon and Wemys, of the 11th regiment of foot, to prevent this, and to advance with their parties, keeping possession of the high grounds, and sent Lieutenant Knight, with a party of the same regiment, on the like service to the left, both of which duties were admirably executed. I then advanced with the aid-de-camp to reconnoitre the enemy's situation, and found they were posted in the village of l'Ollouiles, upon the side of a steep hill, a deep ravine in their front, with a stone bridge over it, defended with two pieces of cannon, and the windows filled with musketry; about two hundred yards further up the hill, at a ruinous castle, there were two more pieces of cannon, and the walls of the vineyards lined with musketry. It was now half-past six in the evening, without any appearance of the French troops or the cannon from Toulon; it became therefore necessary either to attack immediately or to retire; I preferred the former, and ordered the flanking party to keep up an incessant firing upon the cannon at the bridge; I then ordered the column, under cover of a stone wall, cautiously to advance within two hundred yards, and then, being open to the fire of the enemy, to rush forward, which was executed under a very severe fire; when the enemy instantly abandoned their posts on all quarters, leaving us in possession of their cannon, horses, and ammunition, two stand of colours, drums, &c. They were pursued up a very steep hill to the further end of the village. It was now become nearly dark, and the ammunition was expended, which induced me to order the troops to occupy the eminence, as we were in an unknown country, and abandoned by the guides (who fled upon the first fire). After halting for an hour, I led the troops back to Toulon, with the prisoners and cannon taken from the enemy; and on the road we met the French troops and the cannon which ought to have left Toulon with us, but which, unfortunately, had been delayed. From the information that we received in the village, and from the prisoners, we found that we had beaten the *Elite* of Carteaux's army, consisting of between 7 and 800 men, and some cavalry, which had been sent from Marseilles for the purpose of overawing Toulon, and that they expected to have been joined the next day by 400 men, and eight pieces of cannon. In this little affair it becomes my duty to inform your Lordship, that the conduct of the troops, those of his Majesty as well as those of the King of Spain, was highly meritorious. Captain Moncrief, of the 11th, commandant of the British troops, headed the column with a degree of intrepidity worthy of imitation; and Don Monteiro, commandant of the Spanish troops, conducted himself with equal valour. But the credit of the day was chiefly derived from the great exertion and gallant behaviour of Captain Douglas, town-major of Toulon: and it is with grief I add, that he was mortally wounded, and is since dead; in my mind, the King's service has sustained a great loss. The conduct of Ensign Forster, of the 30th regiment, my aid-de-camp, was such as to give me the fullest satisfaction, and hope will render him an object of attention.

I have the honor to be, &c.

G. R. Elphinstone.

Right Hon. Lord Hood, Vice-admiral
of the Red, &c. &c. &c.

BRITISH.

Captain Douglas, of the 11th regiment, killed.
 11th Regiment.—1 serjeant, 6 privates, wounded.
 25th ditto.—3 privates, wounded.
 Marines.—3 privates, wounded.

SPANIARDS.

Three killed.—Three wounded.

G. R. Elphinstone.

ADMIRALTY-OFFICE, OCTOBER 25, 1793.

Copy of a Letter from Captain James Saumarez, of H. M. S. Crescent, to Mr. Stephens, dated off Cherbourg, the 20th of October, 1793.

I have the honor to acquaint you, for the information of my Lords Commissioners of the Admiralty, that this morning, being off Cape Barfleur, in H. M. S. Crescent under my command, I fell in with a French frigate, which, after a close action of two hours and ten minutes, struck to his Majesty's colours. She proved to be *La Re-Union*, mounting 36 guns, and manned with 320 men.

I am singularly happy in being able to inform their Lordships, that she has been obtained without the loss of a single man, or even any wounded; although her's has been very considerable indeed, having (as the prisoners inform me) 120 killed and wounded.

I must beg leave to render the most ample justice to the officers and ship's company of the *Crescent*, for their cool and steady behaviour during the action; and I take this opportunity to recommend to their Lordships' notice the three lieutenants, Messrs. Parker, Otter, and Rye; their conduct has afforded me the utmost satisfaction.

La Re-Union was accompanied by a cutter, which did not attempt to come into action, but made sail for Cherbourg.

WHITEHALL, NOVEMBER 2, 1793.

The following despatch from Rear-admiral Machbride was yesterday evening received at the office of the Right Honourable Henry Dundas, his Majesty's principal secretary of state for the home department:—

SIR,

Quebec, October 31, off Nieuport.

I beg leave to acquaint you, that I sailed from the Downs on Monday, at 11 P.M. and the following evening anchored off Nieuport between seven and eight. The enemy were firing upon the town from their guns and mortars. I found Captain Murray with the squadron I had detached to their assistance; from him I learnt that the garrison stood in great need of artillery, powder, and ammunition, and were very weak in point of artillery-men; sixty seamen were sent from the ships, under the command of Mr. Thomas Gibbs, acting lieutenant of the *Triton*, whose conduct has been highly meritorious; a party of forty seamen and marines from the *Quebec*, with a large supply of powder and ammunition, was sent on shore in the morning, under the direction of Captain Rogers, who requested to command the naval detachment; to his active zeal and ability the service is much indebted. Lieutenant Clements, who at present commands the *Albion* armed ship, was kept in readiness to force their way into the harbour, which was in possession of the enemy, when that measure was deemed necessary. The detachment from Ostend was seen marching along the

strand in the morning, and soon entered Nieuport. The enemy, however, rendered our intentions useless, for they abandoned their enterprize in the night. I refer to Sir Charles Grey's letter for the detail of the military operations respecting the security of this important post. Mr. Gibbs is the bearer of this despatch, to whom I refer you for particulars.

I have the honor to be, &c.

John Macbride.

P.S. I have the pleasure to add, the Austrians have driven the French out of Furnes this morning.

[To be continued.]

NAVAL HISTORY OF THE PRESENT YEAR 1817.

(February—March.)

RETROSPECTIVE AND MISCELLANEOUS.

THE state of exhaustion in which the late wars have left the several nations of Europe, still operates in restricting the commercial views of each to *Exportation*—all would be *Sellers*, and as there can be no connection where there is not a community of interests, we see each country endeavouring to render itself independent of another, for supplies. Even the enterprise and industry of Britain are unavailable to an alarming extent—nothing but what is absolutely necessary is *bought*. Our offers in China are rudely rejected—in America, the appearance of the British trader excites jealousy and alarm, and we seem excluded from all ports but those of our own Colonies. But notwithstanding all this, we are not inclined to despondency—all this is an *unnatural* state of things, and therefore cannot be lasting—what has been, *will be* again—the present stagnation of Commerce is the result only of a *temporary* but temporary necessity; and though for a time it may induce an *isolated*, and unsocial system of national frugality, that very frugality will have its usual consequence—the generation of wealth—and wealth will again lead to the gratification of social desires. Thus persuaded, we have perused what we are now about to register with less vexation and alarm than we otherwise should.

The failure of our mission to China we have already noticed in a previous page; but as we have since met with a more detailed account, we shall not hesitate to give it, as follows:—

Advices have been received from Canton of so recent a date as the 17th of November, which relate that Lord Amherst was on his return to Canton, without accomplishing the object of his mission. During his stay at Peking, which was about a fortnight, he made every exertion to procure an interview with the Emperor, without submitting to the degrading prostrations which are imposed by the court etiquette of China, upon those who are suitors for an introduction to the Imperial presence. Finding the Emperor,

however, inflexible upon this point, from the intrigues of the Mandarins, he left Peking on the 7th of September, and was expected to reach Canton about the end of November. Presents were exchanged, and his Lordship is said to be the bearer of a letter from the Emperor to the Prince Regent, though the Prince Regent's letter to him had not been received. In addition to the above intelligence, the letters from Canton contain the particulars of an unpleasant affair, in which the *Alceste* was involved. It appears that the Chinese had taken some offence against Captain Maxwell, in consequence of which a number of war boats were stationed around the *Alceste*, and attempts were made to intercept her supplies from the shore. No answer having been made to his endeavours to procure an explanation of the cause of his having been placed under this insulting sort of quarantine, Captain Maxwell resolved upon changing his anchorage, with the intention of more clearly ascertaining the views of the Chinese, before he should resort to extremities. The *Alceste* accordingly weighed anchor, and proceeded up the river to the second bar. The war boats, however, soon followed; and as the frigate approached Chun Pee they fired at her, first with blank cartridge, and next with shot. Captain Maxwell returned their fire, in the first instance with powder only, but finding that had not the effect of preventing them from following him, he sent a single shot over the Admiral's boat, merely to intimidate them—this had the desired effect. Upon a signal from the Chinese Admiral, the flotilla ceased firing, and stood off. At this period Captain Maxwell brought the *Alceste* to anchor, in expectation of some communication from the Governor; but having waited without receiving any until the evening, he weighed again and stood towards the Bogue. The boats, which followed him at a respectful distance, now began to throw up rockets, and to make other signals, which were promptly answered from the forts in the Bogue. As the frigate advanced, lanterns continued to be hoisted at the different forts until they became an entire blaze of light, and the ramparts were seen crowded with people. Two forts, one on the right the other on the left, suddenly opened a tremendous cross-fire on the *Alceste*, without, however, any other damage than that of her receiving three or four shots in the hull, where they stuck. The wind heading the frigate in the narrow part of the Bogue, Captain Maxwell was obliged to make a tack, which brought him within pistol shot of the principal fort, mounting forty guns. He resolved to avail himself of this circumstance, in order to chastise the insolence of the Chinese. He took a station which enabled him to bring his guns to bear on both forts, and gave orders for action. His command was received with three cheers by the crew, who, with a rapidity which overwhelmed the Chinese with astonishment, discharged two successive broadsides, starboard and larboard. The fire of the forts instantly ceased, the innumerable lanterns disappeared, as if by magic, and all was suddenly involved in total darkness and silence. The *Alceste* was quietly suffered to proceed to her destination; and what is most singular, up to the 17th of November, not the slightest notice had been taken of the affair by the Governor of Canton; he neither gave nor demanded an ex-

planation, but continued to grant permission for the British vessels to enter the river, as if nothing had occurred to interrupt the harmony between the two nations. It remained to be ascertained in what light he may have represented the affair to the Court of Pekin. We are happy to learn that none were killed or wounded on board the *Alceste*.

American Papers to the 6th of February, have been received. Their contents are important, inasmuch as they show an increasing spirit of hostility to the introduction of British manufactures.

In the Legislature of the state of New York, on the 20th of January, the Committee on manufactures presented a Report, which describes the injury American manufactures have sustained, in consequence of the uninterrupted communication with all the nations of Europe, which has deluged the country with foreign fabrics. "It is to be feared (says the Report) that whilst Great Britain finds her European market circumscribed by the neighbouring powers, she will still continue to throw into our market such quantities of manufactured goods, as will altogether suspend the operation of our cotton and woollen manufactories, if not altogether ruin the manufacturer." The report goes on to describe the distress which had arisen from unlimited importation, and recommends the adoption of efficient measures of protection for the infant manufactories of the United States, particularly woollen and cotton, either by a permanent augmentation of the duties upon certain goods, or by the prohibition of such woollen and cotton goods, from foreign countries, as can be supplied by home manufacture.

An Act has passed the Legislature, to exempt from taxation all buildings erected for cotton and woollen manufactories.

The Admiralty have issued circular letters to about 300 of the senior pursers on the list, on the subject of retirement, requiring a return of their servitude, &c.

All three-decked ships are in future to be considered first-rates, and six-gun ships, second rates.

The establishment of ships on the peace service, has undergone a revision.—The ships at Portsmouth are to bear the following number of men upon their books.

Queen Charlotte, (flag ship) 360; *Rochfort*, 300; *Vengeur*, 300; *Leander*, (N. America) 420; *Tiber*, 255; *Larne*, 110; *Prometheus*, 100; *Rosario*, *Britomart*, *Hope*, and *Tyrian*, each 65; *Grecian*, 60.

A report has reached town, that Sir Sidney Smith has received advices at Paris, that two Swedish ships bound to Marseilles, have been taken in the Mediterranean by the row galleys of the Algerines, and the crews sent into slavery;—that English, French, and Spaniards have been liberated, but those of other nations have suffered the most cruel tortures—having their tongues cut out.

From a Custom-house Return to an order of the House of Commons, it appears that the total number of vessels belonging to the several ports of the British Empire on the 30th of September, 1816, was 25,864; the amount of tonnage 2,783,940; and the number of men and boys usually employed 173,820.

A METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From February the 23d, to March the 24th, 1817.

1817.	Winds.	BAROMETER.			THERMOMETER.			Evap. in In. &c.	Rain in In. &c.
		Max.	Min.	Med.	Max.	Min.	Med.		
		In.	In.	In.	°	°	°		
Feb. 23	W.	30.13	29.90	30.015	53	42	47.5	—	—
24	N.W. to W.	30.15	30.00	30.075	51	40	45.5	—	—
25	W. to W.S.W.	30.18	30.10	30.140	55	42	48.5	.14	.03
26	N.W.	30.09	29.90	29.995	50	44	47	—	—
27	N.W.	30.04	29.88	29.960	53	41	47	—	.03
28	W. to N.W.	30.05	30.05	30.050	57	44	50.5	.16	—
Mar. 1	W.	29.96	29.78	29.870	55	38	46.5	—	.02
2	W. to S.S.W.	29.88	29.50	29.690	54	38	46	—	.23
3	W. to W.S.W.	29.62	29.18	29.400	52	36	44	—	.39
4	W. to W. b. N.	29.46	29.41	29.435	48	35	41.5	.20	.12
5	W. b. N. to W.	29.52	29.46	29.490	50	37	43.5	—	—
6	N.W. to W. b. N.	29.40	29.06	29.230	47	34	40.5	—	.29
7	N.W. to W.	29.52	29.42	29.470	50	37	43.5	.20	.47
8	N.W. to W.	29.61	29.20	29.405	46	33	39.5	—	—
9	N.W.	29.94	29.64	29.790	49	34	41.5	—	—
10	W. b. N. to W.	30.25	30.11	30.180	53	34	43.5	.12	—
11	S. to S.W.	30.30	30.27	30.285	56	40	48	—	—
12	S. b. W. to W.	30.16	30.10	30.130	58	47	52.5	—	—
13	W.	30.20	30.11	30.155	57	41	49	.08	—
14	N.E. to S.	30.32	30.31	30.350	57	34	45.5	—	—
15	E. to S.S.E.	30.40	30.40	30.400	54	36	45	—	—
16	S.E. to E. b. S.	30.32	30.31	30.315	51	32	41.5	.15	—
17	N.E. to S.	30.43	30.40	30.415	51	32	41.5	—	—
18	S.S.E. to W.S.W.	30.41	30.26	30.335	53	42	47.5	—	—
19	W.N.W. to N.W.	30.10	30.03	30.060	52	30	41	—	—
20	N.W. to N.	30.06	29.94	30.000	38	24	31	.25	—
21	N. to N.W.	30.10	30.06	30.080	41	26	33.5	—	—
22	E. to S.	30.15	30.04	30.095	51	31	41	—	—
23	S. S. E. to W.S.W.	30.16	30.16	30.160	51	41	46	—	—
24	W.S.W. to S.W.	30.09	30.00	30.045	59	45	52	.35	—
		30.43	29.06	29.675	59	24	44.5	.160	.165

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

RESULTS.

Inches.

BAROMETER { Maximum.. 30.43 March 17th, Wind S.
Minimum.. 29.06 ——— 6th, Ditto W. b. N.

Mean barometrical pressure 29.673

Greatest variation in 24 hours .44

THERMOMETER { Maximum.. 59° March 24th, Ditto S.W.
Minimum.. 24 ——— 21st, Ditto N.W.

Mean temperature 44.3

Greatest variation in 24 hours 23

Evaporation during the period 1.65

Rain, hail, Snow, ditto 1.63

Prevailing winds, Westerly for the first part of the period, and for the latter part variable.

The mean temperature of this period is not so high as that given in our last Meteorological Table, by 1°.64; nor is the mean of the Barometer so high by $\frac{1}{100}$ th of an inch.

REMARKS ON THE WEATHER.

FEBRUARY 23. The sky overcast with *cirrostratus*, and misty below : P.M. *cumulostratus*, and a strong westerly breeze : the night also overcast.—24. As yesterday and night, excepting the mist.—25. The early part of the morning fine, with *cirrostratus* below *cirrocumulus* : at 9 A.M. overcast : a *cirrostratus* cloud enveloping Portsdown Hill for several hours : at 5 P.M. small rain ; a cloudy night.—26. A shower of rain early ; at 7 A.M. *cirrus*, passing to *cirrostratus* : a clear sky from 8 till 10, afterwards plumous and linear *cirri*, *cumuli* capped in different quarters, and a strong breeze from N.W. : a fine day ; overcast from 5 P.M.—27. Ramified *cirrostratus* below *cirrocumulus*, and a high wind with squalls : at 9 A.M. large *nimbi*, with short showers of rain : at 10, a gale from N.W. ; afterwards the *cumulus* clouds appeared ; a fine day and night.—28. A strong breeze from the W., and *cumulostratus*, which moved off eastward at 10 A.M. : the remainder of the day, and night nearly as the preceding, except the gale : at 8 P.M. a lunar halo exhibiting the prismatic colours, and a large corona within it, occasioned by *cirrocumuli* passing to the east. The Barometer has been perfectly quiescent to day.

MARCH 1. *Cirrostratus* below *cirrocumulus*, and a brisk wind from the W. : at 9 A.M. a few drops : P.M. overcast, small rain at intervals, and a moderate gale.—2. A fine morning, with *cirrocumulus* passing to *cirrostratus*, and a gentle breeze : at 2 P.M. a shower, and from 7 till 8 a very heavy storm of rain and wind, accompanied with lightning and thunder from S.S.W. : the night turned out fine, but windy.—3. Attenuated *cirrostratus* below linear *cirri*, *cumuli* in the S. and light breezes from the W. : at 9 A.M. overcast : at 11, rain, and a strong westerly gale : P.M. very stormy.—4. Fine, with *cirrostratus* below *cirrocumulus*, and light airs : rain from 10 till 12 A.M. : at 1 P.M. fine ; and at 5, large *cumuli* passed off to the east at a great elevation : the night fair.—5. A fine morning, with *cirri* : at 10 A.M. large *cumuli*, capped with *cirrostrati* : at noon a distant *nimbus*, followed by a short shower of hail coated with snow : the Thermometer, on being placed in the rays of the sun, rose to 72° : a fine day, and a cloudy night.—6. Heavy showers early, with a strong breeze from W.N.W., and a depression of the mercury in the Barometer : at 7 A.M. overcast with various modifications of clouds : at 9, a smart shower of large flakes of crystallized snow, then sunshine : the latter part of the day as yesterday, with the addition of a gale from W.N.W. : a fine clear night.—7. Fine, with *cirrostratus*, and a little dew : at 9 A.M. *cirrocumulus*, and a gentle breeze : at 1 P.M. streaks of *cirrus* appeared from the west in an azure sky, and *cumulus* in the south : P.M. the sky overcast, and heavy rain in the night.—8. Low dense *cirrostratus* beneath *cirrocumulus*, and a brisk wind : at 10 A.M. fine, when the *cumulus* clouds were capped in the E. and S. ; soon after which a gale sprung up from N.W. : at 3 P.M. a shower of rain and hail, the *nimbus*, from which it descended, moved with

astounding velocity: a fine day: the gale increased at 8, with a smart shower, and subsided in the night, which was clear.—9. A gray morning, and a brisk wind, with a little attenuated *cirrostratus* in the N.E.: at 2 P.M. *cumulus* and *cirrostratus* inosculated in the N., and the wind freshened: a fine sun-set, and a clear night.—10. Calm, and a little dew, the mercury in the Barometer rising steadily; the morning overcast; at noon *cumulostratus*, which cleared away at 2 P.M.—11. A very dense fog till 10 A.M. when *cirrocumulus* appeared in the zenith for a few minutes; the sky again became overcast, and the wind veered from S. to S.W.—12. A fine and calm morning, with *cirrostratus* below *cirrocumulus*: P.M. overcast, and the lower atmosphere very humid.—13. Overcast all day and night, and a gentle wind from the W.—14. A *stratus* at Spithead, and calm at 8 A.M., the mercury in the Barometer at the same time rising high: P.M. sunshine, and *cirrocumulus*.—15. Fine, with *cirrostratus*, and a *stratus* on the Harbour and at Spithead: there was a little dew this morning; and the wind, which has blown chiefly from the westward so many weeks, is now veered to the E., to the joy of the wind-bound marines at the different ports: a fine day, the night overcast, and a hollow wind from S.E.—16. A *stratus* on the harbour, and the sky nearly overcast with dense *cirrostratus*, forming *parhelii* in the vicinity of the Sun: fine at 9 A.M., and a clear sky from 1 P.M.: a little dew in the evening.—17. A gray morning, with hoar frost, and a *stratus* at Spithead; the wind gentle from N.E. and the water in the harbour very smooth: this is the first hoar frost, with ice, we have had since the 16th of January last: a fine clear day and night.—18. Morning as that of yesterday; but at 8 A.M. a thick mist came on from S.E., which in the course of an hour was dispersed by a gentle wind; in the interim a corona was seen round the Sun: a clear sky from 9 till 5 P.M., when *cirrus* appeared from S.W. and soon passed to *cirrostratus*; the change in the atmosphere from dryness to humidity was indicated seven hours before its visible appearance, by a slow and regular depression of the mercury in the Barometer.—19. Fine, and a light breeze: at 9 A.M. *cumuli* in different quarters, and at 11 overcast with *cirrostratus*: at noon, a few drops of rain: *cumulus* clouds passed off at a great elevation at Sun-set: a fine night.—20. A frosty morning, and a light shower of snow at $\frac{1}{2}$ past 7 A.M.: at 9 sunshine, with patches of *cirrostratus*, and a strong breeze from the N., which increased to a gale by 10: at noon *cumuli* capped in all quarters of the horizon; and at 3 P.M. a *nimbus*, with a shower of snow, when it began to freeze: at 7, the non-illuminated part of the Moon's disc was well defined with the naked eye, and particularly so with an Achromatic Telescope of Dolland's construction, through which it appeared like heated iron just deprived of its fiery hue; the wind blowing strong from the N. at the same time, a very light thin fluid was seen pass over the illuminated crescent in a south direction.—21. A sharp frosty morning, the Thermometer being 8° below the freezing point, and a high wind from the N.: at 1 P.M. *cumuli* in the N. and E., when the wind abated: horizontal streaks of *cirrostratus* in the west horizon after Sun-set: a fine day, and a clear frosty night.—22. A broad band of *cirrus* stretching N. and S., and

a *stratus* on the harbour and at Spithead: at 10 A.M. the *cloud-capped* clouds appeared, and evaporated after Sun-set: the night turned out fair. —23. A gray sky and a slight hoar frost; a *stratus* on the harbour and at Spithead, and some horizontal streaks of *cirrus* in the E.: at noon, *cumuli* and *cirrostratus*, the latter filling the sky: P.M. overcast, and small rain in the evening.—24. Overcast and serene: at 10 A.M. *cumuli* in all quarters inosculating with *cirrostratus*: at 2 P.M. fine, with plumous *cirrus* in the zenith, when the temperature without doors was 1° above that within: at 6, a few drops of rain from the skirt of a *nimbus*; and at 7 a lunar corona, followed by rain.

Promotions and Appointments.

Admirals, &c. appointed.

Captain Hon. R. Spencer is appointed to the *Ganymede*; Captain W. McCulloch, to the *Orontes*; G. F. Rich, to the *Falmouth*.

Mr. Fitzmaurice, late master of the Congo schooner, employed on the Voyage of Discovery up the River Niger, in consequence of the death of Captain Tuckey and Lieutenant Hawkey, the two senior officers, became commanding officer of the expedition, and has in consequence been promoted to the rank of commander in H. M. navy.

Thomas R. Toker, to the *Tamar*; R. G. W. Festing, to the *Raccoon*.

Sir James A. Gordon, Bart. K.C.B. to command the *Severn*, of 44 guns, vice Hon. Frederick William Aylmer, C.B.

Lieutenants, &c. appointed.

William Henry Savage, to the *Ister*; Robert J. Harvey, to the *Mutine*; R. Passingham, to the *Myrmidon*; W. Liardet, to the *Tamar*; D. Cox, to the *Primrose*; Henry Sankey, to the *Sir Francis Drake*; J. Troughton, to the *Sheerwater*; W. Hubbard, to the *Tamar*; S. Jervoice, to the *Sir Francis Drake*.

Captain Steel is appointed barrack-master of the royal marine artillery at Fort Monkton.

Rev. Samuel Wallis Roberts is appointed chaplain of H. M. S. the *Tiber*.

Mr. J. Geary, to be master of the *Brazen*.

Edward Gilling, to the *Myrmidon*; F. Bentley, to the *Beaver*; Thomas Peyton, to the *Sheerwater*; Wm. Smith (1), to the *Sir Francis Drake*.

Mr. George Proctor, to be surgeon of the *Sir Francis Drake*.

S. J. Swayne, to the *Nimrod*.

Mr. W. Simmonds, of Portsea, is reinstated in his rank as a lieutenant in H. M. navy.

Mr. Wade Shields, to be surgeon of the *Tamar*.

Mr. Edward T. Hooper, to be purser of the *Sheerwater*.

L. Kennedy, to the *Tamar*; Thomas Shanks, to the *Sir Francis Drake*.

DEATHS.

On 26th December last, at Antigua, aged 31 years, Captain William Dowers, R.N. eldest son of Captain Purser Dowers, late governor of the Royal Naval Hospital at Deal. He had the honor to rescue and escort from Bourdeaux her Royal Highness the Duchess of Angouleme, and was considered as a most active gallant officer, and his premature loss will be deeply lamented by a large circle of friends. Date of commission, 4th Nov. 1808.

On the 20th Feb. at Stoke, county of Devon, Mr. Robert Dadd, a superannuated warrant officer, aged 73; he was formerly carpenter of H.M.S. Blenheim.

On the 21st of February, at Cambletown, Captain W. M'Millan, of the royal marines, aged 36 years, leaving a widow and three children to lament his loss. Date of commission, 15th Nov. 1808.

On 25th February, at Gosport, of apoplexy, Mr. William Burnell, purser in the royal navy, formerly of H.M.S. Tagus. Date of first warrant, 6th Nov. 1806.

On 2d March, at Gosport, of a liver complaint, Lieutenant George Sprent, R. N. aged 24 years, deeply lamented by a large circle of friends. Date of commission, 17th Dec. 1812.

On the 3d March, Mr. M'Lean, a superannuated gunner in his Majesty's royal navy, at an advanced age; he was formerly gunner of H.M.S. Blenheim, and in the action off Cape St. Vincent, as well as in many others.

On 4th March, of consumption, aged 21 years, Miss H. Jarvoise, daughter of Mr. Jarvoise, of H. M. Victualling Office, at Portsmouth.

On the 9th March, at Walmer, Richard, the youngest son of Captain Thomas Harvey, C.B. R.N.

On the 12th of March, at his house in Somerset-place, G. P. Towry, Esq. deputy-chairman of the Victualling Board, aged 84 years, father of the late gallant Captain George Henry Towry, R.N. and of Lady Ellenborough.

On 17th March, Mr. Wm. Chreshop, upwards of twenty years a master in the royal navy.

Lately, at Sharpham, Devon, Edmund Bastard, Esq. many years M.P. for Dartmouth, and late lieutenant-colonel of the East Devon militia, and uncle to Captain Bastard, R.N.

Lately, Lieutenant Wm. Lee, of the signal station at Newington. Date of commission, 6th May, 1796.

ERRATA.

Vol. xxxvi. p. 462, *Thessaly's* letter, read, *forced himself*, instead of *found himself*, as stated in the letter from An Occasional Correspondent, p. 51 of the present volume, and therefore Gillingwater must be understood to mean a *premeditated* act of the valiant Earl of Sandwich.

Vol. xxxvi. p. 474, in list of officers promoted to post rank, read, H. M. S. Heron, instead of Cordelia.

BIOGRAPHICAL MEMOIR
OF THE LATE
THOMAS LENOX FREDERICK,
REAR-ADMIRAL OF THE RED.

His eye was meek and gentle—and a smile
Play'd on his lips—and in his speech was heard
Paternal sweetness, dignity, and love.
The occupation dearest to his heart
Was to encourage goodness. He would stroke
The head of modest and ingenuous worth
That blush'd at its own praise, and press the youth
Close to his side that pleas'd him.

It has frequently been observed, that one of the greatest advantages in biography is the opportunity it affords to display the formation and progress of character. This exhibition is perhaps still more useful in professional than in general subjects. The young naval officer and soldier may receive entertainment, information, and instruction, from the history of man in all conditions; but he will derive lessons more beneficial to him from viewing an officer in that state and circumstances which are likely to be his own.

Of all the employments which contribute to the safety, prosperity, and aggrandizement of the United Kingdom, none is more indispensably necessary than the naval. No characters are more deserving of being recorded, or more worthy of perusal by Englishmen, than those of the gallant heroes who have distinguished themselves in supporting the rights, and promoting the interests of their country on her own element.

The subject of our present memoir attained rank, eminence, and celebrity, by his naval exertions and undaunted spirit. Nor was he unacquainted with the several branches of literature, the languages, and sciences: for a considerable length of time he was in a state of suffering from bodily infirmities, but his mind continued unshaken; while his philosophy and good humour rendered his society desirable to all who knew him. But to proceed to a more particular account of him.

Thomas Lenox Frederick was born at Burwood House, in the county of Surrey, about the year 1754 ; his grandfather was, Sir John Frederick, Bart. and created such the 10th of June, 1723 : he was a gentleman of great respectability in that county ; as was also his son (father of the admiral), who succeeded him in his title and estate.

Thomas received an excellent education, including a course of mathematical learning sufficient to qualify him for the profession he was destined to. About the year 1768, he commenced his career in the royal navy, under the auspicious patronage of Captains John Montagu and Sir Peter Parker :* having passed through the regular subordinate gradations, we find him, in 1776, in the command of the *Spy* sloop, of 14 guns, on the Newfoundland station, under the immediate command of Vice-admiral John Montagu, commander-in-chief on that station, where he displayed no ordinary degree of vigilance in protecting the trade and fishery from the united depredations of the American and French privateers, and picked up many of those of minor force ; for which he received the high and unfeigned commendation of his admiral, together with the united applause of the British merchants at that settlement. In the beginning of 1777, Captain Frederick was removed to the command of the *Swift* sloop, of 14 guns (*pro tempore*), and was attached to the fleet on the North American station, under the command of Richard Earl Howe,† vice-admiral of the blue, whose flag-ship was the *Eagle*, of 64 guns. Captain Frederick being on a cruise in company with a small squadron, they had the good fortune to capture at the Delaware, the *Washington*, of 32 guns, the *Effingham*, of 28, and the *Sturdy-Beggar*, of 18 guns.

The various points of service incumbent on a large fleet, requiring a strict attention in the admiral to the removals of zealous officers for the good of his Majesty's service, we accordingly find our young captain (in the beginning of 1778) removed back to his old sloop the *Spy*, on his former station ; at which time Admiral Montagu had his flag on board the *Europe*, of 64 guns.

* For a portrait and memoir of Sir Peter Parker, *vide* *D. C.* vol. xii. p. 169, where the public services of this distinguished officer will be found accurately and amply detailed, from documents of undoubted authority.

† *Vide* *D. C.* vol. I. p. 1, for a very interesting memoir of Lord Howe, and for an excellently engraved portrait, Vol. IX. p. 396.

It is expected that the captain of a British man of war should be the first seaman in his ship. This character justly belonged to the late Admiral Frederick; for there was no part of a seaman's duty which he had occasion to command another to perform, because he was incompetent to perform it himself; and he at all times obtained a prompt and willing obedience to his orders, from the knowledge of his crew, that their captain was as much their superior in capacity as a seaman, as above them by the elevation of his rank. But the most able officer cannot at all times command success, when a combination of circumstances are inimical to his endeavours; being on a cruise near the Banks, the *Spy* encountered a gale, followed by a fog of some duration, which, together with currents, caused an error in the reckoning, that proved fatal to the ship: she being thus lost the same year, on the coast of Newfoundland.

Captain Frederick was honorably acquitted by a court martial, and on the 14th July, 1779, was promoted to post rank, and appointed to command the *Unicorn*, of 20 guns, on the North American station; * in which ship he gave proofs of great activity in chastising the American privateers, whose depredations amongst the British merchantmen had become a matter of serious consideration. The *Unicorn* and others retook four sloops of war, † all of which were taken into his Majesty's service. At this time he remarked to an officer, that, "It is a great pleasure to command a fortunate ship." Indeed it had been observed, that the *Unicorn* had always been a favourite ship, by having made many captures previous to his taking the command of her; one of which was the American frigate *Raleigh*, of 32 guns, and 200 men, which struck to the joint efforts of the *Vestal* and *Unicorn*. In August, 1780, the *Unicorn* changed her station to that of Jamaica, which circumstance was particularly gratifying to her captain, as it placed him under the command of his valuable friend, Rear-admiral Sir Peter Parker. But fortune's favours are frequently of short duration; the *Unicorn* was unfortunately cap-

* Richard Edwards, Esq. rear-admiral of the blue, took the command at Newfoundland, vice Montagu, gone home.

† *Rover*, 14; *Hope*, 14; *Stormont*, 16; and the *Trespassy*, of 14 guns. This last was retaken in 1781, by the *Alliance* American frigate, of 40 guns, and 250 men.

tured the same year, after a most gallant resistance, by a superior French force, and carried into Martinique.

An exchange of prisoners soon taking place, Captain Frederick was again restored to his country's service; to which no officer could be more zealously attached.* The decision of a court martial gave him also in this instance an honorable acquittal; and accordingly we find him in the same year in the acting command of the *Fairy* sloop, of 16 guns; which it may be presumed he accepted only until a ship more suitable to his rank should become vacant: an honorable zeal is always paramount to ambition. Proceeding on a cruise, he shortly had the good fortune to capture, after a smart action, the *Dunkirk* sloop of war, of 18 guns; and on the 12th of September, the same year, in company with the *Vestal*, of 28 guns, and 200 men (commanded by Captain George Keppel) they took the *Phoenix*, American privateer, of 16 guns, and 60 men, and soon afterwards fell in with and captured the *Mercury*, an American packet, from Philadelphia, on board of which was Henry Laurens, Esq. late President of the Congress, bound on an embassy to Holland. This noted character arrived in England the beginning of October. When the *Vestal* frigate first discovered the *Mercury*, she was lying-to; Captain Keppel immediately made all the sail he could croud, and the *Vestal* being a very fast goer, he soon neared the *Mercury*, who was endeavouring to make off. As he was coming up upon the packet's quarter, one of the sailors on the fore-castle discovered something floating upon the sea, at a little distance from the *Vestal*, upon her bow; and immediately going aft upon the quarter-deck, pointed it out to the captain, who ordered the jolly boat to be hoisted out, and sent and picked it up; it proved to be a large leather bag, containing a trunk of papers, which papers, upon examination, were found to have belonged to Mr. Laurens, late President to the Congress; and they are said to have con-

* The French admiral took the *Unicorn* into their service, and rated her a 24-gun ship, with a complement of 181 men. She was afterwards retaken, in April, 1781, by that distinguished officer, Commodore B. S. Rowley, in the *Resource*; at which time she mounted 20 guns, and 8 carronades, the *Resource* had 15 killed; and 30 wounded; she was commissioned by Admiral Sir P. Parker, the 18th June, 1782, and Captain Benjamin Archer appointed to command her; which same gentleman wrote the narrative of the loss of the *Phoenix* frigate, in 1781, as pointed out by *Nestor*, D. C. vol. xxxvii, p. 47.

tained information of a curious nature, and of great importance to this country.

As soon as the Mercury had surrendered, and Captain Keppel saw Mr. Laurens, he told him of his having taken up the bag, and asked him, merely out of curiosity, as he said, whether he had thrown overboard, or destroyed, any other papers than those that were contained in the bag; when Mr. L. declared upon his honor that he had not. On the 5th of October, about five in the evening, he arrived at the Admiralty in a post coach, under the guard of Mr. Norris, lieutenant of the Vestal, and after undergoing several private examinations, his commitment was made out and signed by the three secretaries of state, the 6th of October, and he was conveyed privately to the Tower, in a hackney coach, attended by two messengers. The commitment expressed, that "he was committed on suspicion of high treason; and was to be kept safe until delivered by due course of law." About this period, Captain Frederick appears to have gone on half-pay,* to enjoy an interval of recreation in the bosom of domestic happiness; and it is probable, that it was about this time he married Miss Ann Grigson, daughter of Mr. Grigson, of Stoke Damerel, in the county of Devon, an accomplished young lady, and famed for her lively witticisms.†

In 1782, Captain Frederick had the gratification to receive his appointment to the Diomedé (a new frigate) of 44 guns, and was despatched to join the fleet on the North American station, then commanded by Robert Digby, Esq. rear-admiral of the red. Towards the latter end of this year, he sailed on a cruise off the Delaware, having under his orders the Astrea and Quebec, of 32 guns each, commanded by the captains Squires and Mason. On Thursday night, December the 19th, they fell in with the celebrated and formidable ship South Carolina,‡ commanded by Captain

* There is reason to believe, that Captain Frederick assisted at the capture of the Griffin, of 14 guns, and 63 men, and the Wilkes, of 14 guns; and 75 men, in 1780, near Newfoundland.

† Mrs. Frederick came into a large fortune, on the death of Mrs. Marven, a linen-draper for a number of years in Plymouth Dock, Devon.

‡ As the several particulars relative to the building and freighting of this ship are very curious, we shall here state them. On the shutting of the ports of America, their merchants spared no pains to get a supply of those articles of

Joyner, carrying 40 guns, twenty-eight of which were 42-pounders, on the main-deck, and twelve 12-pounders on the

our manufacture which they mostly stood in need of, by way of France and Holland. And in order to facilitate the conveyance of the goods in safety, some merchants at Charlestown joined, and ordered a large ship to be built at Amsterdam; and to make sure of having her filled with articles, the genuine manufacture of Great Britain, agents were sent to Amsterdam for the express purpose of opening a correspondence with the manufacturers themselves, and having the goods from their own hands, without the interference of foreign agents. The ship's dimensions was nearly that of a 74, and while she was building, her cargo was collecting. At first she was begun upon under the name of the Indian, and no particular province was then talked of as the place of her destination; but when she was nearly finished, she was called the Charlestown, and Commodore Gillon, with Captain Joyner (both natives of that city) had the command and management of her. In launching she struck, not having sufficient depth of water, but by throwing her on her side the launching was completed, although not without a violent strain, which hogged her; all this caused a very unexpected delay, and by the time she was completed, General Clinton was so near having possession of Charlestown, that the owners of her and the cargo applied to Congress, who bought the ship from them, as being adapted for the purposes of war, ordering her to be filled with soldiers' cloathing, and military accoutrements for 30,000 men, for the Congress troops. The former cargo was put on board other ships, intended to sail under her convoy, and she was named the South Carolina; the crew of this ship consisted of 560 men, Americans, French, and Dutch, nay, some say English, also, not one-third of them seamen; and nearly half of the number were made up of French prisoners taken at Jersey, and just then landed at Dunkirk, and other parts, tempted by a large bounty. With this motley crew, she put to sea, and that very suddenly, owing to some disagreement amongst these fellows, which ripened to a mutiny: when Captain Joyner hung seven, and cut off the hands of four others! She is then stated to have joined the Dutch fleet under Admiral Zoutman, and was in the action fought on the Dogger Bank, with Admiral Parker, and engaged the Berwick, Captain John Ferguson, who gave her a good drubbing. She having a large sum of money and plate on board, for the safety of which she parted from the Dutch fleet on the following night, was very crank, as her breadth did not answer to her length and weight of metal. On the 6th of September she took the Alexander privateer, when it was found she had 26 gentlemen passengers on board, among whom were Messrs. Adams and Trumbull; she had likewise burnt a cutter from Berwick a few days before. The Alexander was afterwards retaken, with 26 of her crew, by the Heart of Oak, Captain Ash. The Carolina visited Corunna, and the Canaries, and afterwards Teneriffe, having then three prizes in company; in conformity to their orders, they proceeded to North America, and were three days in sight of the British fleet, cruising in the latitude of Charlestown. Falling short of provisions and water, they proceeded through the gulf of Mexico, a passage little known, and through which no ship of war had as yet passed; they had 23 feet water all the way through, with the commodore at the mast-head. Their risk amongst the dangers of this passage was well recompensed, as they fell in with a little fleet from Jamaica, of which three were armed; took them all, and carried them into the Havannah; their cargoes consisted of sugars and

quarter-deck and forecastle, with a complement of 550 men, and her length of keel 160 feet; having under her convoy from Philadelphia, a ship, brigantine, and a schooner; the latter only escaped.

The South Carolina was chased 18 hours and a half (a perseverance and intrepidity that did honor to Captain Frederick and his coadjutors), when the Diomedé closing upon her, she fired her stern chasers, which was returned by the Diomedé's bow guns. Captain F. now getting well upon her quarter, opened his fire,

rum; and Mr. W. H. Van Hasselt says—"They were sufficient to amply repay the expenses of their equipment."!! Although Gillon and Joyner thought themselves very fortunate in taking these fine rich ships, yet their inveterate hatred of all loyal subjects made them treat the masters with great cruelty. From thence they sailed for Philadelphia, where they arrived safe in the spring of 1782. In the month of May, Captain Gillon acted in conjunction with a Spanish force from the Havannah, under the command of Governor Caxigal, for the reduction of the island of New Providence, one of the Bahamas. The island being invested accordingly, the Spaniard sent the following summons to Governor John Maxwell:—

"SIR,

"The considerable sea and land forces with which I find myself before this place, and the small resource that your Excellency has both for garrison and defence, induces me, for the sake of humanity, to manifest to you, that I am come by order of the King my master, and in his royal name, to take possession of this and the other Bahama islands; and finding myself in a condition of making immediate use of them for its reduction and speedy despatch of this business, a delay that exceeds the time of twelve hours for consultation, is not in my power to grant you.

"I am ready to grant a capitulation that can be determined upon in this space of time: if not, the individuals that are involved in the disaster, must submit to the discretion and mercy of the conquerors.

"God protect your Excellency many years. Your Excellency's most attentive humble servant,

Juan Manuel De Caxigal."

"On board of the ship the South Carolina, under sail before New Providence, the 6th of May, 1782, at six o'clock in the evening."

The articles of capitulation, agreed on at Nassau, in New Providence, were highly honorable to the British; and out of respect to Governor Maxwell's disposition for defence, and his humanity to the unfortunate prisoners, the Spanish governor did not consider him as a prisoner of war longer than until he was landed with his troops at a British port. British force, 397 officers and men, Spanish and American, 17 vessels of war, and 5,000 men.

and gave her six broadsides, and she received one from the *Quebec*; the running fight continued two hours and a half, when she was compelled to strike her colours. She was bound on a cruise off Charlestown, and taken the day after she sailed; was built in Holland in 1778, and as strong as a castle: her loss was six killed and wounded; the British did not lose a man. Fifty German, and eight British soldiers, of General Burgoyne's army, taken out of the garrison at Philadelphia, and compelled to go on board the *Carolina*, rather than submit to be sold by the Americans, were on this occasion happily released from a service ever obnoxious to their principles. The prize ship was laden with flour and tobacco, and the brig was coppered, and laden with tobacco, belonging to Bourdeaux.

The *South Carolina* was taken into his Majesty's service, and commissioned as a 36-gun frigate, on the North American station. At the close of the war she was paid off, and laid up in ordinary, but was afterwards either sold out of the service, or broken up. Captain Frederick still remained on this station, very actively employed in cruising and protecting the British trade; and there is a belief existing, that he aided, or was in sight, at the capture of the *Renown*, of 26 guns, and the recapture of the *Schelahnagig* sloop, of 16 guns, as well as the French frigate *L'Aigle*, of 42 guns, 24-pounders, with 350 men, and 250 soldiers on board; commanded by the Count de la Touche, who made his escape on shore at the Delaware, with the Baron Viominil, commander-in-chief of the French army in North America, and many other French noblemen, and officers of rank. Peace having taken place, the *Diomedé* returned to England, and was paid off in November, 1783; Captain Frederick retiring upon half-pay.

To enumerate all the particulars and transactions of minor consideration, in which Captain Frederick was concerned during the American war, would be to recapitulate what has been often sufficiently mentioned in the memoirs of his contemporaries: in some cases he was unfortunate; but accidents and misfortunes cannot be always avoided, even by the greatest skill and prudence, and have fallen to the lot of some of our most eminent commanders.*

* Sir Charles Frederick, who was many years general surveyor of the ordnance, was a near relation, and a great friend of Captain Frederick: he was superseded

In the Spanish armament of the year 1790, Captain Frederick was appointed to command the *Romulus*, of 36 guns, a fine

the 23d of April, 1782, by the Hon. Thomas Pelham. The following are two letters addressed to that gentleman; the first of which seems to allude to the above circumstance, as an event in expectation:—

“ MY DEAR SIR,

Diomedé, 18th January, 1783.

“ I received your friendly and affectionate letter, and I am sorry at the circumstance you allude to; dispirited individuals, like dispirited nations, are incapable of successful efforts to extricate themselves from danger; besides, the apprehension of evil is justly accounted more dreadful than its actual existence. * * * * * You will no doubt be gratified to hear that I have been tolerably successful, and I shall adopt the line of conduct you have recommended. The provisional treaty with the Yankees upsets all our future prospects, which I assure you I am heartily sorry for: nevertheless, peace must be very desirable to all parties. I believe it has hitherto escaped my recollection to acquaint you, that Prince William Henry* dislocated his shoulder by an accident on board the *Warwick* man of war. He was running from the quarter-deck towards the gangway, when his foot knocked against a rope, which would have thrown him in the waist, and probably his head against one of the guns, had he not snatched at a running rope, which in the fall he laid hold of with his right hand, and hung for some time by it; the ship at the same time gave a heel, which was so sudden and violent, as to cant him backwards, by which (Doctor Hayes says) the head of the humerus was lodged under the pectoral muscles, and that portion of the bone from its neck to about an inch downwards, and to which the tendons of the supra and infra-spinatus muscles are inserted, was torn off. The head of the bone, with some little difficulty, was placed in its socket; but an exostose, or bony excrescence from the rupture (the doctor says) will make the case rather troublesome. But there is the most sanguine expectations, from his patient disposition, that he will recover the perfect use of his limb in a few months. This misfortune happened to our amiable young Royal naval hero on the 15th of last June, at New York. I request you to bear in mind the prosperity of D——, for upon you depends every thing.

“ I remain, my dear Sir, yours, &c.

Thomas Lenox Frederick.”

“ MY DEAR SIR,

Diomedé, 25th May, 1783.

“ In addition to my last by the Tankerville, I shall now inform you of the passing events in this quarter of the world: on the 1st of last January, Tom Graves, commanding the *Magicienne*, of 40 guns, had a very honorable and spirited rencontre with two French frigates; one of which, *La Sybil*, of 30 guns, he would assuredly have taken, had not his masts unluckily fell by the board. Graves displayed (with his usual conduct) the greatest courage, and obliged the smallest ship (of 24 guns) to seek safety in escape. *La Sybil* had on board, besides her own complement, 350 chosen seamen, formerly belonging to *Le Scippo* (of the line), lately stranded in Sumana bay, which were intended to man the

* The present Duke of Clarence, Admiral of the Fleet.

frigate, and only a very few years launched; he accordingly joined Admiral Earl Howe, at Spithead; but hostilities being precluded by negotiation, his services were not required.

Guadaloupe frigate in the Chesapeake. The commander of *La Sybil* is the hero who sent us the challenge in March last; and I should imagine ere this, he is fully satisfied of the efforts a British frigate can make against a superior force.

"In the end of February last, Prince William Henry (quite recovered) attended by the Governor of Jamaica, and Lord Hood, dined at Admiral Rowley's, in Liguanea: his Royal Highness was in great spirits, and looked admirably well: that night he slept at the *Pen* of Mr. Hinton East, and early in the morning proceeded to Stoney Hill, and reviewed the 19th and 30th regiments.

"On his return, his Royal Highness stopped at Pleasant Prospect *Pen*, the seat of Charles Hill, Esq. where a genteel collation was prepared: from thence he went to Mr. East's, and spent the rest of the day; next day his Royal Highness embarked at Greenwich, visited Fort Augusta, dined with Commissioner Lambert, at Port Royal, and in the evening went on board the *Barfleur*, highly gratified with West Indian hospitality, and the unbounded loyalty of the people.

"His Royal Highness was pleased to order 50*l.* to be paid to the committee for receiving subscriptions for the relief of the distressed inhabitants of Honduras; and I am informed he has also ordered a handsome sum for the relief of those refugees from South Carolina and Georgia, who are in very indigent circumstances. This is as it should be. His Excellency the Governor, and Rear-admiral Rowley, have also subscribed liberally to both charities, as well as many officers and civilians.

"Independence and peace is here the order of the day; but even these, the summit of their wishes, have come with their alloy! Like Cain of old, they will carry their mark in their foreheads; and ought to be avoided as persons contaminated with the most deadly contagion, and remain as their just demerits, 'vagabonds upon the face of the earth.'

"It was whilst Lord Hood was cruising off Cape François, that he received the intelligence of the ratification of peace; and the term of hostilities being ceased in the West Indian Seas, the opportunity was taken of sending in his Royal Highness Prince William to see the city of the Cape. Accordingly he landed in the *Barfleur's* barge on the 5th of April, attended by Captain Merrick, and Lieutenant Maude, of the royal navy, and was received by Governor de Bellecombe (who had no previous notice of the visit), with every possible honor and distinction the shortness of the time would allow of. A field officer's guard was immediately mounted on his Royal Highness's landing, and he was requested by the governor to give a parole for the day. After dinner (which was private), the general officers of the French and Spanish army had the honor of paying their respects to the Prince; they were followed by the corps of the officers of the regiments in garrison, according to their seniority, by the royal artillery, the corps of engineers, the officers of the navy, the clergy, and the law in succession. His Royal Highness was then conducted to the arsenal by the French governor, followed by Don Bernardo de Galvez, the Spanish general, and the officers of distinction of both armies. The streets through which they passed were lined with troops, and on his entering the park of artillery adjoining to the arsenal, he was saluted with 21 guns. His Royal Highness then visited the different apart-

In the Russian armament of the following year, the *Romulus*

ments of the arsenal, and being afterwards conducted to a convenient situation, the whole garrison, consisting of near seven thousand men, marched in review before him, paying him the military honors as they passed. When the review was over, the Prince was conducted in the governor's carriage to the headquarters of the Spanish army, about three miles from the city, from whence he had an extensive prospect of the beautiful and rich plain of the Cape; and where he received the compliments of as many of the Spanish officers as the shortness of the time would allow of being assembled together. In the evening, his Royal Highness returned to the city, where a play had been ordered for his entertainment; and upon his entering the theatre, he was received by a most brilliant audience with loud and repeated applause: the curtain was immediately drawn up, and a person advancing upon the stage, pronounced a very elegant compliment in verse, addressed to the Prince. When the play was ended, his Royal Highness returned to the government-house, where a most superb supper was prepared, at which were present all the ladies of distinction, and every person of rank in the city. The entertainments of the evening concluded with a magnificent ball, at which his Royal Highness danced with the governor's lady, the lady of Don Bernardo de Galvez, and the Viscountess de Fontanges. In the morning at daylight, the garrison being under arms to line the streets, and the principal officers and persons of distinction being assembled at the government-house, his Royal Highness was conducted to the water-side, attended by Governor de Bellecombe, Don Bernardo de Galvez, and all the general officers of the army. At six o'clock he returned on board the *Barfleur*, and upon his leaving the shore he was saluted with 21 guns.

"His Royal Highness was dressed in his uniform as a midshipman, and wore the ensigns of the orders of the Garter and Thistle; his princely and affable deportment charmed every body who approached him; and whenever he appeared in public, he was followed by the loudest acclamations of the people, who testified their joy at seeing him amongst them, by every possible token of respect and applause. Upon his Royal Highness's return on board the *Barfleur*, the British squadron immediately bore away for Jamaica.

"It is here worthy your attention to mark the humane conduct of Don Galvez, the Spanish governor-general. Some time towards the latter end of last year, a rebellion broke out in the district of the Natches, in the province of Louisiana: the rebellion was quelled, and the chiefs of the revolt being taken, were brought to New Orleans, where they were tried by a council of war, and condemned to death: in the number were five Englishmen; and Don Galvez, as governor-general of Louisiana, having received their sentence for his confirmation, a few days before Prince William landed at Cape François, thought he could not pay his Royal Highness a more acceptable compliment than to make him a present of the forfeited lives of his countrymen: accordingly, with a manner that added much to the importance of the gift, he put into the Prince's hands a full and free pardon for the above-mentioned Englishmen; and I am sorry that their names have not been handed me for your satisfaction. You may soon expect my arrival in England, when I shall take an early opportunity of paying you a friendly visit. And I remain, my dear Sir, yours, &c.

Thomas Lenox Frederick."

was placed under the orders of Admiral Lord Hood, at Spithead ; but no active hostilities taking place, she was paid off in the autumn of the same year.

At the commencement of the year 1793, the French nation were in a state of anarchy and confusion ; and on the 2d of February, that notorious body of men, the National Convention, declared war against Great Britain and Holland ; when his Britannic Majesty issued his Royal Proclamation, to make reprisals of all French vessels : accordingly, twenty sail of the line, and many frigates, were immediately put into commission ; amongst which was the *Illustrious*, of 74 guns, at Plymouth, and Captain Frederick was appointed to the command of her. On the 20th of March, the *Windsor Castle* and *Illustrious* sailed for Portsmouth, and arrived the 1st of April, dropt down to St. Helen's road on the 15th, and on the 16th sailed, in company with a squadron under Vice-admiral Cosby* (whose flag-ship was the *Windsor Castle*, of 98 guns), for the Mediterranean.

Shortly afterwards, Admiral Lord Hood† sailed to take the command upon that station ; and on his arrival off Toulon, he entered into a negociation with the commandant, and principal inhabitants, for the delivery up of the town, arsenal, forts, and shipping, in trust for their legitimate Sovereign : during the whole of which service, Captain Frederick took an active part, displayed an indefatigable zeal, and was at all times received with the most cordial marks of attention by his distinguished chief.‡ The

* See portrait and memoir of this officer, *Br. C.* vol. xiv. p. 353.

† In our second volume, p. 23, will be found a copious detail of Admiral Viscount Hood's public services, and especially those of the period above mentioned : the correspondence that constituted the negociation above alluded to is fully given, and affords a complete history of the proceedings off Toulon at that memorable period ; and in vol. xi. p. 400, will be found an excellently engraved portrait of the late noble Admiral.

‡ Extract from a journal on board the *Illustrious*, of 74 guns :—" On the 25d of August, 1793, commissioners from Marseilles went on board the *Victory*, with full powers from the sections of the departments of the Mouths of the Rhone, to treat for peace ; and declared a monarchical government in France to be the leading object of their negotiation. They expected to have been met by commissioners from Toulon, deputed by the sections of the departments of the Var, for the same purpose.

" In consequence of their applications for peace, and re-establishing monarchy in France, Vice-admiral Lord Hood sent a proclamation, and preliminary declaration, on shore by an officer, to the towns of Marseilles and Toulon.

British fleet continued in the vicinity of Toulon for near ten weeks; after which time they proceeded to the capture of the

" On the 25th, the deputies of all the sections at Toulon agreed to Lord Hood's proposals, and signed a declaration, addressed to his Lordship, in eight articles, proposing to put him provisionally in possession of the harbour, with the shipping and forts at Toulon.

" On the 26th, Captain Imbert, commander of L'Apollen, of 74 guns, and a member of the general committee of the sections, went on board the Victory, as a commissioner from the said committee, to Lord Hood ratifying what they had done, and giving a general statement of the French line-of-battle ships in commission in the outer road of Toulon.

" On the 28th, at noon, 1,500 soldiers from the squadron, under the command of the Hon. Captain George Keith Elphinstone, of the Robust, 74, took possession of Fort Malgue, in trust for Louis XVII. On the forenoon of the same day the British fleet, under the command of Admiral Don Jean de Langara, arrived in the evening a second proclamation was issued by Lord Hood, which greatly soothed the minds of the inhabitants.

" On the 29th, in the forenoon, 1,000 Spanish troops were disembarked from their fleet, and the British troops in Fort Malgue. The fleet turned into the harbour, and at noon anchored in the outer road of Toulon without obstruction: although intelligence was received on board the Victory, that the French rear-admiral, St. Julian, who had strenuously objected to the Spanish fleet entering Toulon (and who had taken possession of some batteries, and threatened resistance), had deserted his ship, and taken with him the crews of four ships to join General Carteaux, then on his march to form a junction with the rebel army from Italy, against Toulon. About one o'clock in the afternoon a numerous deputation from the civil and military departments came on board, with an address to his Lordship on this fleet anchoring.

" On the 30th, an action was fought at Ollioules, by Governor Elphinstone, with the republican general, Carteaux; when the enemy were put to the rout, with the loss of their cannon, ammunition, horses, and two stand of colours, &c.

" On the 31st, an intercepted letter was brought on board from General Carteaux to Colonel Mousseil, commanding the advanced party of his army; this letter pointed out the particular objects the general had in view.

" On the 14th of September, 5,000 disaffected French seamen were sent to the ports of Brest, Rochfort, and L'Orient, in four of the most unserviceable ships of the line; viz. Le Patriot, 74, L'Apollen, 74, L'Orien, 74, and L'Entreprenant, with a passport from Lord Hood.

" On the 1st of October, the combined army obtained a complete victory over the republican troops, on the heights of Pharon, with the loss of 1,500 killed, wounded, and prisoners; the loss of the combined forces was eight killed, seventy-two wounded, two missing, and forty-eight taken prisoners! This was followed by several more bloody combats.

" On the 30th October, General O'Hara was wounded and taken prisoner by the French republicans.

" On the 18th December, the republicans being reinforced, took Fort Mulgrave by storm; at which time it was determined, in a general council of war, that Toulon was no longer tenable; accordingly, the arsenal, and several of the French ships were destroyed: the artillery, stores, and troops, were re-embarked,

island of Corsica ; and on the 5th of March, 1794, anchored in St. Fiorenzo bay. In the mean time, the French having equipped many of their ships, put to sea ; and on the 10th of June Lord Hood discovered and gave chase to them ; they, to avoid an action, anchored in Gourjon bay. Here his Lordship determined to attack them, and gave orders to that effect ; in which, the duty assigned to the *Illustrious* was, with the assistance of *four* frigates, to engage *five* large French frigates, and thereby insure the capture of the *Censeur* and *Heureux*, 74-gun ships, which from the situation they had anchored in, must have fallen, if the attack had met with success ; but unfavorable winds and calms obliged his Lordship to abandon his plan.

(To be continued.)

NAUTICAL ANECDOTES AND SELECTIONS.

PERILOUS VOYAGE OF THE MINERVA.

A LETTER received from a gentleman, passenger on board of the American ship *Minerva*, relates a most perilous voyage of that ship from Liverpool to New York. It is dated on the 27th of February, and says,—“ We have had a long and a boisterous passage, and I more than once gave up all hopes of reaching the shore : we sailed from Liverpool on the 19th of December, with a fair wind, but had hardly parted with our pilot, before it chopped round ; and after a fruitless attempt of three days to beat out of the Southern Channel, the captain determined to go north about—and sure enough north we went, to the latitude of $63^{\circ} 30'$, the wind being the whole of that time directly in our teeth, and blowing so hard, that we could not shew any canvas to it. Off the Shetland islands we experienced very severe weather, the decks were covered with ice and snow, and not a rope was manageable for nearly ten days. Before we reached the

with many of the French Royalists, at some distance from the town ; Fort Mague only in our possession ; the enemy patrolling in great numbers, with horse and foot, around it.

“ On the 19th, at six o'clock in the morning, we evacuated this last fort, and in half an hour were all safely embarked ; the enemy firing on the boats with two 18-pounders, that did us no damage ; and before daylight the fleet was moored out of reach of the enemy's shot and shells. At ten o'clock the whole British fleet sailed, and proceeded to Hieres bay, with the *Commerce de Marseilles*, of 120 guns, *Pompée*, 74, *Puissant*, 74, *Pearl*, 40, *Arethusa*, 40, and *Topaze*, 38, and the Spanish fleet, with some few French ships of the line and frigates, for Cartagena. The same evening the British fleet anchored in Hieres bay.”

Banks of Newfoundland, we had to encounter many a severe gale—I shall never forget the 15th of January:—It had been blowing very fresh from the southward the night previous, and suddenly chopped round to the north-west, which caused such a bubble of a sea as threatened to bury us in it; all our bulwarks were stove in, our boat dashed away, and to complete all, every sail, although *handed*, was blown out of the yards—an attempt was made to save them, but it was blowing such a hurricane, that the sailors, in endeavouring to get aloft, were actually pinioned in the main rigging, and could not stir an inch; in this situation we continued for near 12 hours, the sea breaking over us in all directions. My fellow-passengers predicted the impossibility of our weathering the gale; however, fortunately, they were mistaken, for a deluge of rain, accompanied by thunder and lightning, (a phenomenon in that latitude), came to our relief, and made both wind and sea go down. A council of war was then held as to our future proceedings, and whether to run back to Cork, Lisbon, or down to the Western Islands. We had three summer sails below, which were rigged; and the captain decided on the latter course; however, as we advanced, confidence returned, and the wind favouring us a little, we determined, notwithstanding our slender canvas, to run for the Banks. I will not tire you with a repetition of the many unpleasant nights we subsequently encountered; for whenever the wind freshened up a little, we were obliged to take in our sails and lay-to, having no other dependence to carry us through our difficulties. On the 22d, while at dinner, we heard the pleasing sound of *Land!* from the mast-head, and while drinking to it with a sensation I never yet experienced, our wine was *qualified* by a tremendous sea, which *smashed* the companion light, and set us all afloat in the cabin. By 10 o'clock P.M. we came up with the light-house, and no pilots answering our signal guns, the captain very luckily determined to run in, although the navigation is rather critical across the bar. At midnight we anchored inside of Sandy-hook.—The writer concludes by stating, that here the ship was four miles distant from the shore, and embanked with ice: that he let himself down upon it by a long rope, and after an hour and half running and sliding, he gained the shore at a place called Shoal Harbour, about 55 miles from New York, which he afterwards travelled all night to reach.

EMBASSY TO MOROCCO IN 1721.

HIS MAJESTY was pleased to appoint the Honorable Charles Stewart, Esq. commander-in-chief of a squadron of ships, to cruise against the Sallee Rovers, and also plenipotentiary to treat of peace with the Emperor of Morocco: he sailed from England the 24th of September, 1720, and arrived at Gibraltar the 20th of October following: at which time the Spaniards had formed an expedition against the Moors, which the ambassador judged a proper time to begin his negotiation; and, accordingly, wrote a letter to the Basha of Tetuan,* stating his being possessed of full powers to treat for peace, and requested that some person or persons might be sent to Gibraltar, to treat with him. In consequence, Cardenash † came in the

* In vol. x, p. 142, is given a view of Tetuan.

† He had been twice ambassador in England.

Experiment man of war, to compliment Commodore Stewart on his arrival; and it being agreed that they should treat in Tetuan bay, the ambassador sailed with his squadron to that anchorage, where articles of peace was signed on the 17th of January: after which, the ambassador was very much importuned to proceed to Mequinez, which he did, after the ratification of the treaty. In the mean time, an accident happened that had very nearly frustrated the ambassador's proceedings: two Sallee rovers, having been at sea on a long cruise, and meeting with nothing but English ships at sea, and being grown very hungry, made bold with two of them, and sent them into Sallee. Upon this, the ambassador absolutely refused to proceed on his journey, and complained of the little confidence there was to be put on any agreement, if actions of this nature went unpunished. The Moors themselves, indeed, seemed to be ashamed of it; and by Moses Ben Hattar's * management at court, with the ambassador's resolution to return without going to Mequinez, unless reparation was made, his purpose was effected—the ships were released, and the captain of the privateer punished for bringing them in. This affair being amicably settled, the ambassador and suite set out for Mequinez, where they arrived after a tedious but pleasant journey.

On the 6th of July, the Emperor granted the ambassador an audience, and suffered the English captive masters of ships to be present. The ambassador interposed with the emperor for the relief of the English slaves, and presented him a counterpart of the articles of peace for his signature; to which the emperor replied, that his word was as effectual as his writing, but however, he would do that to satisfy him; and giving the articles to his admiral, Al Hadge Abdelcader Peres,† told the ambassador, that he made him a present of nine christians for a breakfast, and he might choose which he pleased.

On the 23d of July, the emperor gave a second audience to the ambassador, first ordering all the English captives to be drawn up together in his palace; at this interview he told the ambassador, that at first he did not apprehend that he had full power to conclude a peace, but thought he only came to make preparation for another ambassador; but now finding he had sufficient authority, said he should have all his countrymen; and at the same time waving his hand to the captives, he bid them go home along with the ambassador into their own country; upon which they all fell prostrate, crying out, "God bless thy power," and were departing from his presence, when he caused them to stay, further saying, that he loved the ambassador and all the English, because he knew they loved him and his house, and that there should not be an Englishman a slave in his empire, for he would set them all at liberty, in what part soever they were; then waving his hand again to the captives, they went away; and the ambassador returning the emperor thanks for the honor he had done him, told him, that he should always regard his interest when he was gone out of his dominions; to which the emperor said, that he should then see how well he deserved

* A Jewish merchant.

† Afterwards sent ambassador to England.

the present he had made him that morning; that he would not have him stay an hour in Mequinez, and wishing him safe into his own country, the ambassador took his leave, the emperor saying several times, God bless you, and turning his horse, galloped away, with a lance in his hand, his guards running close behind him.

During the ambassador's stay at Mequinez, he had an account from Sallee, that some of their rovers had taken a Portuguese ship, that had three Englishmen on board; of which the emperor being informed, he ordered them to be immediately set at liberty, notwithstanding they were taken under other colours.

Thursday, the 27th of July, the ambassador departed from Mequinez, carrying along with him 296 English captives,* being all that was left alive (and had not turned Moors) of those who had been taken in about seven years' war.

The naval force of this emperor (notwithstanding so many christians are taken) is very inconsiderable, there not being a good port belonging to the whole country, neither are they capable of building and fitting out many ships. Their fleet consists of brigantines, tartans, barks, and some few ships taken from the christians, which they stuff full of men, all their hope being to overpower their enemies with their numbers; by which means the small merchantmen, not being able to make resistance, fell into miserable captivity.

Marmora and Sallee, so much noted for their rovers, are the best ports in the country; but, by reason of a bar that lies all along the coast, ships of the smallest draught are forced to unload, and take out their guns before they can get into the harbour. At Sallee there are some docks to build ships, but hardly ever used, for want of skill and materials.

BUILDING, RE-BUILDING, AND REPAIRS OF SHIPS OF WAR.

An Estimate of the Charge of what may be necessary for the Building, Re-building, and Repairs of Ships of War, in his Majesty's and the Merchants' Yards, and other extra Works, over and above what is proposed to be done upon the Heads of Wear and Tear and Ordinary, for the Year 1817.

AT DEPTFORD.

	Charge of Hull, Masts, and Yards.
BLONDE, 38, building; and may be completed in 1	20,890
ROYAL GEORGE, yacht; ditto.....ditto ...	5,159
SCUTTHAMPTON, 50, ordered to be built	35,360
VENUS, 38, ditto	6,550
JUNON, 38, large repair; to be completed in 1817	24,180
CURACOA, 36; ditto..... ditto	24,180
NEREUS, 32; to repair and fit her for a troop-ship	6,700
Towards repairing a frigate	12,145
Total for Deptford Yard	£ 135,164

* Gunpowder was given as a ransom for them.

AT WOOLWICH.

	Charge of Hull, Masts, and Yards.
THUNDERER, 74; to be completed October 1817	47,055
HAWKE, 74; time of completion uncertain	15,000
ISIS, 50, building; to be completed October 1817	25,489
WINCHESTER, 50; ordered to be built	35,360
HEBE, 38; ditto	10,000
LYNX, sloop; ditto	1,000
ATHOLL, sloop; ditto	4,000
SCARBOROUGH, 74, middling repair; to be completed April 1817	6,328
MAIDSTONE, 36, between middling and large repair; to be completed April 1817	3,131
AIGLE, 36, between small and middling repair; time of completion uncertain	12,000
DEVONSHIRE, 74, ordered to be repaired	20,000
For the repair of a 74-gun ship	30,000
For such ships as may be ordered to be repaired in the course of the year	4,000

Total for Woolwich Yard..... £ 213,813

AT CHATHAM.

PRINCE REGENT, 120, building; time of completion uncertain..	12,494
BLANCHE, 38, building; to be completed in 1817	17,500
FORMIDABLE, 30; ordered to be built	10,700
DIANA, 38; ditto	17,500
LATONA, 38; ditto	17,500
GENOA, 74; to complete her in building; to be completed in December, 1817	15,000
TREMENDOUS, 74, between small and middling repair; to be completed April, 1817	16,314
POICTIERS, 74, large repair; to be completed May, 1817	16,000
GLOUCESTER, 74, between small and middling repair; time of completion uncertain	13,037
FAME, 74, middling repair; time of completion uncertain	16,964
SHANNON, 38, bet middling and large repair; to be completed March 18	6,754
MENELAUS, 38, bet middling and large repair; to be completed August 1817	15,000
UNDAUNTED, 38, middling repair; to be completed September 1817	12,000
CURLEW, sloop, small repair; to be completed January 1817 ..	808
For the repair of three small vessels	10,000

Total for Chatham Yard..... £ 197,571

AT SHEERNESSE.

Charge of Hull, Masts,
and Yards.

LEONIDAS, 38, between middling and large repair; time of completion uncertain	16,646
To give a frigate a middling repair	17,369
Total for Sheerness Yard	<u>£ 34,015</u>

AT PORTSMOUTH.

TALavera, 80, building; time of completion uncertain	10,000
PRINCE REGENT, yacht, building; to be completed August 1817	6,884
PRINCESS-CHARLOTTE, 98; ordered to be built	12,000
CARNATIC, 74; ditto	7,500
MINERVA, 38; ditto	17,500
SAMARANG, sloop; ditto	2,000
WASPITE, 74, large repair; time of completion uncertain	25,515
ILLUSTRIOUS, 74, ditto; to be completed May 1817	8,626
SULTAN, 74, ditto; time of completion uncertain	21,510
BEMBOW, 74, small repair; to be completed July 1817	15,000
EGMONT, 74, ditto; to be completed December 1817	15,000
EDINBURGH, 74, between small and middling repair; to be completed December 1817	20,000
ELEPHANT, 74, to cut down to a frigate; to be completed May 1817	13,485
APOLLO, 38, between middling and large repair; to be completed September 1817	11,259
BRITON, 38, small repair; time of completion uncertain	2,000
SEINE, 38, small repair; to be completed April 1817	8,000
BELVIDERA, 36, between middling and large repair; to be completed August 1817	9,886
PARTHIAN, sloop, small repair; to be completed June 1817	1,279
DRAKE, sloop, between small and middling repair; to be completed December 1817	1,858
Total for Portsmouth Yard	<u>£ 209,302</u>

AT PLYMOUTH.

BRITANNIA, 120, building; time of completion uncertain	10,000
AGINCOURT, 74, building; to be completed March 1817	11,157
LONDON, 98, ordered to be built	20,000
LANCASTER, 50, ditto	25,000
PORTLAND, 50, ditto	20,000
FOUDROYANT, 80, large repair; to be completed September 1817	34,700
STIRLING CASTLE, 74, large repair; to be completed March 1818	24,900

Carried forward.. 145,757

PORTSMOUTH (*Continued.*)

	Charge of Hull, Masts, and Yards.
Brought forward	145,757
MULGRAVE, 74, between middling and large repair ; to be completed March 1818	21,500
RESISTANCE, 38, middling repair ; to be completed August 1817	12,518
PYRAMUS, 36, between middling and large repair ; to be completed March 1818	14,061
DARTMOUTH, 56, between middling and large repair ; to be completed May 1818	12,000
THEBAN, 36, middling repair ; to be completed December 1817	15,941
RALEIGH, sloop, between middling and large repair ; to be completed February 1817	2,950
REDPOLE, sloop, middling repair ; to be completed Feb. 1817 ..	1,591
PELORUS, sloop, middling repair ; to be completed Sept. 1817 ..	3,594
PILOT, sloop, between small and middling repair, time of completion uncertain	2,500
Total for Plymouth Yard.....	<u>£ 232,412</u>

AT PATER.

BELLEISLE, 74, building ; time of completion uncertain	15,000
ARETHUSA, 38, building ; time of completion uncertain	15,000
FISGARD, 38, ordered to be built	12,000
MELAMPUS, 38, ordered to be built	12,000
Total for Pater Yard.....	<u>£ 54,000</u>

MERCHANTS' YARDS.

BIDEFORD.

TEES (6th rate), building ; to be completed April 1817	3,000
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BOMBAY.

MELVILLE, 74, building ; to be completed February 1817	} 60,000
TRINCOMALEE, 38, building ; to be completed May 1817	
SERINGAPATAM, 38, ordered to be built	

Total for Bideford and Bombay Yards..... £ 63,000

Total for the Ships in the King's Yards.....	1,076,277
Total for the Ships at Bombay, &c.....	63,000
	<u>£ 1,139,277</u>

Mem.—The rigging and stores would have amounted to 300,000*l.* if it had not been for those remaining in the Magazines, provided during war.

CORRESPONDENCE.

On a fixed System of Command.

MR. EDITOR,

March 2d, 1817.

AS much has been said lately on the subject of punishment inflicted on board of our men of war, of its *frequent* injustice and severity, nay, I fear too often, its cruelty; and as, in my opinion, the matter deserves the serious consideration of every humane and liberal-minded man at all interested in the prosperity of the navy, and of the country, I beg leave to hand you the exhortations of a much-admired seaman (being one of the very best in the navy, on his taking command of a line-of-battle ship during the late war. I think there are many things in it worthy of notice, and of being treasured up by the young, emulous, and gallant *eleves* of our naval school. Before, however, I proceed further, I must be allowed once more to state my decided opinion, and firm conviction, that a *fixed system of command* ought *now* to be introduced into the British navy; our peace establishment is *small*, and affords the fairest opportunity of trying this system, the utility of which (if framed on right principles), I will pledge myself will soon be discovered, by the uniform happiness and comfort which will reign throughout every ship, and by the decided preference seamen will soon feel for serving in our men of war: on these grounds I think the experiment ought to be made; and I hope the time is not far distant, when I shall have the pleasure of seeing this system added to our naval improvements.

ADDRESS TO THE ——— SHIP'S COMPANY.

“As every well-disposed sailor must be convinced, that neither comfort nor happiness can exist in a dirty, disorderly ship, Captain ——— hopes, that the ship's company will consider themselves interested in keeping the ship clean, and in stimulating each other to do the duty of their respective stations with cheerfulness and alacrity. It will always be his most anxious wish to study their comfort, and promote their happiness, by every mode in his power, consistent with the rules of the service; in granting leave* at a proper time, or any other indulgence that can be pointed out; and they may rest satisfied, that the most rigid attention will be paid to each article of provision, and the greatest care taken of the sick. He expects therefore from the ship's company the readiest obedience to all orders given by their superior officers—1st. That the instant the hands are called, they are to come up without a moment's loss of time; 2. That they finish every point of duty with the greatest alacrity; 3. That while it is carrying on, they observe the strictest silence; 4. That they keep themselves clean, sober, and honest; 5. That they are never to throw any slops out of the ports, or over the sides; and whenever they see any yarns about the rigging, they

* Some striking reflections appeared in your last number on this very subject, unquestionably entitled to notice and correction.

are to pick them off, without orders; 6. That they harbour or conceal no skulkers or thieves; 7. That they are neither to swear, nor use any black-guard language unworthy of a British sailor; 8. That they are neither to gamble, to fight, or quarrel; 9. That they study as much as possible the credit of the ship, whether in a fleet or on detached service; 10. That every Sunday they are expected to appear dressed in their best clothes, for muster and prayers; and that during divine service they behave themselves devoutly, and as becomes brave seamen, and good christians."

Such, Mr. Editor, was the address from a very excellent officer to his crew, and certainly nothing better could easily be penned, for the purpose of encouraging and attaching British tars; it spoke to their hearts, and I need scarcely say, that the ship was always in high order, and the crew extremely happy, and attached to their commander, who maintained strict authority and subordination, at the same time that he protected, and was the father of his crew. Permit me to suggest to some of your correspondents and professional men, the propriety and usefulness at the present moment, of framing a set of instructions for commanding officers and others, embracing their conduct both *to inferior officers*, and *to the ship's company*; the more detailed and comprehensive the better. I am convinced such a production would be well received throughout the service, and might have a very fair chance of forming the ground-work of the official code, when the matter is regularly taken up at the Admiralty Board, which I trust will be at no distant date. With the best wishes for the good of the service, and honor of the British navy, I am, &c.



Nestor.

To the President, Vice-President, and Committee of the Marine Society.

MY LORDS AND GENTLEMEN,

IN a public letter to Lord Melville, in November last, I offered a remark on the subject of the Marine Society. My opinion was founded on my own conceptions of the persons selected by you as objects of your charity, which I deem detrimental to our marine system. Since that time, I have read your public statement, containing the description of persons who are selected as the objects of your charity; and have to say, that on perusing it, my mind was struck with horror, that the profession of British seamen should be so disgraced and degraded, by having such a motley selection of persons mixed with them; one only of the seven classes chosen by you, ever ought to be placed among them. This evil arises through the mistaken notions of benevolence and humanity on which you have acted.

Had your Society been formed altogether of persons unacquainted with nautical affairs, it would have been excusable to have selected such a description of persons; but, when I consider that there are nautical men of all ranks belonging to your Society, many of whom possess a considerable share of talent and experience in their profession as seamen, it appears to me very extraordinary, that they should not have right conceptions of the

true maritime policy of this country, when selecting persons to be trained for British seamen ; particularly when the welfare of the country, and the honor of the profession, is so much interested in the selection.

It perhaps may be deemed presumption on my part, to offer opinions different from such a respectable body ; yet, as a seaman, I feel no hesitation to declare, that since the first establishment of your Society, it does not appear to me to have ever been conducted on the principles of its foundation ; namely, the aiding effectually the manning of the navy. What greater proof can be required, that your present system is contrary to the general opinion of nautical men, than your own statement of the Society for 1816, recently published, wherein you mention, that only "four boys have been apprenticed to the merchant service" in the port of London ? This fact is too obvious, to require any further comments of mine upon the subject.

Such being the fact, as proved by your own statement, allow me to ask you, if you were to act agreeable to the true spirit of the original establishment, which was founded for the benefit of the nation, by aiding in effectually manning the navy, whether the outlines of the plan I have offered, for doing away the evils of impressment, and manning our navy by an improvement of our marine system, may not be deemed worthy the consideration of your Society, as tending to promote the object. Perhaps, by giving it your consideration and support, you will find that it will lead to that grand object, for which your Society was formed, and open a wider field for benevolence and humanity ; and that it would, in all its bearings, tend to the true honor and interest of these kingdoms, and improve not only the moral and professional conduct, but add to the respectability of British Seamen.

Be assured, my Lords and Gentlemen, that what I have advanced upon the subject of impressment, by an improvement of our marine system, may be engrafted in a gradual manner on the present marine system, without trenching too far on the present powers of the executive government, in the event of war taking place, before the time necessary to render it effectual. I say it may be gradually engrafted ; and hence you will be satisfied that it is my opinion, that the service cannot have the whole advantage to be derived from it, in case of need, in a short time, as it would require a certain period to perfect that which is to be gradually obtained. By such means, our present system would only be gradually done away, as the new system I propose would advance towards perfection.

It is my intention, ere long, to offer some further remarks on this subject, in a public manner. I offer my opinions publicly, because I conceive, that no man should presume to offer ideas differing from generally received opinions, on public affairs, without he undertakes to maintain the principles which he advances, and attaches his name to what he publishes.

Being well known to many of your Society, I presume they will not deem my remarks on this subject to arise from speculative theory, but founded on a share of practical knowledge and experience, with a certain degree of studied reflection towards it. This, I hope, will cause you to give it your support ; and I will pledge myself to shew, what ought to be the true mari-

time system of these realms, to maintain its consequence, wealth, and prosperity, and the manning our navy effectually when required, without having recourse to the unconstitutional and degrading practice of impressment.
I am, &c. &c.

Lloyd's Coffee-House,
April 7th, 1817.

Mr. W. W. W.

MR. EDITOR,

Edinburgh, 11th April, 1817.

AS it is desirable that all biographical anecdotes should be at least accurate as far as they go, I take the liberty of correcting an error into which your correspondent *Mentor*, page 195, has fallen, respecting Admiral Christopher Parker. He was, as *Mentor* observes, the *only* son of Sir Peter Parker, but he was the *father*, and not the *uncle*, of the late Sir Peter, captain of the *Menelaus*: and as he died in the lifetime of his father, he never was *Sir Christopher*.

If you consider the following particulars respecting his early service as meriting insertion in your miscellany, I can answer for their authenticity. He was (I believe) educated at Westminster school, and probably had his name on ships' books previous to his actually serving (a common practice formerly), because within three years after his leaving England (going out to Jamaica in the *Niger* frigate, with his mother, Lady Parker), we find him a *post captain* in the *Hinchinbroke*, a purchased ship, at the early age of 17, his commission dated the 7th March, 1779; he was afterwards removed to the *Lowestoffe* frigate, on Captain Lockyer, her commander, going home sick; and an experienced sailor, Lieutenant David Mackay (now the third on the list of commanders) was, from being second, appointed first, as a sort of *Mentor* to this young *Telemachus*, and got promotion on that account from Sir Peter Parker, the 14th September, 1781. Captain Parker afterwards commanded the *Diamond* frigate, in which he fought a good action with a Dutch one, and captured her; his first lieutenant was the present Admiral Pickmore; and the second, whose name was Macintosh, was killed in the action. I am not enabled to trace his services farther, until he got the rank of rear-admiral, the 1st of June, 1795, and vice-admiral the 1st January, 1801: he hoisted his flag for a short time in the Channel fleet, but his bad state of health obliged him soon to quit his command, and he lived but a short time afterwards.

The early promotion of this gentleman, and some others on the same station, afterwards gave occasion to the reported bon mot of his Royal Highness the Duke of Clarence, who not only regularly served his six years as a midshipman, but remained, I believe, two years a lieutenant:—"If my father had been an *admiral*, I should have been a *post captain* long ago."

I am, &c.

Occasional.

To the Right Honorable Viscount Melville.

MY LORD,

MY feelings as a British Seaman will not allow me to remain a silent observer of late events. I therefore beg leave to address you again, with a view to rescue the character of my profession from the disgraceful allusions that appeared in the *Public Ledger*, of December the 5th, 1816, where, in relating an account of the riots on the 2d of that month, it is said, "It may now be satisfactory to give a description of the rioters, as they appeared in their march up the Minorities. For the most part they were sailors, some black, some tawny, some English, some foreign, some boys, and some men." In the same paper, on December 7th, a paragraph commences with, "discharged seamen, vagrants, &c." Many other similar remarks might be quoted from other public prints.

My Lord, it is with due respect I make this remonstrance, and desire to know, how British seamen have merited such imputations on their character. Surely, my Lord, they are in this respect "more sinned against than sinning;" they have fought the battles of their country under peculiar circumstances of hardship, and, I might say, of injustice.

In *The Times* newspaper of the 26th February, it is reported as an assertion of Mr. Canning, "That in a government like ours, it was necessary that public men should be trained and exercised to office, and that public schools, and universities, afforded the means of that education." This may be true as to certain departments of government; but in the marine departments, practical nautical knowledge and experience, is the proper qualification to insure a due regard to the true interests of the country, in all its maritime concerns.

Now as to the circumstances of hardship experienced by seamen. A seaman during the late war obtained for his services in merchant ships between three and five pounds per month. To instance a case: a man who, in 1804, was employed in the merchant service, at the average rate of four pounds per month; of this sum about two pounds per month, if required, was advanced to his family or friends during his absence: this man was impressed into the naval service, and retained during the war, at one pound eight shillings and sixpence per month; a part of this, *viz.* to the amount of fourteen shillings and sixpence per month, his family or friends might obtain. The difference of wages per annum was twenty-nine pounds four shillings; to this should be added, the greater risk of life and limb in the naval service, for which the compensation of prize-money and pensions cannot be deemed an adequate one, as now allowed.

During the late war, we have had 140,000 men voted for the naval service for one year. On the average of the annual quotas, 60,000 may be fairly presumed to have been forced into the navy contrary to their inclination. The annual loss to these men, on the value of their services, when compared to what was given in the merchant service, has been 1,752,000*l.* or 35,040,000*l.* in twenty years. It is not to be presumed, that this calculation can be exactly ascertained, but I believe it will be found nearly correct, under the general circumstances of the late war. After this represen-

tation, can it be matter of surprise, that our merchant-seamen, during the time of war, are dissatisfied with and desert the naval service, and even their country, allowing there were no other considerations for their so doing.

But other considerations there are: when their services are no longer required in the navy, the greater part are discharged, without further reward or pension; and many of them, unfortunately, in consequence of having been mixed with thieves and vagabonds on board of ships of war, have had their morals so corrupted, that they cannot obtain employ in the merchants' service. Many of those that have been bred in the navy, are unable to act as able seamen on board of merchant ships; and to add to their misfortunes at this time, much of that labour formerly done by seamen, between their voyages, they cannot now obtain, through a mercenary and mistaken policy on the part of individuals. The advisers of Queen Elizabeth appear to have understood this subject better than our nautical managers at this time.*

To these causes may be attributed that wretchedness and distress which has existed since the conclusion of the war among that class of men. The evils I here represent cannot be removed by the relief now afforded to them. Yet I have no doubt this might have been prevented, and even now may be removed, if proper measures were adopted, and that at a trifling expense; the amount of which would not have exceeded during the first year after the war, more than 1 per cent. on the amount of loss of wages sustained by seamen during that time; and for the second year, a half per cent would have been sufficient: after which time, a trifling sum would be adequate for the purpose.

Although a trifling expense might be incurred by the system I should propose to do away these evils, yet the advantages to be derived to the nation, when again entering into war, by the improvement of our seamen in their professional duties, *particularly as regards the navy*, and also in their moral conduct, would more than compensate the trifling expense required to effect it; and it would ever after prevent seamen from being classed again with vagrants, &c. It would also guard them from committing crime through poverty, and prevent their being seduced from their allegiance, and the true principles of a British seaman, by evil designing men. Surely, the people of this country will never refuse them this trifling boon. When the allowance to be made to the yeomanry cavalry became a question lately in the House of Commons, how earnest some members were, that they should have a fair and full remuneration for their services, though but in a time of peace, to perform a casual duty near their own homes, and without relinquishing those comforts which their own country can afford. Compare this with the treatment of seamen, and allow me to ask, why they alone should be deprived of such consideration?

A Bill having been passed, to punish those who may endeavour to seduce seamen from their allegiance, perhaps it is equally needful, that we should have a law to punish those who may be the cause of corrupting their

* See Act 8th of Elizabeth to the Trinity Corporation.

morals; and in so doing, bring disgrace on the name and character of British seamen. How far the Admiralty Board, and the Marine Society have acted on erroneous principles, when mixing with seamen persons who were a disgrace to every order of civil society, I leave to the judgment of others. Such measures may have been adopted inadvertently, but by that system, the morals of our seamen have been corrupted, and a class of men raised up among them, many of whom are selected from the refuse of the country. From such men, what can be expected, in times of riot and disturbance? These men being clothed in the *garb* of seamen, are no doubt by many called *seamen*. The Admiralty, having had conviction carried to their minds, that this practice was not only deemed a disgrace by seamen, but also raised disgust in the minds of mercantile seamen against the naval service. This caused them latterly to make some regulations to prevent it in a certain degree, although not wholly effectual.*

To this cause I ascribe the conduct of those persons who have endeavoured to impress on the public mind, that our seamen are inclined to riot and disturbance. This *foul aspersion* on their character is *false*, and must be done away. And I do not hesitate to declare, that the government and people of this country may depend upon regular bred seamen, beyond that of every other class of men, to maintain the peace and tranquillity of these realms, if proper methods are adopted for their management. To prove my assertions, it is only necessary to refer to their general conduct during the reigns of Charles I. and James II.; the riots in 1780, and the general mutiny in 1797.

I now beg leave to remark, that the theory to be learned at public schools, and universities, though combined with the practical experience of a statesman, and a lawyer, are not equal to the framing of laws and regulations for the good rule and raising of seamen, for the true interests of this country; except they are possessed of practical nautical experience, and the peculiar feelings which seamen possess. To this want of nautical knowledge in the statesmen of this maritime kingdom, may be attributed the want of a code of marine laws, founded on the true policy of this country, by which to render our marine system as perfect as possible, particularly as regards seamen. This subject, I believe, has never had due consideration from those who ought to promote it.

Reflect, my Lord, on what I have before advanced—That the Supreme Being has already given a lesson to governments and people, for their general welfare and happiness, and to this country in particular, as regarded our supposed invincibility on the seas. Are we not at this time receiving *another lesson*, in a similar manner, on the supposed wealth and riches which we have prided ourselves to possess, but which, in a great measure, appears to have lost its value, by the poverty and distress experienced at this time throughout the kingdom, and which there is no doubt will require a superior share of wisdom, prudence, public virtue, energy, and patriotism, to remove.

* See the publication of the Marine Society, and the description of persons neglected by them for sea service.

Think, my Lord, on the peculiar blessings which the Creator of all things has bestowed upon this country, and allow me to ask, if any man will venture to assert, that we may reasonably expect the continuance of divine favor, when acts leading to vice and immorality are acknowledged necessary towards the support of these kingdoms.

In the exultation and pride of our hearts, we exposed our wealth and strength to the Sovereigns and Princes of Europe. May the word of Isaiah the Prophet to Hezekiah not be verified towards this land; 2d book of Kings, 21st chapter, 14th to 18th verse.

Beware, my Lord, and be assured it is a fact, that in a seaman's eye, the extended state of the British dominions will ere long require a greater share of nautical knowledge and judgment than was ever yet displayed, to retain them together; and that which to many appears the prosperity of the country, may, by a single reverse of fortune, prove its downfall. If such is the fact, and of which I think there can be no doubt, would it not be an act of prudence to give this subject your particular attention, without loss of time, to render the strong arm of our naval power more perfect than it has hitherto been.

The ideas I have before offered, and what I offer at this time, are no doubt, in many respects, different from generally received opinion; but when you reflect, that all suggestions hitherto offered for doing away the evils of impressment, and the effectually manning our navy, have failed, ~~some~~ *original ideas* must be offered, before it can be accomplished. How far my suggestions on this subject may be correct, time will prove. To be convinced that I am in error, only requires that what I have offered on this subject may be refuted. If your Board, the Trinity Corporation, and Marine Society, all of whom have persons belonging to them supposed to possess the first nautical talents in the kingdom, cannot refute my suggestions, surely they claim your Lordship's serious consideration, for the good of the country, and the welfare of British seamen.

Perhaps, my Lord, in these critical times, there may be some persons who will conceive, that when offering my opinions to you in so candid a manner, I may be urged on by political principles. To such persons, if any there are, I beg leave to inform them, that I strictly adhere to the principles I have before advanced, as the political creed of a seaman; and be assured, my Lord, that I am now acting on the very same principles which guided my conduct when I maintained the dignity and character of British naval officers and seamen, while prisoners, with the government of an enemy's country, to procure them good treatment. At that time I was a prisoner myself.

Surely, in this country, when I am supporting the same cause, the welfare and character of British seamen, it will meet with the same sympathy of feeling towards them, from Britons, which I then obtained from Frenchmen and Hollanders.

I am, &c. &c.

Lloyd's Coffee-House,
April 9th, 1817.

Thos. Mordaunt

Peace Establishment.

MR. EDITOR,

PERMIT me to hand you the Names, Commanders, and Stations of the Ships at present in Commission on the Peace Establishment :—

Cruisers on the Coast of England (E), Ireland (I), and Scotland (S).

HOME SERVICE.		
<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Queen Charlotte	110	{ Admiral Sir E. Thornborough. Captain Edmund Boger.
Impregnable	98	{ Admiral Sir J. T. Duckworth. Captain J. Nash.
* S Ramilies	74	{ Rear-admiral Sir W. J. Hope. Captain Thomas Boys.
* I Tonnant	74	{ Rear-admiral Sir B. Hallowell. Captain J. Tailour.
Superb	74	—— C. Ekins.
Vengeur	74	—— Alexander.
* Spencer	74	—— W. R. Broughton.
* Rivoli	74	—— A. P. Hollis.
Rochefort	74	—— Sir A. Dickson.
* Malta	74	—— Th. G. Caulfield.
* Bulwark	74	—— George M'Kinley.
Montague	74	—— P. A. Heywood.
* Northumberland	74	{ Rear-adm. Sir C. Rowley. Captain J. Walker.
S Meander	36	—— Sir J. A. Gordon.
E Tiber	36	—— James R. Dacres.
E Eridanus	36	—— Wm. King.
S Ister	36	—— Th. Forrest.
E Orontes		—— N. D. Cochrane.
E Severn	40	—— Hon. F. Aylmer.
E Perseus	20	—— Th. R. Toker.
S Florida	20	—— C. F. Montayne.
E Ganymede	20	—— Wm. M'Culloch.
I Lee	20	—— J. Pascoe.
Cyrus	20	—— W. J. Carril.
E Larne	20	—— Ab. Lowe.
I Pandora	18	—— Hon. F. Noel.
E Alert	18	—— J. Smith.
E Heron		—— H. B. Howell.
I Martin		—— Andrew Mitchell.
I Mutine		—— Wm. Sargent.
S Nimrod		—— J. Gedge.

* Ordered to be paid off.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>I</i> Helicon	16	Captain A. B. Branch.
<i>I</i> Pelican	16	— Edw. Curzon.
<i>E</i> Prometheus	16	— C. R. Moorson.
<i>E</i> Portia	16	— S. T. Hood.
<i>E</i> Cadmus	16	— J. W. Dalling.
<i>S</i> Driver	16	— J. Ross.
<i>E</i> Hope	16	— N. F. Jauncey.
<i>E</i> Britomart	10	— Hon. G. Percival.
<i>E</i> Tyrian ..	10	— W. Popham.
<i>E</i> Alban ..	10	— H. Patton.
Pike	10	— D. Buchan.
<i>S</i> Cherokee	10	— T. Smith.

American Station.

Leander	50	{ Rear-admiral Sir D. Milne. Captain Edward Chetham.
Ruby	64	Commodore A. E. Evans.
Forth	40	Captain Sir J. Louis.
Niger	36	— Samuel Jackson.
Pactolus	36	— W. H. Dobbie.
Dee	24	— Samuel Chambers.
Wye	20	— John Harper.
Harrier	18	— Sir Ch. Jones.
Saracen	18	— John Gore.
Opossum	10	— Lord John Hay.

Jamaica Station.

Salisbury	50	{ Rear-admiral J. E. Douglas. Captain J. M'Kellar.
Picque	38	— J. H. Tait.
Active	38	— P. Carteret.
* Tay	20	— Samuel Roberts.
Esk	20	— G. G. Lennox.
* Briseis	18	— George Domett.
Primrose	18	— C. G. R. Phillot.
Shark	18	— C. N. Hunter.
Rifleman	18	— H. Stewart.
* Bermuda	16	— John Pakenham.
Beaver	16	— Norwich Duff.

Leeward Island Station.

Antelope	—	— Rear-admiral J. Harvey.
Tigris	—	— derson.
Scamanda	—	—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Childers	18	Captain A. F. Westrop.
Brazen	18	James Stirling.
Spider	14	Robert Canfield.
Crane	14	Robert Standly.
Hydra, <i>en flute</i>	38	D. Roberts.

East India Station.

Minden	74	{ Rear-admiral Sir R. King. Captain Wm. Paterson.
Magicienne	38	J. B. Purvis.
Orlando	38	J. Clavell.
Alceste	38	Murray Maxwell.
Iphigenia	38	J. Tancock.
Volage	22	J. Drury.
Favourite	20	Hon. J. A. Maude.
Towey	20	H. Stewart.
Challenger	18	H. Forbes.
Bacchus	10	Edward Barnard.
Lyra	10	B. Hall.

Cape of Good Hope and St. Helena.

Conqueror	74	{ Rear-admiral Robert Plampin. Captain J. Davie.
Newcastle	50	{ Rear-admiral Sir P. Malcolm. Captain H. Meynell.
Phæton	38	F. Stanfell.
Eurydice	24	R. Wauchope.
Falmouth	20	R. W. G. Festing.
Spay	20	J. A. Murray.
Mosquito	18	George Brine.
Icarus	16	Th. B. Devan.
Griffin	16	Wm. Knight.
Julia	16	J. Jones.
Leveret	16	J. Theed.
Podargus	16	James Wallis.
Racoon	16	G. F. Rich.
Zephy	16	J. C. Carpenter.

Mediterranean.

Albion	74	{ Rear-admiral Sir Charles Penrose. Captain J. Coode.
Euphrates	36	R. Preston.
Tagus	36	James W. D. Dundas.
Erne	20	R. Spencer.
Myrmidon	20	R. Gambier.
Satellite	18	James Murray.
Wasp	18	Wm. Wolridge.

Coast of Africa, Newfoundland, and Brazil.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Inconstant	38	Captain Sir J. L. Yeo.
Amphion	32	——— Wm. Bowles.
Cherub	20	——— W. Fisher.
Hyacinth	20	——— A. R. Sharpe.
Fly	16	——— J. Balwin.

I forward you the above lists of our men of war employed on the home and foreign stations, thinking they may prove interesting to some of your naval readers at a distance from the coast; and, in return, I hope some of those about the dock-yards will take the trouble of forwarding a correct list of the ships *in ordinary*, fit for service, those *repairing* for service; with the number, names, rate, and state of forwardness of those building, or ordered to be built, in his Majesty's dock-yards;* which would, I know, be very acceptable to those naval officers now living in quiet retirement, at a distance from, *but not indifferent to the scenes of former years*. I trust, Mr. Editor, you will soon have an opportunity of laying the desired particulars of the state of matters in our royal dock-yards before your numerous professional readers.

I remain, &c.

Alfred.

On the Eligibility of Falmouth as a Packet Station.

MR. EDITOR,

IN my last, I left Falmouth expostulating with Plymouth on account of her unreasonable hostility, envious disposition, and craving avariciousness, and intended to have carried it on to a greater length; but having seen the arguments by which Plymouth supports her claim to priority more in detail, I shall at present pass on and review their strength.

The Plymouth champion has, in imagination, adorned his brow with the wreath of victory, amidst the acclamations of his interested compeers; it is amusing to perceive, that, in imagination, he is dragging at the wheels of his triumphal cat-water car, the advocates for Falmouth; and, by the potency of his pen, ingulphing in the Sound every claim of a safe harbour to the attention of the nation, although unquestionably more favourably situated for despatch into the Atlantic Ocean.

Noticing the Parliamentary interest which *might* have been exerted in favour of Falmouth, and which *ought* to have demanded the satisfying of her claims at the hands of Government, as an act of justice to the nation, were those claims as strong as they have been represented; and because this has not been done, the writer concludes "that the collective wisdom of the district has seen other reasons, and formed a different judgment on the question," than those who were possessed of the information by which alone a judgment ought to be formed.

Is not this the very quintessence of sophistry? What could the "collective wisdom of the district" say on a subject of which it had no ade-

* *Alfred* will find a part of his wishes complied with, by referring to our Selections, p. 281.—*Ed.*

quate knowledge of itself? and whichever way it turned itself its ears were dunned with the outcries of hostility, with the misrepresentations of the decided enemies of Falmouth harbour. Much of this "wisdom" alluded to, was more diffident and more modest than in some other *situations*. It thought of itself that it would be accused of interested motives, if it advocated the just claims of Falmouth to national consideration, although its situation was *by far* the most advantageous for communicating with the Atlantic. The suggestions of modest self denial were wrought upon by the designing, who artfully strengthened the idea by every argument that sophistry could suggest; and thus has the "collective wisdom of the district" been silent on a subject, when its voice ought to have been heard from one end of the kingdom to the other; when its arguments, founded on undeniable facts, ought to have dissipated, before the eyes of the nation, the mists of misrepresentation, and confounded the testimony of ignorance and prejudice.

The writer further notices, that, on the right of one of the peers of the realm, stands the "northern suburb, built on the *profits of the packet trade*"—"THE PROFITS OF THE PACKET TRADE! Here the cat is out of the bag. "THE PROFITS OF THE PACKET TRADE!" Does not this tell us plainly where the *main-spring* of the *motives* of Plymouth is to be found, in clamouring for the packet establishment at Falmouth? What a pleasing contemplation for Plymouth, to get possession of the PROFITS of the packet establishment now at Falmouth. Is it for this she has been so long racking her brain to find out *plausible* arguments—arranging them in secret—whispering at times about her claims, when the break-water should be finished? But her impatience to seize the "PROFITS" could not wait until that period; the Chamber of Commerce speaks out; and when its claims are questioned, out steps its champion, sounding aloud the bugle of Plymouth claims, and waving high his budget of paper arguments.

It has been confidently reported, that in the hope of one day grasping the "PROFITS OF THE PACKET TRADE," the Commercial Hotel arose, and that preparations have been making for the assault now commenced upon Falmouth. If the packet establishment had been a *minus* concern to its neighbourhood, have we not cause to suspect that the country never would have heard a word, respecting Plymouth being more *favourably* situated than Falmouth for *expediting* the packets employed in the Atlantic? But as it appears, there is a "PROFIT." O sir, how this charms! O what disinterested patriotism now heaves in the breast of the Chamber of Commerce, and on the shores of the caterwauling water cat. When the break-water shall be finished, we are told that, *then*, no situation will be found on the southwest coast of England that can in any manner stand the least chance in competition. Despatch, *safety*, and every national advantage that can possibly be thought of, all, all are to be *then* concentrated between the Break-water and Plymouth post-office. May not those who thus *prophecy* prove false prophets? Who gave them *alone* the gift of looking into futurity? Where is this Sibyl's cave situated, whence the oracular desolation came forth? We know what has hitherto happened, and who

can say the like may not hereafter? Are we to take it for granted, that the packets, if stationed at Plymouth, by *hugging* the Breakwater, are always to escape? or even that they will do so in Catwater? If *close within* the Breakwater is to be the *only* place where security can be really reckoned upon in the Sound, who in his senses, that is obliged to anchor there, would not choose it? Would not ships of war claim the preference? And then what contending and pressing for the favorable situation. I shall not pretend to augur what might have been the consequences, had a fleet been in the Sound during the late storm; or what are likely to be the consequences, should one hereafter ever be assailed by a similar tempest, even when the Breakwater shall be finished. But is it not highly presuming, to come forth in the face of such evidence as we have lately heard, and take credit for security which does not at *present* exist, and which can only be asserted hereafter, when the records of experience shall have clearly decided as to the matter of fact. On these unquestionable records the claims of Falmouth stands high. The packets employed in the Atlantic had been stationed there *three ages and a half*; and, during all this long period, *not one* has been lost or wrecked in the harbour, or its vicinity. What can Plymouth produce to counterbalance a truth so important to the nation? The prognostications of her advocates. But would not the government of the country justly subject itself to the imputation of imbecility and blindness, if it turned from a place of undeniable security, proved by the experience of *one hundred and thirty years*, and be led by the assumed patriotisms of those whose interests are conspicuously interwoven with the measure they propose, and whose arguments are opposed by experience and fact. Against such an overwhelming testimony of so many years of security, amidst all the vicissitudes of seasons, the innumerable storms and tempests that have ravaged the English Channel, and carried havoc and dismay into Plymouth Sound and Catwater (but have not prevailed over a *single packet* in Falmouth harbour); against such an important mass of evidence, in a national point of view, and such a claim to preference on this account, the arguments ought to be plain, unquestionable, and cogent, that can in any degree warrant a removal of a national establishment, where its security has been ensured for an *hundred and thirty years*.

Before I enter farther upon the *ostensible* reasons held forth by Plymouth why "the PROFITS of the packet trade" ought to be transferred there, it may not be amiss to say something of the *profits* of the *Breakwater*.

At a meeting of the Plymouth reformers, to besiege government with the usual topics in these reforming days, when most men are looking at, and judging others, instead of setting the example by reforming what is amiss in themselves, no sooner had the executive followed their advice of retrenchment, by extending it to the *Breakwater*, which brought it home to the reformers' doors at Plymouth, but these people see the matter in another point of view. Patriotic men! they only wished that *others* might feel the effects of retrenchment; but they wished none to be practised that reached to their gains, from the number of men being lessened employed upon the Breakwater. Report says, that the gains arising from this work

are enormous ; that what the government pays *three and sixpence* per foot for, does not cost the contractors above *eighteen pence*. This, if true, is cent. per cent. with a witness. But even allowing the gains to be far less, only one-third instead of one-half, still this would be an enormous profit upon a work of such magnitude ; thirty-three thousand out of every one hundred thousand expended. That is, *three hundred and thirty-three thousand* pounds out of a million. If the reports that have issued from the spot be correct, this enormous sum of "*profits*" on the Breakwater is far beneath the mark. Surely, then, it behoves the government, *without delay*, to ascertain through some *correct and impartial* channel, how far such reports are founded on truth. To attempt it in any manner through those in any degree interested would be altogether useless, as the truth would never be discovered. No one could wish for the government to be niggardly in its dealings ; but in these days, when retrenchment is loudly called for from one end of the island to the other ; when the finances of the country are so low, as to require the strictest economy, there can be no reason shewn why such enormous profits ought to be put into the hands of individuals, where so many hundreds of thousands are to be expended.

But I return from this digression on "*profits*" to the claims of Plymouth for obtaining the packet establishment at Falmouth. Having shewn how groundless any claim must be on pretence of security, as a fearful balance on this head is against her, I shall in this letter only notice one more, reserving all the others until another opportunity.

It is held forth as an argument, why the packets ought to be removed from Falmouth, that, as it might be a national benefit to incorporate this service with the navy, so this could not be done but by a *removal*, that it might be put under the flag-officers at Plymouth.

If no other reason than this can be produced, surely it might have been left in everlasting silence, as it carries no weight with it. Those must either be ignorant of, or wilfully blind to, the constitution of the naval service, and what it has performed in all quarters of the globe, to suppose, that the presence of a flag is always necessary to maintain its discipline and order. Can any feasible reason be given, why it could not be as well executed at Falmouth as at Plymouth ? If the service were incorporated with the navy, of course every packet would be commanded by a commissioned officer, and the whole being subject to martial law, the agent would also be required to be a professional man ; either a post captain or flag officer. And this need not cause any additional expense, as the flag, or pendant, could be removed from one packet to another ; the commanding officer having nothing more than the present salary added to his half-pay. As it is, it might be beneficial to the service, were the agent a nautical man, who understood when delay in sailing is unnecessary ; and what a vessel might do in moderate weather, even with a wind not *altogether* fair for clearing the Channel.

Were the packet establishment at Falmouth to be incorporated with the navy, it would not be the only one ; therefore, according to the line of argument adopted at Plymouth, that at *Harwich* ought to be removed to *Sheerness* ; and where ought that at *Holyhead* to be removed to ? Perhaps

it may be said, let those remain as they are. If this be the answer, it is plain, the argument is adopted at Plymouth, not out of *feeling* for the navy, not out of consideration for a *national benefit*, but with an eye fixed on "THE PROFITS OF THE PACKET TRADE." If it were to be answered, that an officer could be appointed to command at the other stations, undoubtedly no reason can be produced why that at Falmouth should be removed to be under a flag at Plymouth.

It must then be obvious to every impartial man, that Plymouth can shew no just claim for a removal of the establishment, under the pretence of employing naval officers; and far less on the score of safety. For, experience lifts up both her hands against it; her records giving to Falmouth a most important preponderance. It then appears, that Falmouth claims an equal advantage with Plymouth, on the consideration of the packet establishment there being incorporated with the navy; while under the head of *general safety*, she claims a preference of at least two to one. Many may be inclined to think this too *small a balance* upon the experience of one hundred and thirty years.

Tiphys.

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To the Right Honorable Viscount Melville.

MY LORD,

I NOW, my Lord, beg leave to draw your attention to a circumstance that appears to be generally allowed by the people of this country; *viz.* that the French exceed us in genius and invention, even in nautical affairs. On this subject I cannot refrain, once more, from differing with general opinion.

If I am rightly informed, it is always the practice, in France, when any plan of improvement for *public service* is offered to that government, however chimerical it may appear, invariably to submit it to the consideration of their *Seignans* best informed upon the subject, to examine into the merits of the plan proposed; the projector, if objections are raised against it, is allowed to explain before them his opinions on the principles of the plan proposed: by this means they obtain a perfect knowledge of the subject; and often, that which in the first instance appears contrary to general received opinion, they find, on investigation, to be perfectly correct. But, my Lord, in this country, if a man offers suggestions on the improvement of any thing connected with *public service*, to the officers of government, unless he will allow them to take it up as an act of their own, or that he has powerful friends to urge it upon them, his plan (whatever it may be) is sure to be rejected, even though reduced to demonstration. To this cause alone is to be attributed that supposed superiority of invention allowed to the French over the people of this country, particularly in *nautical affairs*, and not to a superior genius, as generally supposed.

I have been informed, that a young man of genius in architecture offered a plan to your Board, for the improvement of ship building. This was rejected, without allowing him the opportunity of explaining his ideas on



what he advanced. He yet conceiving that his suggestions were founded on right principles, submitted them to the French government, who entered into the merits of his plan, which they approved, and are now acting upon. Perhaps in a few years we may adopt it, as having arisen from the genius of a Frenchman!

If such is the fact, and which I believe cannot be denied, it certainly proves, that when any feasible improvements are suggested for the good of the public service, they ought to undergo investigation in a similar manner, as before mentioned: when there is no doubt that it would soon be proved, that the people of this country are equal in genius and invention with those of France, particularly in *marine knowledge*; although to this time we are much indebted to them, for first suggestions in marine improvements.

If such method had been adopted towards myself in the first instance, after having offered to your Lordship my suggestions on the improvement of our marine system as regards seamen, in all probability, many of those difficulties, which have taken place since the peace, with them might have been avoided, as also those scenes of distress before alluded to.

It appears singular, yet I believe it to be a fact, that though we are the first maritime nation in the world, there is not to be found in the history of this kingdom, or in any other publication to this time, a representation of what ought to be the true system and policy of these realms, for raising and training of seamen during the time of peace and war; neither have I yet met with any man who, in my opinion, appears to have given the subject that thought, or taken that comprehensive view of it, necessary for framing such a system. Perhaps Sir William Monson advanced more towards it than any other man on record.

When Henry VIII. founded the Trinity Corporation, there is no doubt he had this object in view. Let us hope, that this most essential point towards rendering our marine nearer perfection than it has hitherto been, with respect to seamen (who are the strong arm of its power), may be acquired, without waiting for the genius of France, or America, to offer us first suggestions upon this subject, when perhaps it will be too late to adopt them with effect. Would it not be more prudent to endeavour to prevent those evils which may hereafter arise, by immediately attending to the suggestions that have been, at various times, offered to your Lordship's consideration on this subject.

I am, &c. &c.

Lloyd's Coffee-House,  
April 15th, 1817.

*Thos. Mordaunt*

*On Naval Courts Martial.*

MR. EDITOR,

6th March, 1817.

**A**MONGST other improvements lately recommended to the consideration of the Board of Admiralty, I am greatly surprised to find that so little has hitherto been said on the subject of naval courts martial;

on which I think it is very unfair and illiberal to deny to lieutenants of the navy the right of sitting, when it is considered, that in the army *every commissioned officer* is eligible for such duty.

The inconvenience of limiting this right to post captains and commanders only, in the naval service, has been experienced on many occasions, when the requisite number of officers were not to be obtained by any means, and thus the course of justice delayed and impeded, individuals oppressed and aggrieved, and the effect of example perhaps lost: amongst many instances which might be quoted of the inconvenience of the system, as at present kept up, I shall only advert to one which is stated to have occurred in the West Indies very lately, wherein it appears, that the purser of the Tigris frigate was tried and broke for highly improper conduct; but in order to make up a sufficient number of members (five, I believe), the captain\* of the frigate was ordered to attend as a member, and the prosecution devolved on the first lieutenant of the flag-ship. I do not state this with any view to disparage the proceedings of that court, but merely to found upon it the assertion of the strong necessity and propriety of summoning lieutenants to sit on courts martial, where there is any difficulty of obtaining the requisite number of captains, both as a right due to that respectable body of officers, and to insure the ready and proper administration of justice; for it is quite obvious, that with such a reduced force as we at present have on foreign stations, it must be matter of extreme difficulty very often to bring a sufficient number of captains together: on the Leeward Island station, for instance, there are only seven; and how very seldom can five of these be expected to be at Barbadoes, Antigua, or any other rendezvous. I certainly think the admission therefore of lieutenants to sit as members of courts martial, is imperiously demanded, both as a right due to these meritorious officers, and to expedite the cause of justice and punishment.

*Britannicus.*

#### *On Punishments in the Navy.*

MR. EDITOR,

7th April, 1817.

IN your correspondent *Nestor's* letters, on the subject of "a fixed system," which he thinks would so much improve the situation of our seamen (and in this, I think, he judges correctly), he observes, that were punishment in general *less summary*, much of it would be averted; and the infliction being *more* impressive, would certainly tend much more to the repression of crimes, than must be the case as now practised, where it in general follows so immediately on transgression, or supposed delinquency. I am happy to say, in many ships a proper discipline is kept up, with *very little punishment*; and that some captains very commendably *allow of none* being inflicted without being reported to themselves; and when it is necessary, without giving the delinquent's case every consideration, and ascer-

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\* A friend of mine, and a good officer.



taining as fully as possible the degree and extent of his or their culpability, their general character, and former behaviour. Under such men, seamen will delight to serve; and one gallant officer, high in title and rank, who has practised such conduct ever since he commanded a ship in his Majesty's service, I have sincere pleasure in mentioning—that man is the Earl of Northesk;\* and I trust the young men bred up under his care, and under his eye, have not omitted to copy from such a bright example. It is very certain, that the ship of a *tyrant* never yet surpassed the rest of a fleet, either in the day of battle, or in the hour of peril. No, Sir, under such men, *valour is extinguished*; let but a firm and efficient system, founded on justice, humanity, and encouragement, be only once *universally* adopted, and the service of the British royal navy will not be so reluctantly entered into by our seamen, as it is well known has long been the case, and has compelled the country still to *sanction* the hateful system of impressment.



*Mentor:*

*On our Commercial Relation and Difficulties.*

MR. EDITOR,

21st March, 1817.

WHILST I admired the general strain of Mr. Brougham's arguments, in the able although very sombre picture which he drew in the House of Commons, on bringing forward his motion on this deeply interesting subject, it was with much disappointment I observed, that the *last* resolution, being purely *one of party*, defeated the good effects of all the rest; as it put it entirely out of the power of ministers to support or countenance them, although they admitted (for who can deny it) the stagnation which prevails; and professed to be inclined to go into a Committee on the subject. I sincerely hope some other member (and I think it falls to Mr. Robinson, the Vice-president of the Board of Trade) will renew the question, and let it go to a Committee of the House, composed of men acquainted with business, accustomed to great commercial dealings, and anxious to forward the re-establishment of our trade, on such a system as our new state of intercourse in peaceable times, seems to dictate and point out. Mr. Brougham thinks a revision of our present system *absolutely necessary*, and asserts, that the old is perfectly incompatible with the new state of things. I confess I am of opinion that *many* alterations are necessary, and that *much* might be done by the appointment of a Committee; and I shall, after such admissions on the part of ministers, be greatly disappointed if one is not moved for *by them*: the good effects of such a motion would be obvious, as it would encourage the mercantile world, and shew the British merchants how much alive government was to their present difficulties. If we are quietly, or if not *quietly*, if we are *obstinately and blindly* to wait in hopes the times will mend of themselves, I greatly fear we shall be deceived, and have *longer* to wait than we are able to endure; and that if we do not set about a new commercial system *immediately*, much and permanent mischief will ensue. Mr. Brougham has

\* A portrait and biographical memoir of the noble Admiral is given in *R. C.* vol. xv. p. 441.

proved, that foreign powers have *no* money, but *abundance of produce*, to exchange with us, if permitted by our excise and other enactments. *We* again are sensible that we have just now too much *money*, for which there is no vent, as trade is so greatly depressed ; it therefore stands to reason, that *some change* may be safely and prudently adopted, in our commercial relations with France, &c. With South America, it is certain, we *might, if allowed*, carry on a most profitable and extensive trade ; but we are unfortunately treated by Spain as *aliens*, not friends.

Our East and West India, and Mediterranean trades, will both, I trust, continue to improve and to extend, in spite of the rivalry of the Americans.

I shall only farther observe, that at this moment ship-owners and merchants are greatly and notoriously at a stand ; and surely Parliament will not rise without going more into the detail of our commercial distresses, and endeavouring to find *some* remedies for them. A Committee will I hope be appointed at any rate to consider of them.

Alfred.

MR. EDITOR.

I TRANSMIT you for insertion in the Naval Chronicle, a list of British Admirals, who have been authorised to wear the Union Flag at the main, on board their respective ships ; and am, yours, &c.

Thessaly.

*A List of Admirals who were permitted to carry the UNION Flag at the Mast-head, instead of their own proper Flag.*

- 1665. Sir Jeremiah Smith, Kt. admiral of the blue, commander-in-chief in the Mediterranean.
- 1666. Sir Edward Spragge, Kt. do. do.
- 1667. Sir John Holmes, in the Down, although only a rear-admiral of the blue, had the privilege to wear the Union Flag at the main.
- 1678. Sir Roger Strickland, Kt. in 1688, as rear-admiral of England, and as a distinguishing mark of his office, he was permitted to wear the Union Flag, with a pendant over it, at the mizen-top-mast head.
- 1690. Admiral Russel carried the Union Flag at the main, on conducting the Queen of Spain to the Groyne.
- 1692. Sir Francis Wheeler, Kt. rear-admiral, allowed to wear the Union Flag at the main, in the West Indies.
- 1696. Admiral Lord Berkeley hoisted the Union at the main, on board the Britannia.
- 1696. Admiral Russel hoisted the Union Flag on board the Victory.
- 1701. Sir George Rooke hoisted the Union Flag on board the Triumph ; and
- 1702. He hoisted it on board the Royal Sovereign ; also
- 1708. James Lord Viscount Dursley, afterwards Earl of Berkeley, vice-admiral of Great Britain, and first lord of the Admiralty, in 1716 hoisted the flag of the lord high admiral on board the Dorsetshire, with three captains under him.
- 1794. Lord Howe, vice-admiral of Great Britain, carried the Union at the main.
- 1800. The Earl of St. Vincent carried the Union at the main.



## HYDROGRAPHY, PILOTAGE, &amp;c.

*General Remarks on Winds, &c.*

[Concluded from page 230.]

**T**HE velocity of the waves may be easily measured by the common log, when a ship is running with them. To do this, when there be several knots of line out, or after the log is hove to obtain the velocity of the ship, mark the time to the nearest second by watch when the log is lifted up upon the top of any wave, and mark the time when the stern of the ship is lifted up by the same wave: the length of line between the stern and the log, will be the measure of the apparent velocity of the wave for the interval of time, to which must be added the velocity of the ship, and the sum will be the true velocity of the wave.

It may also be measured, when two ships, or a boat and ship, near each other, are sailing on the same course with equal velocity, or when they are stationary during a calm. This is done by taking the angle of one of the ships mast-heads with sextant, the height of it being known from the deck or above the surface of the sea, and correction must be made for the height of the eye above the water. In this right-angled triangle, the perpendicular or height of the mast, and the angles are given, to find the horizontal base line or distance between the ships, as in the case mentioned above, for ascertaining the velocity of the wind. At the time the angle of the ships mast-head is taken, mark the time when the first ship is lifted up by a wave, and also the time when the other ship is lifted up by the same wave, and the distance between them, if they are both in a line with the course of the waves, will be the measurement of the velocity of that wave for the interval of time. In order to approximate near to the truth, the mean of several observations should be taken; the velocity of the waves may be measured in this manner, although the two ships are not in a direct line with the waves' course, by taking the angle between one of the ships and the course of the waves. In such case, the distance between the ships will be the hypotenuse of a right-angled triangle, which, with the angles, are given to find the opposite side or perpendicular; and this will be the measurement of the velocity of the waves, for the interval of time marked by watch.

I have mentioned these methods of measuring the velocity of the winds and waves, principally with the view of exciting young navigators to rational amusement during a leisure hour; and that they may, by practice, improve themselves in the knowledge of maritime surveying so essential to mariners in general, and, I may say, indispensable to skilful navigators.

Tides, or currents, are generally experienced to prevail more or less, on most parts of the surface of the ocean. Where trade-winds or monsoons blow steady, the current runs mostly with the wind; but at times, no

current is experienced, and sometimes it sets contrary to the prevailing wind.

In high latitudes, in the open ocean, the current seldom runs so strong as in the vicinity of the equator, for here it is very changeable, running sometimes at the rate of from 20 to 60 miles in 24 hours, in parts of the Pacific and Indian Oceans.

The current near the equator, and also in most places of the open sea, sets more frequently to the westward than to the eastward; and when the current is running in one direction on the surface, it is sometimes running in an opposite or oblique direction underneath. Therefore, the common method of trying the velocity and direction of the current in a boat, by sinking a kettle or pot to the depth of 60 or 70 fathoms, is seldom found to agree with the admeasurement of the same by chronometers. But since navigation has been improved by the use of the latter, the course and velocity of currents are very correctly ascertained.

The tides in high latitudes generally rise and fall more than in low latitudes, and it has been sometimes said, that the perpendicular flux and reflux was very little within the tropics, which is not always the case. At the head of the gulf of Cambay, in latitude  $22^{\circ}$  N. the perpendicular depth of the rise and fall of the tides is from 30 to 36 feet at the full and change of the moon. At the same times, it is 20 and 21 feet in Surat road; and from 15 to 17 feet in Bombay harbour.

In the gulf of Martabau, which is far within the tropics, the perpendicular depth of the rise and fall of the tide, at the full and change of moon, is 23 and 24 feet, and off Rangoon bar, about 20 or 21 feet.

In Gaspar strait, within  $2\frac{1}{2}^{\circ}$  of the equator, there are sometimes a rise and fall of 16 or 17 feet in the springs; but the rise and fall of the tide, we seldom find so great as this, in places situated near the equator.

Although in most places, the tide flows twice every 24 hours, this is not universally the case within the tropics,\* for amongst several of the eastern islands, the tide flows only once in 24 hours: the passage of the moon over the meridian, generally makes high-water at these places; but in some parts, the tide is highest when the moon is near or in the horizon.

Explanatory remarks are here rendered necessary, on account of the ambiguous terms applied in common language to the direction of the winds, waves, and currents.

The point from which the wind proceeds usually gives to it a name; when the wind blows from the north, it is called a north wind, and *vice versa*. This order, however, seems to have been sometimes reversed by navigators, as in the early voyages of the Portuguese to India, the wind that blows from N.E. is in some journals called the S.W. monsoon; and that which blows from S.W. is called the N.E. monsoon, taking the name of the place to which the wind is proceeding.

The terms used by navigators to signify the direction of the waves, are also very vague and undefined; for although (like the wind) the waves

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\* In many places far beyond the tropics, the tide likewise flows only once in 24 hours, particularly at Van Diemen's Land.



generally receive the name of the direction from which they proceed, the waves or swell running from north to south being called a northerly swell, and in like manner for those running in any other direction; this, however, is not always the case: in some journals, I find the waves or swell, when running from north to south, called a southerly swell.

The terms applied to the direction of currents, are generally the reverse of those used to denote the direction of the wind and waves; as the direction to which the current is going, commonly gives it a name. Notwithstanding, a current running from north to south is almost uniformly called a southerly current, and that running from east to west called a westerly current; yet it appears that some navigators are liable to reverse this order; the circumnavigator, Captain COLNETT, in his voyage to the South Sea, calls a current running from east to west, an easterly current, and *vice versa*.

From the indefinite manner, therefore, in use amongst navigators, to mark the direction of the winds, waves, and currents, it may be useful to describe the method followed, in applying the terms throughout this work.

In this *Directory*, the direction of the wind is named from the point of the compass from which it blows.

The direction of the waves, swell, or sea, is named from the point of the compass from whence they proceed.

The direction of the current is named from the true point or place to which it is running, if not otherwise expressed.

The course steered by a ship at any time, near land, or in the open sea, is by compass, or magnetic.

The bearings of land, taken from a ship at sea, or at anchor, are by compass, if not otherwise expressed.

The direction of any coast, or bearing of any headland, island, or danger, &c. from any other place, when mentioned in this *Directory*, is the true bearing by the world, if not otherwise expressed.

Variation of the compass, when mentioned in this work, is intended only for the navigator to make the proper allowance in steering from one place to another, and not as a guide for estimating the longitude, which was practised about 25 or 30 years ago by mariners, before the use of chronometers and lunar observations became general.

In naming the variation, whether east or west, the language in common use has been adopted, in order to prevent mistakes, although it is ambiguous and incorrect, as will be perceived from what follows.

When the north end of the magnetic needle, or north point of the compass, makes an angle with the true meridian or north pole of the world, this angle is called the variation of the compass. If the magnetic north points to the eastward of the true north, the variation of the compass is said to be westerly; and it is called easterly variation of the compass, when the magnetic north points to the westward of the true north pole of the world. So according to the denomination in common use, if understood literally, it names the variation of the true north from the magnetic north, and not the

angle of aberration of the magnetic meridian from the true meridian or pole of the world, which is intended.\*

This indefinite manner of naming the nature of the variation, creates mistakes among hydrographers, in the construction of charts applicable to navigation; in some charts of the British Channel, where the variation of the compass (according to the common terms used) is westerly, the magnetic north is delineated to the eastward of the true meridian, and in others, to the westward of the same. This is liable to embarrass young mariners; but it may be observed, that the magnetic north point is generally placed to the westward of the true north point, in charts constructed for places where the variation of the compass is westerly.

In places where the variation changed quickly, in sailing nearly on a parallel, navigators were formerly eager to embrace its aid in approximating their longitude; but compasses being subject to many errors from various causes, the longitude ascertained by means of the variation, could never be trusted to with any reasonable degree of confidence. The variation of the needle is in a state of continued change in most places of the globe, and there is also a diurnal and annual variation of the variation; besides, the same compasses will alter when taken from one ship into another, and if shifted to different situations in the same ship. And in some places of the globe, although a compass be fixed stationary in a ship, the needle seems to be subject to an aberration of several degrees, proportionate to the angle that the ship's head makes with the magnetic pole. This, Captain FLINDERS found to be the case during his survey of the coasts of New Holland, which is recorded in the *Philosophical Transactions* of the Royal Society, for 1805. With the compass placed a-mid ships in the *Investigator*, the bearings of points of land on the south coast of New Holland, taken immediately before and after tacking, differed sometimes  $8^{\circ}$  or  $9^{\circ}$  when the ship's head was changed nearly from east to west; but there was little or no difference, when the direction of the ship's head was north or south. This difference in the direction of the magnetic needle from its mean state, was easterly when the ship's head was west, and westerly when it was east. When the ship's head was north or south, the needle continued in its mean state, and shewed a variation from the true meridian, nearly equal to the medium between what it shewed when the ship's head was east and when west; and the aberration of the needle was nearly proportionate to the number of points which the ship's head was from the north or south.

Captain FLINDERS is of opinion, that this aberration of the needle was occasioned by a focal point of magnetism, situated nearly in the centre of the ship, that it will decrease to nothing as the magnetic equator is approached, and that on the north side of the magnetic equator it will be

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\* The epitomes in common use among mariners, name the variation as described above; but EULER, and some other mathematicians, in their works adhere to the language of truth, by calling the variation of the compass easterly, when the magnetic north makes an angle to the eastward of the true meridian, and vice versa.



the reverse of that recited above; the north end of the needle should then be attracted, and the south end repelled. So that in this case, the aberration of the needle from its mean state, should be easterly when the ship's head is east, and westerly when it is west.

This aberration of the needle arising from a change of the ship's head, will no doubt vary in different ships at the same place, according to their size, and the quantity of iron they contain; but in places near the equator, where there is little variation, this aberration cannot be perceived, and it is probably not general, even in high latitudes, in places where the variation is considerable.\*

Chronometers would be highly useful for the improvement of marine geography, were navigators to adopt an uniform method, in marking in their journals the longitude obtained by these excellent machines. In taking a departure for chronometers at sailing from any port or headland, the longitude allowed to that place should be marked distinctly in every ship's journal; and the longitude measured from it by chronometers, (whether east or west) to every headland, island, or danger, during the passage, ought to be carefully stated; by which means, the relative meridians of those places will appear to view, and be ready to compare with the admeasurement of the same by other chronometers.† But unfortunately, the generality of navigators seldom mention in their journals the longitude allowed to the place of departure, and instead of carrying on the longitude made daily from that meridian by chronometers, they mark longitude in by chronometers. The journals, therefore, are of little or no use for any future purpose, on account of the indefinite manner in which the longitude is marked by chronometers.

When the longitude obtained by lunar observations is carried on daily by chronometers, or up to any headland, it ought also to be marked distinctly, in order to prevent any mistake.

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\* With the view to ascertain whether this phenomenon generally prevailed, I requested my friend Captain P. Heywood, of H.M.S. Polyphemus, moored at Spithead, to take bearings of conspicuous objects on the land when the ship's head was to the eastward, and immediately after when it was changed by the tide to the westward; but he could not perceive any aberration of the needle, the bearings of the objects being always nearly the same, after allowing for a small change of the situation of the compass, occasioned by the alteration of the ship's place in riding to the flood or ebb tide.

† To shew the utility of this, the following example may be given:—In the journals of two ships, which saw the Brill shoal, and Middle island in the strait of Salmyer, at different times, I find they had lunar observations in both ships, which the journals assert, may be depended upon in fixing the longitude of those places. It nevertheless happens, that the observations differ 20 miles, for those taken in one ship make the Brill shoal and Middle island 20 miles more easterly than those of the other ship; but having chronometers on board of both ships, they agree exactly in measuring the difference of longitude between the Brill shoal and Middle island, although there is a difference of 20 miles in stating the longitudes of these places from the lunar observations.

When lunar observations be taken, the objects on both sides of the moon ought always to be observed, if possible, and the mean taken; which will contribute to correct or modify the errors of the instrument, particularly when the distances are nearly equal, and fall on the same part of the arch of the sextant: and the difference of longitude run by log, between day and night observations, ought never to be applied in carrying on the one to the other, if there is a chronometer on board. If, for instance, some observations of the sun and moon are taken in the afternoon for longitude, altitudes of the sun should be taken nearly at the same time, to obtain the error of the chronometer, or what it is fast or slow for the apparent time at ship; having also marked down the time by chronometer when the distances of the sun and moon are observed, the error of chronometer must be applied to it, to reduce it to the apparent time of observation. When observations be taken afterward by the moon and stars in the night, the time by chronometer ought likewise to be marked down, to which apply its error, and the quantity of loss or gain of the chronometer (proportionate to its daily rate), for the interlapsed time between these observations and those taken in the afternoon by ☉ and ☾. The apparent time at ship when the observations of the moon and star were taken, will then be measured by chronometer to the meridian of the place where the observations of sun and moon were taken in the afternoon, and the mean of both should be taken for the longitude of that place, after comparing the apparent time of observations with the Greenwich apparent time. By using the chronometer in this manner, the errors liable to arise from currents, and from the admeasurement of the ships run by log, between day and night observations, will be avoided.

It is very perplexing to young navigators, that nautical time, or that used at sea, is 24 hours later than astronomical time; because the nautical almanac, and all the tables in general use, are computed for astronomical time. As the security of navigation depends upon astronomy, it certainly would be of utility to resign this irregular prejudice, and make nautical time conform to astronomical time.

Conformably to the design of this work, which is the safety of lives and property, a few cautionary remarks to mariners may be here introduced, which are the result of the writer's personal observation.

Coral shoals, particularly when they are white or variegated, will generally be visible from the mast-head when the sun is near the zenith, and shining bright. If the situation of the observer is between the sun and coral shoals, the latter may frequently be discerned, although the sun's altitude is not very great; but the glare of the sun will hide them from the observer, when they are situated between him and the luminary.

Detached clouds, passing with a slow motion under the sun's disc, have their shadows often reflected upon the surface of the sea, resembling greatly the appearance of coral shoals.

But as a general rule, it may be observed, that coral shoals are best discerned when the sky is clear, with the sun shining at a great altitude; and particularly, if the situation of the observer be between them and the sun, with his eye considerably elevated above the surface of the sea.



Ships that touch on the east coast of Madagascar, at Cape Negrais, Tavay, Pooloo Bay, Batavia, Borneo, or at any place within the tropics where the country is low, woody, uncultivated, and considered unhealthy, ought not to allow any of their people to remain on shore during the night, when wooding and watering at such places: nor should they be sent on shore in the mornings, until the noxious vapours are dispersed, by the influence of the sun penetrating into the forests.

Persons who have not learned to swim, when they fall into the sea by accident, often drown themselves by lifting their hands above the surface, with a rapid and irregular motion. With proper resolution this may be avoided, for a gentle and slow motion of the hands under the surface of the water, either obliquely or perpendicularly, like the feet of a dog when swimming, will be sufficient to keep the face of any person above the surface, if there is no broken water. This will be more obvious, when it is generally known that the specific gravity of the human body is commonly lighter than sea-water, as many persons float on the surface of the sea without any motion.

The natural position for persons to float, is with their backs downward, and their arms extended close under the surface, which act as levers to preserve them in the natural position. If a person floating with his back downward, place his arms close to his side, or across his breast, he will soon be changed from the horizontal position, for his feet will descend perpendicularly, and then his mouth and nose will gradually be immersed under the surface. If in floating, his arms are extended perpendicularly from his body, he will generally remain in the natural position a considerable time before his feet begin to descend from the horizontal to the vertical position. If his arms are extended beyond his head, with the palms of his hands spread just under the surface of the water, he will float steady in the horizontal position, with his face above water, and his toes touching the surface. In this manner I have frequently floated in warm climates half an hour at a time, without the least motion, and generally found myself inclined to sleep: by placing my arms a little forward or backward, the natural floating position was always adjusted to the greatest degree of regularity. I have, however, observed, the specific gravity of some persons to be heavier than sea-water, who could not float with their faces continued above the surface for any considerable time, without employing a little motion with their feet.

When ships are chiefly laden with dead weight, such as iron, lead, zinc, &c. they labour and roll greatly; to modify which, part of the dead weight is generally placed high, in the hold, or between the decks. This, however, has little effect in retarding the quick rolling motion, which frequently endangers the masts when there is much swell; for the dead weight being placed over the whole breadth of ships, acts as a pendulum on the sides, to augment the rolling motion produced by the swell. Returning from China in the *Anna*, by the eastern passage, laden deeply with sugar and tuthenag, we had a gale of wind near the Pelleo islands, in which the ship rolled very quick, broke some of the rigging, and the fore-top-mast. In order to prevent this quick and dangerous rolling, tuthenag was taken

from the hold, and placed in great quantities upon the decks, until the ship had scarcely stability left to carry proper sail; notwithstanding, there was very little diminution of her rolling.

Were it possible to compress all the dead weight contained in a ship into a ball, and then place it at the centre of motion, she would in such case roll very little, because there would be no heavy weight near her extreme breadth. But as this cannot be done, an approximation seems desirable; which may be effected by stowing all the light goods along the sides and at the extremities, and the heavy articles in a longitudinal section over, and on each side of the keel, from the fore to the after hatchway, as circumstances may require; and the dead weight may be carried up to the deck in this manner, or to any height thought consistent with the stability of the ship. I adopted this method in loading the *Anna*, when a great proportion of her cargo was iron, and found her very easy during the passage from London to Bombay; for the light goods being placed at the extremities, and in two sections along the sides of the ship, the cause of her pitching and rolling was thereby greatly limited.

In the ty-foongs, which happened on the coast of China, and to the eastward of Luconia, on the 19th of June, and 3d of July, 1797, the Hon. E. I. Company's ships *Glatton*, *Boddam*, *Buccleugh*, *Addington*, and *Canton*, lost their tillers by breaking close to the heads of their rudders, which produced great disasters to some of those ships. The *Glatton* saved her rudder, but the other ships could not, for when they endeavoured to secure them, the chocks or normans broke; then, their rudders, by beating loose from side to side, were soon torn away by the heavy sea, and being left ungovernable, the *Boddam* and *Canton* lost all their masts, and were forced to return to Canton river to refit.

The *Talbot*, and *True Briton*, were lost in ty-foongs, probably from this cause, for the stern-posts of ships are liable to be loosened from the transoms, when their rudders are beating furiously from side to side by the sea. It appears from what has been stated, that the tillers of these large ships are not sufficiently strong, close to the mortice of the rudder head, to resist the sudden shocks of the sea during ty-foongs. I have mentioned this, in order that some improvement may be adopted to remedy the defect, for the better security of the Company's ships. The rudder chains ought to be made very strong; by them, the rudder is more easily secured in a storm, if the tiller should happen to break, than by any other method in use, such as chocks and normans.—(*Horsburgh's Directions for sailing to and from the East-Indies, China, New-Holland, Cape of Good Hope, and the interjacent ports*—1st ed. 1809.)





J. Bailey Sc.

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*The old Castle & Rope walk from the white Rock Hastings*

## PLATE CCCCLXXXIII.

*The Old Castle and Rope Walk, taken from the White Rock, Hastings.*

**H**ASTINGS (a place ever-memorable for the battle which cost Harold his life, and his subjects their liberty), is one of the Cinque, or five, ports on the east part of England, and were considered by our ancient kings especially important as barriers to invasion. The five ports are Hastings, Romney, Hythe, Dover, and Sandwich. Of these Hastings is the chief, and used formerly to furnish its quota of defence in the proportion of 4 to 1 with the other ports. They are governed by a keeper, with the title of Lord Warden, originally appointed by William the Conqueror. It is supposed to have derived its name from Hastings, a Danish pirate, whose custom was, to build fortresses where he landed, to cover his men, and secure his retreat with his prey. In the reign of Athelstan here was a mint, and the town has had charters from William I. and II. Henry II. Richard I. Henry III. Edward I. and Charles II. empowering it to hold courts of judicature on life and death, and exempting it from toll. It is incorporated by the style of Mayor, Jurats, and Commonalty. The harbour has been much deteriorated by storms. Hastings has sent members to Parliament ever since the reign of Edward III. The town is situated between two high cliffs, toward the sea, and a hill no less lofty on the land side. It has two streets, and in each a parish church, which are divided by a stream of fresh water called the Bourne. It is said that an entire hedge has been discovered under the surface of the sand at low-water, a little to the westward of the town; and that some of the present inhabitants remember grass growing below the high-water mark, near the bathing-room.

We shall conclude our account with the description of the Castle, or rather the remains of it; the Priory, and the White Rock, &c. (from which the annexed View was taken), as given in Phillips's "Guide to the Watering Places, &c." And first, of the Castle:—

"On the hill to the westward of the town are the remains of this large and ancient structure, which approaches in shape two sides of an oblique spherical triangle, with the points rounded off. The base, or south side, completing the triangle, is formed by a perpendicular craggy cliff, about 400 feet long, which required no other fortification.

"The area of this castle is about an acre and a quarter; and the walls, which are no where entire, are in some places eight feet thick. History is wholly silent as to the time when the present ruined pile was built. It appears to have been very ancient; perhaps coeval with the æra when Arviragus threw off the yoke of the Romans.

"It appears, however, that in the year 1090 almost all the bishops and nobles of England were assembled here, by royal authority, to pay homage to William Rufus, who was on his return from Normandy; and on that occa-



sion Anselm consecrated, in the church of St. Mary the Virgin, which lies within the castle walls, Robert de Bloet to the church of Lincoln.

"In the church, or chapel, of St. Mary, were a dean and several secular canons, or prebendaries, who claimed, and for a long time enjoyed, exemption from ecclesiastical jurisdiction. At the Dissolution, the college and deanery were granted by Henry VIII. to Sir Anthony Brown.

"From this castle there are a variety of beautiful and extensive views.

"*The Priory.*—A little to the westward of the castle cliffs is a farmhouse, called 'The Priory,' originally belonging to the order of Black Canons, and founded in the reign of Richard I. by Sir Walter Bricet. Some remains of the ancient walls are still to be seen.

"Close to the farm-yard is a piece of water, which, having been drained off some years ago, discovered a large hole near thirty feet deep, with the remains of a sluice, gates, and immense large timbers.

"*The White Rock.*—This lies in the road to Bexhill. On the top is a battery, with three pieces of cannon, taken on board the *Sans Pareille*, on the memorable first of June. A little further on are the remains of a ruin, on the edge of the cliff, supposed to have been St. Leonard's chapel.

"About a quarter of a mile from this last-mentioned spot, at 'Old Woman's Tap,' is the rock on which it is supposed William the Conqueror dined after his landing here: it hangs over a pool of water, and still retains the name of the 'Conqueror's Table.'

"*Bo-peep.*—Is a public-house by the road-side, frequently used for tea-drinking. From the hill, behind the house, is a fine prospect of the sea and Beachy Head; and no one will pay too dear, who comes to Hastings, for taking a *peep* at this place.

"*Bexhill.*—At this place, which is situated on an eminence, some barracks have been erected. Camden tells us, that this place was much frequented by St. Richard, bishop of Chichester, who died here.

"*Old Roar.*—In the middle of a thick wood, about two miles to the north-west of Hastings, is a fall of water, known by the appellation of 'Old Roar;' and no doubt it is *old* enough, and has *roared* long enough. The water of a small stream falls from a rocky precipice forty feet perpendicular, into a bason below. The situation is beautifully romantic.

"*The Groves, Lovers' Seat, &c. &c.*—Under a most stupendous cliff, about two miles to the eastward, stands a solitary cottage, called the *Groves*, from a wood close by; and, through a winding track in this wood, we are conducted to a recess, known by the name of the *Lovers' Seat*, said to have been the scene of a neighbouring amour, and which the visitants of Hastings never fail to perform a pilgrimage to—youth, from sympathy, and age, to refresh the fading impression of former attachments."

OFFICIAL LETTERS OF JAMES DUKE OF YORK,  
LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

NOW that the course of public events has produced as it were a pause in the naval history of our times, we avail ourselves, as we have lately in many instances, of the kindness of our Correspondent *Thessaly*, to lay before the readers of the *Naval Chronicle* a curious, because, as we believe, very scarce, series of Official Letters, during the administration of naval affairs by James Duke of York, afterwards King James II. ; and it will be seen, that however mistaken in his notions of kingly government, he filled the office of Lord High Admiral worthily.

These letters will of course be found to contain matter of various degrees of interest ; but we thought it preferable rather to give the series entire as we have received them, than to sacrifice to our own judgment what in the judgment of others may be thought of *some* importance.—As a collateral illustration of the naval part of British history during the reign of Charles II. they must be considered valuable, inasmuch as, to the extent they go, the errors of partial misrepresentation may be checked, and the truth of things be derived from their source,

Hrs Royal Highness the Duke of York being constituted Lord High Admiral of England, &c. did, at his taking upon him that important trust, send immediate orders to the Commissioners of the Navy, to give him an exact account of the state and condition of the fleet. Upon which, that Board transmitted to his Royal Highness the following representation ; viz.\*

*Navy Office, 4th September, 1660.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,

So soon as we received your Royal Highness's commands for giving you an account what ships were unserviceable, fit to be cast and sold, we gave orders for surveying of all his Majesty's old ships at each of his yards : from Portsmouth, by reason of its distance, we have received no return ; but from Deptford, Woolwich, and Chatham, we are certified that the ships undermentioned are either altogether out of repair, and useless, or in a decaying condition, unless farther charge be bestowed upon them ; all which we humbly offer unto your Highness's consideration, and remain,

Your most faithful, and obedient servants,

*William Batten.*

*William Penn.*

*Samuel Pepys.*



*At Deptford.*—Sophia, Half-Moon, Turkey, a Spanish bottom, Bramble, Kinsale, Vulture, Sparrow, Pink, Cornelson, Convert, Hector, Wolf, Hound, and Griffin.

*At Woolwich.*—Indian, Great Charity, Westergate, Augustine, Success, Henrietta pinnace, and New Galley.

*At Harwich.*—The Church.

GENTLEMEN,

September 27th, 1660.

The master-builder at Chatham, Mr. Phineas Pett, hath been with me, and complains that many persons are employed in the work there, whom he hath discharged, bringing a warrant from some one of you; and that many of them are persons of dangerous principles, so that not only the privileges of his place are lessened, but also men dangerous to his Majesty are encouraged by it. I thought it unfit to trouble his Royal Highness with it, and rather chose to give you notice of it, and to desire you to consider of it, and to remedy it by such ways as you think fit, either by directing none to be received into the works, but by their master-shipwright, or the order of three or more of you, or by such other means as you judge most fit.

I am, your humble servant,

*For the principal Officers and  
Commissioners, &c.*

*William Coventry.*

GENTLEMEN,

Whitehall, 28th September, 1660.

Understanding that a doubt hath arisen amongst the clerks of the cheque in his Majesty's yards, how the quarterly books are to be made up, and whether to be rated according to the salaries and allowance given of late years; considering as well the greatness of the present service, as the consequence it may be to his Majesty, that all occasion of repining be removed from such as are employed in the navy, I have thought fit to direct that you continue to allow all wages and salaries, according to later practice, until farther consideration be had thereof, and you receive order to the contrary.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*

GENTLEMEN,

November 5th, 1660.

My secretary having communicated unto me your letter of the 17th of October last, wherein you offer, as your opinion, that it is very expedient and commodious for his Majesty's navy, that the masters of attendance of his Majesty's yard at Chatham, do dwell either in or nigh unto his Majesty's said yard; and that there is a house belonging to the clerks of the survey, which (if he have an allowance of ten pounds per annum towards hiring a house elsewhere) will serve one of them; and that the other may be accommodated by the house now possessed by the shipwright's-assistant, (who never had a house in the yard), upon consideration thereof had, I think fit to direct, that you give direction, that the said masters of attendance may have the two houses aforesaid for their accommodation;

and that the clerk of the survey be allowed the sum of ten pounds per annum towards providing himself elsewhere accordingly.

I am, your affectionate friend,

To the principal Officers, &c.

*James.*

MY LORD CHIEF JUSTICE FORSTER,

Nov. 12th, 1660.

The enclosed petition being presented unto me by Captain John Stokes, I thought it the most proper means of remedy to him that I could use, to send the petition unto you; and only to add, that as I am unwilling to intermeddle in, (and much more to give any interruption to the course of the law) so I must recommend it to your care, not to infringe the jurisdiction of the Court of Admiralty, or to encourage unfitting appeals thence, to the molesting the King's officers, and interrupting his service: how far the present case is such, I leave to your examination, and cannot doubt of your justice in it.

I am, your affectionate friend,

*James.*

GENTLEMEN,

November 15, 1660.

Sir William Compton, master of his Majesty's ordnance, having represented unto me, the great damage the King sustains by the removal of the carriages of the guns belonging to his Majesty's ships, at their coming into harbour, the said carriages being sometimes broken in removing, and very often rotted and embezzled, for want of a fitting place to lodge them in: upon consideration thereof had, I think fit to direct, that for the future, upon the coming in of any of the King's ships, the carriages of the guns do remain on board the respective ships to which they belong, in the charge of the gunner of the said ship (where there is one borne in harbour) or otherwise in the charge of the boatswain; wherein I desire you will give orders accordingly.

The Pembroke frigate being intended for a voyage to the Canaries, I desire you will give direction for supplying her with a quantity of victuals, to make up what she hath already on board a complete proportion for four months, and that all expedition be used therein.

I am, your affectionate friend,

To the principal Officers, &c.

*James.*

GENTLEMEN,

Whitehall, November 17th, 1660.

Captain Holmes having informed me, that he has lately suffered loss at the payment of his Majesty's ship Henrietta, by reason that six of his men, which were borne on board the said ship were omitted to be mustered; upon consideration thereof had, I think fit to direct, that you allow and satisfy unto the said Captain Holmes, the pay due unto the said six men, notwithstanding they were not mustered as aforesaid. But this is not intended to be a precedent for any thing of the like nature for the future.

I am, your affectionate friend,

For the principal Officers, &c.

*James.*



GENTLEMEN,

*Whitehall, December 1st, 1660.*

Understanding by your letter of the 26th of November last, that upon your late survey of the stores in his Majesty's several yards, there is much cordage, and other decayed provisions, which are of little farther use for his Majesty's navy, but to pester the stores, and daily impair; I have considered thereof, and do well approve of your opinions, represented in the same letter; and thereupon direct, that order be speedily taken to expose the same decaying and unuseful cordage and provisions unto sale by the candle (giving me an account of the particulars, and monies thereof made), and that the same monies be paid into the hands of the treasurer of his Majesty's navy, he striking a tally in the Exchequer for the same.

I am, your affectionate friend,

*To the principal Officers, &c.**James.*

GENTLEMEN,

*December 3d, 1660.*

Understanding from my secretary, that you have, in pursuance of my orders, made sale of his Majesty's ship *The Church*, for the sum of 510*l.* to be paid within twenty days into your office; I desire you will give direction, that the same 510*l.* may be paid into the hands of Sir George Carteret, treasurer of his Majesty's navy, who is to strike a tally for the said sum in the receipt of his Majesty's Exchequer. I also desire you will forthwith send direction unto the respective masters of attendance of his Majesty's yards, that so soon as any of his Majesty's ships come into harbour, which are not intended for this winter's guard, they take care for the speedy taking down the rigging of the said ships; and cause the same, as also the guns belonging to them, to be brought on shore, and laid up in his Majesty's stores in the said yards.

I am, your affectionate friend,

*To the principal Officers, &c.**James.*

GENTLEMEN,

*December 21st, 1660.*

Understanding that there are several persons who have received hurts, and being maimed in his Majesty's naval service, which are at present in great want and necessity, and cannot receive relief from the Chest at Chatham, notwithstanding they have usually contributed to the same, in regard to the great debt at present lying upon the said Chest, I desire you will forthwith cause a strict inquiry to be made into the business of the Chest, and how the same hath been managed for the time past; causing the persons that have had the management thereof to bring in unto you a true and particular account of such monies as have come to their hands from time to time, for and towards the maintenance of the said Chest, and for how long time past they have been unpaid; together with an estimate of what monies are due from the treasury of his Majesty's navy, to answer the said pensions. Which said accounts, with a true state of the whole affair of the Chest, I desire may be transmitted to me with all convenient speed; to the end such orders may be given for the farther management of the

Chest, as may be most for the advantage of his Majesty's service, and best answer the end intended.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*

GENTLEMEN,

*January 1st, 1661.*

His Majesty's ship the Rosebush being designed for a voyage to Jamaica, I desire you will give direction that the said ship, together with the guns, tackle, apparel, and furniture belonging to her, may forthwith be delivered into the possession of Colonel Thomas Middleton, he giving good security to be answerable for the same; and likewise to find victuals and wages for the said ship's company during the voyage (except the pay of the captain, and warrant officers, which the King is to bear): as also, to transport unto Jamaica, in the said ship, such persons, goods, and provisions, as are, or shall be directed to be sent thither by his Majesty's privy council, or myself.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*

GENTLEMEN,

*January 5th, 1661.*

I have perused your letter to my secretary, concerning the miscarriage of the officers of the Assurance, together with the examinations enclosed: and forasmuch as I find by your letter, that you conceive the chief fault to have been in the master, I think fit to direct, that as to his part, you declare him incapable of being ever employed for the future, in any capacity, in the King's ships; and in pursuance thereof, that you send to the several clerks of the cheque in all the yards, that if by mistake, he shall at any time hereafter obtain any employment, yet that they abstain from entering him, and give a speedy account of it to me, or to yourselves. And I think fit farther to direct, that in respect the other officers were not so diligent as they ought to have been (though the chief fault may have been his), that as well all the other officers, as the said master, lose all their arrears of pay due to them in relation to the said ship. And for the future, you take care to publish through the whole navy, that if at any time after the entering mates to the several officers on board several of his Majesty's ships, it shall happen, that both the officer and his mate be absent from on board the ship at the said time, without a particular leave from the captain, or master of attendance, who shall in that case stand charged with such inconvenience as may arise by the absence of the party so licensed by him, that then the party so offending shall (although no damage shall at that time arrive) be discharged from the King's service, and be closely imprisoned during three months. And you are to take care that this order be duly put in execution, and copies of it to be set up in all his Majesty's yards, in some place where it may most conveniently be taken notice of, and there to remain.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*



SIR WILLIAM COMPTON,

*January 16th, 1661.*

The late disorder here giveth me cause to judge it necessary to order some extraordinary guard, for the several yards at Deptford, Woolwich, and Chatham; and in order to it, Sir William Batten is gone to Chatham, to put that yard in order, and Colonel Slingsby, comptroller of the navy, takes care of the other two. I desire you would cause to be delivered out such arms as they shall inform you to be necessary for that service, to such persons as they shall appoint to receive them, for their return, when it shall be judged necessary.

I am, your affectionate friend,

*James.*

GENTLEMEN,

*February 4th, 1661.*

Your letter of the 26th of January hath been communicated unto me, whereby you intimate, that it may very much advantage his Majesty's service for the master-shipwright's assistant at Chatham, to have a house in or near the yard, his duty requiring his attendance there at night as well as day; and there is a house built upon the King's ground, lying near the dock, by Captain Phineas Pett (he having a lease for above an acre of his Majesty's land there), that cost about 160*l.* which you suppose his Majesty may have, reimbursing him the said money expended upon consideration thereof had (notwithstanding what you signified in a letter lately received from you, that it was not necessary the shipwright's-assistant should have a house in the yard), I think fit to direct, that you treat and agree with the said Captain Pett for the house aforesaid, for the accommodation of the said shipwright's-assistant, at as reasonable rates as you can; and make out bills to him for payment of the money that shall be due for the same. And for the future, I desire you will not propose unto me alterations of this kind, without first having duly weighed the inconveniences that may ensue thereon.

I am, your affectionate friend,

*To the principal Officers, &c.**James.**February 20th, 1661.*

Upon discourse which his Royal Highness hath had this day with the commissioners of disbanding, it appeared, that there were divers ships left without any care, being neither of the 36 his Majesty pays, nor the 65 the commissioners pay; and they being bound up as to the numbers there expressed, no expedient is so good as the King altering the list, so as the number might be qualified in such manner, as the King might be able to charge himself with the supernumeraries: in pursuance whereof, the enclosed list hath been made, and presented to them, signed as you see (for through haste I send you the same); they approve of it. But the Act requiring the lists to be signed by yourselves, they desire it may be so, as soon as may be; to receive it signed from you, and with a list of the 65 remaining in pay, and the places where they lie: such as are at sea, you must note; but with all, I desire you to think of fit places to send them into, to be paid, for his Royal Highness's ease in his future directions.

This expedient will, I think, bring them out of a great labyrinth, and be no loss to the King, whose approbation, as also his Royal Highness's, this enclosed list hath.

I am, in haste, your humble servant,

*William Coventry.*

*A List of Ships which his Majesty receives into his pay from the 24th of June, 1660.*

|             |                       |            |
|-------------|-----------------------|------------|
| Plymouth.   | Drake.                | Lignett.   |
| Convertine. | Little Gift.          | Lilly.     |
| Bear.       | Paradox.              | Hart,      |
| Dover.      | Weymouth.             | Pembroke.  |
| Truelove.   | Harp.                 | Success.   |
| Henrietta.  | John Ketch, of Dover. | Dolphin.   |
| Hunter.     | Fox.                  | Eagle.     |
| Hind.       | Little Mary.          | Dartmouth. |
| Hawk.       | Francis.              | Speedwell. |
| Blackmoor.  | Roe.                  | Guernsey.  |
| Lark.       | Nonsuch.              | Paul.      |
| Martin.     | Ketch.                | Eaglet.    |
| Merlin.     |                       |            |

This is a list of the 36 ships which his Majesty is pleased to take into his care, besides the ships here underwritten, which are likewise in his Majesty's pay.

|                  |          |           |
|------------------|----------|-----------|
| Great Henrietta. | Griffin. | Rosebush. |
| Amity.           | Kinsale. | Diamond.  |
| Sophia.          |          |           |

Subscribed by his Royal Highness's command,

*William Coventry.*

GENTLEMEN,

*February 20th, 1661.*

Understanding by your letter of the 16th of this instant February, that it is your opinion, that his Majesty may well save the charge of a muster-master at Gravesend, and his Majesty's service be not at all neglected, I think it fit to direct, that you forthwith give direction, that James Bulleyn, at present muster-master at Gravesend, be discharged from the said employment, and a bill made out unto him for the pay due unto him for the time he hath served. I desire likewise you will forth-with give direction, that a proportion of one month's victuals be put on board his Majesty's ship the Eagle, and that all despatch be used therein.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*



SIR JOHN LAWSON,

*February 21st, 1661.*

Though I have not appeared to take notice of it, yet I have not been unconcerned in the interest of the navy, in the late Act concerning the paying off the ships, but chose to be silent in it until I had effected somewhat which might be of advantage to the persons aggrieved, by some clauses in that Act, which, through the haste of the Parliament at their rising (and the business being of a nature which they were not well acquainted with) unfortunately were inserted in it; although the full relief of the seamen must be attended [*sic. orig.*] till the next Parliament (in which I will not only assure them of my care and furtherance, but which will undoubtedly be effectual, I can give them assurance of the King's care in it); yet I have endeavoured somewhat for their relief, and have in good measure prevailed by his Majesty's goodness, who upon this occasion hath manifested so great a tenderness towards the seamen's concernment, that upon the account I give unto his Majesty of the prejudices which the seamen lay under, by the said Act, his Majesty gave me, and some others of his Majesty's privy-council, order to consider of some expedients for their relief; and in order to it, to speak with the commissioners for disbanding; which having done, the said commissioners are resolved to use so speedy a way for the payment of the tickets (the dilatory way for which seemingly prescribed in the Act, I suppose, was none of the least grievances), as that it will be as satisfactory to the seamen, as if they were paid at the same moment with the ships: and the said commissioners will, in a short time, give such public notice thereof, as may give full satisfaction and direction to all persons concerned. One other part there was, in which the commissioners (who were bound up by the rules of the Act) could give no relief, which is that of short allowance; of which the King being informed, was pleased to have so great a sense of the injustice of taking that from the seaman; and his Majesty's goodness towards them is such, that he hath been pleased to give me leave to assure the seamen, that the King will, out of his own treasury, cause to be paid to them what is due for short allowance to any ship's company; which I desire you to let the officers and seamen of his Majesty's fleet know, and to give them assurance of it; and that as his Majesty of his goodness is pleased to give it to them, so I will make it my care to see it effected.

I am, your very loving friend,

*James.*

GENTLEMEN,

Edmund Proctor being employed for the carrying of letters and despatches in relation to the business of the navy, I desire you will make out a bill unto him for the sum of five pounds, which I think fit to allow him for his pains and care in that service, for this last quarter of a year, ending the last of February; and that henceforward you make him an allowance of twenty pounds per annum for his attendance for despatch of the said business, and grant him bills for the same quarterly, as it shall grow due.

I am, your affectionate friend,

*To the principal Officers, &c.*

[To be continued.]

*James.*

## NAVAL LITERATURE.

*Robinson Crusoe* : *The Life and strange surprising adventures of Robinson Crusoe, of York, mariner, who lived eight-and-twenty years all-alone in an uninhabited island on the coast of America, near the mouth of the great river Oroonogue, having been cast on shore by shipwreck, wherein all the men perished but himself.—With an account how he was at last as strangely delivered by pirates.—Also the farther adventures of Robinson Crusoe, and the strange surprising account of his travels round three parts of the globe.—To which is added a Map of the World, in which is delineated the voyages of Robinson Crusoe. Written by Himself. A new edition, revised and corrected for the advancement of nautical education; illustrated by technical and geographical annotation, and embellished with Maps and engravings. By the HYDROGRAPHER of the Naval Chronicle. London. 1815.—(Academic edition.) Mawman, Ludgate-street.*

[Continued from page 158.]

FROM that *Mélange* of scientific information, the Notes to the Academic Edition of *Robinson Crusoe*, we shall continue our extracts in demonstration of its value. At page 246 is the following useful and explicit definition of the word *ton*, with the methods of ascertaining the tonnage of shipping:—

“TON:—This word has three significations: 1. a liquid measure, containing 4 hogsheads or gallons. 2. A weight equal to 20cwt. or 2240lb. 3. A denomination whereby the burthen or capacity of a ship is estimated: in which latter sense it is employed in the text; and of which, as not being a subject familiar to the generality of readers, some explanation may be found useful. Various ways for determining the length of the keel for tonnage, as part of the data by which to ascertain the tonnage of a ship have been adopted at different periods. Mr. WILLETT says, “The old mode of calculating the tonnage of men of war was, by multiplying the length of the keel by the extreme breadth, and the product by the depth in hold, and then dividing by 96.” (*Archæologia*, vol. xi.)

“The next method of determining the length of the keel for tonnage, and rule for casting it, was thus settled by the Lords-Commissioners of the Admiralty in the year 1719:—On a straight line with the lower part of the rabbet of the keel, erect a perpendicular or square line to the upper edge of the wing-transom, at the after part of the plank, and at the stem to the fore part of the plank, at  $\frac{1}{2}$  parts of the height of the wing-transom; the length between the said perpendiculars added to  $\frac{1}{2}$  of the extreme breadth (allowing for the stem and stern posts without the rabbets), from which subtract  $\frac{1}{2}$  of the height of the wing-transom for the rake abaft, and also  $\frac{1}{2}$  of the main breadth for the rake afore, leaves the length of the keel for tonnage: which multiply by the breadth, and the product by half the breadth, and divide by 94 gives the tonnage.

The following method for ascertaining the tonnage of ships of war, &c. was settled by an order of the Navy-Board, in 1781, and is now invariably adopted in the naval service:—The length to be taken from the fore part of the stem at the height of the upper deck to the aft part of the main-post at the height of the



wing-transom. In three decked ships, the length to be taken at the height of the middle deck to the main-post at the wing-transom; from the length thus taken, subtract  $\frac{3}{4}$  of the breadth extreme to the plank of the bottom for the rake forward, and  $2\frac{1}{2}$  inches for every foot the wing-transom is high above the lower part of the rabbet of the keel for the rake abaft; the remainder is the length of the keel for tonnage. But cutters, or any other vessels, whose posts rake more than  $2\frac{1}{2}$  inches in a foot, they are to be taken from the extreme fore part of the stem, at any height that may chance to be to the back of the main post on a range with the lower part of the rabbet of the keel, the breadth to be taken from outside to outside the plank or thick stuff in the broadest place, either above or below the wale; then to get the thickness of the stuff at the breadth, and the thickness of the bottom; whatever the thick-stuff at the breadth exceeds the thickness of the plank of the bottom, that must be deducted from the breadth taken from the outside of the thick-stuff; the remainder is the breadth extreme; then multiply the length of the keel for tonnage by the breadth extreme, and the product by the half-breadth, and dividing the whole by 94, the quotient will be the tonnage.

*Burthen of a 74 gun ship, calculated according to the last-mentioned rule.*

|                                                                                                                                                  | Ft.    | In.              |
|--------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------------|
| Length from the fore side of the stem, at the height of the upper-deck }<br>to the aft-side of the main-post at the height of the wing-transom } | 185    | 6                |
| $\frac{3}{4}$ of the extreme breadth is .....                                                                                                    | 29     | 9 $\frac{1}{2}$  |
| The height of the wing-transom is 28 feet 3 inches, which }<br>produces for every $2\frac{1}{2}$ inches .....                                    | 5      | 10 $\frac{3}{4}$ |
| Total                                                                                                                                            | 35     | 8 $\frac{3}{4}$  |
| Length of the keel for tonnage .....                                                                                                             | 149    | 10               |
| Multiplied by the extreme breadth .....                                                                                                          | 49     | 8                |
| Product                                                                                                                                          | 7441   | 8.8"             |
| Multiplied by half the extreme breadth .....                                                                                                     | 24     | 10               |
| Divided by 94 .....                                                                                                                              | 184802 | 9.2" 8"          |
| Burthen in tons .....                                                                                                                            | 1964   | $\frac{66}{94}$  |

" The method of finding the tonnage of any ship among merchants and ship-owners, is by the following rule:—Multiply the length of the keel by the breadth of the beam, and that product by half the breadth of the beam, and divide the last product by 94, and the quotient will be the tonnage. Example: Suppose

the ship's keel 72 feet, breadth of the beam 24 feet, then 
$$\frac{72 \times 24 \times 12}{94} = 220.6.$$

" The tonnage of goods is sometimes taken by weight, and sometimes by measurement. The method which allows most is allowed to a vessel. In weight, twenty hundred make one ton, but by measurement, forty cubic feet are equal to one ton. All carriages, or other stores, to be measured by tonnage, are taken to pieces, and packed in the best manner which will occupy least room on board ship. All ordnance, whether brass or iron, is taken in tonnage by its actual weight. Musket-cartridges, in barrels or boxes, all ammunition in boxes, and other articles of great weight, are taken in tonnage according to their actual weight. There are few subjects which require more investigation than the tonnage of ships; for at present the mode of finding the tonnage of a ship is so replete with error, that a new method is required; and it would be worth the

attention of the public to bestow some great reward on the person, who gave the simplest and best method of calculating the tonnage of ships and vessels of various classes. It appears from the general construction of merchant ships, that more attention is paid to evade the tax on tonnage, than to their sailing well with the wind in different directions; and that if the real tonnage of ships were taken, an alteration would soon be made in the construction for the better. Men of war have less tonnage than they measure, as appears from the *Victory*, of 100 guns, whose supposed tonnage, by the established measurement, is 2143 tons, but whose actual tonnage is only found to be 1839 tons. The *Hindustan*, East Indiaman, measures 1248 tons, and actually carries 1890½ tons, which makes her larger than the *Victory* by 51½ tons freightage (*M. C.* ii. 311.)"

At page 339 is a very interesting account of the Cape of Good Hope, which we give likewise at length, confident that any abridgment of it would be unworthy of its character:—

"CAPE GOOD HOPE. — This colony is at the southern extremity of the African continent, extending 580 miles in length along the coast from W. to E. and about 315 from N. to S. It reaches on the western side of the peninsula to the river Koussi in latitude about 29° 50' S. and on the eastern side to Great Fish river, otherwise Rio d' Infanta in latitude 33° 25' S. longitude 27° 3' E. The promontory which bears this name, and is in latitude 34° 27' S. longitude 18° 31' 30" E. was discovered in 1493 by the Portuguese navigator BARTHOLOMEO DIAZ, who gave it the name of *Cabo Tormentoso*, or "Cape Tempestuous," from the boisterous weather which he met near it; but EMANUEL, King of Portugal, on the return of DIAZ, changed its name to that of *Boa-Esperança*, or "Good-hope," from the expectation he entertained of finding beyond it a passage to India. This was realised by VASCO DE GAMA, who having doubled this Cape in 1497, proceeded to India, where he landed in 1498. The Portuguese did not form any settlement on this part of Africa nearer to the Cape than the Rio d' Infanta. In 1600, the Hollanders first visited it; but for many years did no more than touch at it for refreshment in their voyages. In 1620 Captain SHILLINGE, who commanded the outward-bound East-India fleet stopped at Saldanha bay, and by a proclamation dated 23d July 1620, took possession of the bay, and the adjacent country, in the name of the King of England, on the condition expressed in the East-India Company's charter; viz. that no other European power had at this time claimed a right to that part of the coast of Africa; reserving to the King, the right of assuming the sovereignty of the district under any title which his Majesty might be pleased to adopt. By this act of possession, as far as such an act can confer a right, the right of the crown of England to the Cape of Good-Hope was established many years prior to the period when the Dutch took possession of it; but the civil wars in England prevented occupancy; and these rights of priority became neglected. In 1650 VAN RIEBECK, a surgeon of one of their ships, pointed out to the Directors of the Dutch East-India Company, the advantages of a colony at this spot; his plan was adopted; and the Cape of Good-Hope remained from that time in the undisturbed possession of the Dutch until it was taken by the English in 1795. Restored by the peace of Amiens in 1802, it was again attacked and reduced in 1806: since which period it has remained in our possession. The places most frequented by shipping are Saldanha, and Table, bays on the western side, False, and Simon's, bays, on the eastern side of the



peninsula. These places are described in the *Naval Chronicle*: ii. 260; iii. 361; v. 417; xi. 14; xii. 380; xiv. 194; xv. 248, 250, 261; xxiii. 187; xxviii. 148, 232, 478, 497. The Cape of Good-Hope is the southern point of the peninsula, which separates False and Table bays from each other; but the popular notion of its being the southernmost extremity of the African continent is erroneous; in as much as Cape Agulhas (whose name is corruptly changed by English mariners into "Lagullus,") bears from it E.  $20^{\circ}$  S. distant 30 leagues, in  $34^{\circ} 58' 30''$  S.  $20^{\circ} 18'$  E. The meaning of the Portuguese name *Agulhas*, is "needles;" and was bestowed on this cape because the variation of the magnetic needle here, about the time of its discovery was so trifling as to be hardly perceptible. In fact in the year 1598, variation at Cape Agulhas was  $30'$  W. at Cape G. H.  $25'$  E. at Cape False o. Having thus afforded such technical information as is most requisite for the navigator, the editor conceives the general reader will not be dissatisfied at finding the subject farther illustrated by reference to the accounts given of this celebrated colony by modern travellers, among whom is most frequently quoted Mr. BARROW; because from his long sojourn at the Cape, and from his superior sources of information, his travels are considered as the most authentic work extant.

"Cape Town, (as will be seen by referring to the map,) is situated on the S.E. angle of Table Bay. The castle was erected by the Dutch, who, finding the settlement become more frequented, on account of the increase of their India trade, deemed it expedient to erect a citadel that might serve as a defence against any attack either by land or sea. This citadel is a regular pentagon, with two ravelins and some other out-works, and surrounded by a wet ditch; but so injudiciously placed, in the very lowest part or sink of the valley, that although it commands the town and part of the anchorage, the fort itself is commanded by the ground rising from it in a slope to the Devil's Hill, which, therefore, renders it not defensible. At the time when BARROW wrote his account, this slope was occupied as high as the commencement of the perpendicular rocky side of the Devil's Hill, by various redoubts, batteries, and block houses, commanding each other, and the advance ground to the castle. Fort Knokke, which is to the westward of the castle, within the distance of 1300 yards, is connected with it by a rampart drawn along the shore, called the Sea-Line, defended by several batteries mounted with heavy guns, and furnished with ovens for heating shot. To the northward of the castle, on the west side of the bay, are three strong batteries; the Rogge Bay battery, the Amsterdam battery, and the Chavonne battery, the guns of which all bear directly upon the anchorage. Somewhat farther to the north, and bearing away considerably to the west, is a small battery, called the Mouillé, commanding the entrance of the bay. Rounding the point, and in a north-westerly direction from the castle, where there is a small sandy cove, the Dutch, previously to the capture of the Cape by the English in 1795, had thrown up a work, with a few light guns and a furnace for heating shot, with a view to prevent a landing at that place; which they farther endeavoured to impede, by fixing three anchors across the inlet. A few shot, however, from one of our frigates, soon dislodged the enemy from this station. At Camp's Bay, on the western coast of the peninsula, there are also a few small batteries, and a military post on the heights above it, directly between the Table-Mountain and the Lion's Head. An almost perpetual surf rolls upon the sandy beach of Camp's Bay, otherwise this might be considered as a very vulnerable point. An army landing there, and at Three-Anchor Bay, might take the town and all the batteries in their rear, or which would be still more important, might get possession of the Lion's

Rump; from whence, with a few howitzers, the town and citadel, and the strong batteries on the west side of Table Bay, would be completely commanded. And this hill has the great advantage of not being commanded by any other point. The greatest difficulty, in employing this situation for such a purpose, would be the want of water; but it is by no means an insurmountable difficulty. Twelve hundred men, at a daily allowance of a quart to each man, would consume, in twelve months, 109500 gallons; and a cistern, capable of containing this quantity, would not be required to exceed a square of twelve yards, provided the depth be about four yards and a half. Two cisterns of these dimensions would be fully adequate for every purpose that the garrison would require.

"According to an estimate which has been made by persons well acquainted with the plan, it has been considered, that, for the defense of the various works upon the Cape peninsula, a garrison of 5000 men is the very least force that is requisite. This is about the number that was under the command of General JANSSENS at the late surrender. None of this force could with propriety, or without exposing the remainder to danger, be detached into the interior of this colony; which, indeed, is so extensive, having an unprotected coast of 895 miles, that an army of 10,000 men would scarcely be sufficient to keep out an enemy, if he were determined to effect a landing.

"With respect to the present state of society and manners, travellers are agreed that the female portion of the inhabitants is much superior to the male. BARROW in particular says, that the women are more lively and good humoured, with some pretensions to prettiness; nor is their education altogether so circumscribed as that of the men. Most of them are taught music, many understand French, and some have a tolerable knowledge of the English language. They evince considerable taste in all kinds of fancy needle-work, and mostly make up their own dresses, agreeably to the modes which from time to time arrive from Europe. Primogeniture is of no advantage at the Cape, for all the children, male and female, share their parental property alike. By marriage, a communion of all property, personal and real, takes place, unless otherwise stipulated by the husband; and, on the death of either parent, the children are entitled to that moiety of the property, which is supposed to have lost its possessor; nor can it be withheld after they are of age. The sudden change of temperature, especially from heat to cold, is thought to be the occasion of consumptive complaints, which are very prevalent at the Cape; but, on the whole, the climate is not unhealthy. Dropsy is a very general disease in middle-aged subjects; and, from apoplexy, schirrosities of the liver, &c. the natural consequences of intemperance, instances of longevity are extremely rare, few exceeding the period of sixty years. The mortality in Cape-Town, during an average of eight years, while it was in possession of the English, was about five in 200 among the white inhabitants, and under three in 100 among the slaves. Few die by the hands of justice. In the course of eight years, 110 were the entire number sentenced to death, of whom only 33, mostly slaves, were executed. Torture was formerly resorted to, for the purpose of extorting confessions; and, for capital offences, criminals were broken upon the wheel. On the abolition of these punishments by his Majesty, the Court of Justice urged the necessity of their continuance, as engines of terror; but contrary to expectation, the number of executions was fewer, in a given period, than had been known for many years before. One of the public executioners subsequently made application for a pension, in lieu of the emoluments which he used to derive from the breaking of limbs; and the other, on hearing that the abolition of the rack and torture was likely to take place, waited upon the



chief magistrate to learn whether it were the fashion among the English to break upon the wheel. He was answered in the negative, and a few days after was found hanging in his room. It was thought that the fear of starving, after having holden such an odious office, had operated so powerfully on his mind as to lead him to the perpetration of self-murder. The native Hottentots are a mild and peaceable race; and if they were to meet with due encouragement from the government, the necessity of slavery might soon be entirely removed. The slaves chiefly imported by the Dutch are Malays. They are faithful, active, industrious, and docile; but, from their impatience of injury, and revengefulness of disposition, they are extremely dangerous. PERCIVAL, in his account of the Cape of Good-Hope, states, that when the Malay has determined on revenge, he takes a quantity of opium to work himself up to a state of madness. He then rushes out with a knife or dagger, which is called a *kreese*; and after sacrificing the original object of his passion, rushes at every one he meets, until he is at length overpowered and taken. This is called running *a-mok*, during which nothing but a lucky shot or blow, that strikes him to the earth, will ensure the safety of his opponent. Whoever kills a Malay in the act of running *a-mok*, is entitled to a high reward from government. PERCIVAL relates the two following instances of this revengeful disposition, which occurred while he was at Cape-Town. — "A Malay, for some insult, or necessary chastisement which he had received from his master, drew a knife and stabbed him to the heart, and immediately rushed into the streets, his weapon reeking with the blood of his unfortunate victim. The first person he met was a very fine slave girl, into whose face he struck the dreadful instrument. Fortunately, at this moment a farmer was passing by in a waggon; and, having loaded a gun, he fired at and killed the Malay on the spot. In the other instance, a Malay, on being refused leave by his master to go to a festival or merry-making with his fellows, stabbed him to the heart, and then went to his mistress in the adjoining room, on whom he inflicted the same horrible treatment. An old Malabar slave, who was cutting wood before the door, witnessed his conduct without being able to prevent it; but, catching his opportunity, as he was rushing from the house, he struck him on the head with an axe, and killed him on the spot. For this act of justice the old slave was rewarded with his freedom, and a hundred dollars." — BARROW mentions another modification of revenge, which displayed itself in one of these slaves. [Concerning that he not only had served his master sufficiently long, and with great fidelity, but had also paid him several sums of money, he was tempted to demand his liberty, and met with a refusal. The following morning the Malay murdered his fellow slave. On being taken and brought up for examination before a commission of the Court of Justice, he acknowledged that the boy he had murdered was his friend; but he had considered that the most effectual way to be revenged of his master was, not by taking away his life, but by robbing him of the value of a thousand rix-dollars, by the loss of the boy, and another thousand, by bringing himself, in so doing, to the gallows, the recollection of which would prey upon his voracious mind for the remainder of his life.

"The Cape and its vicinity were formerly much infested with lions, tigers, wolves, &c.; but, in proportion as the population of a settlement increases, such animals always retire, and their numbers are now so small, and they keep at so great a distance, that the inhabitants have very little cause for alarm. Game, however, is still plentiful; and the number of antelopes and deer is prodigious. There are also elephants, rhinoceroses, elks, &c. Among the rare birds which are found at the Cape, the indicator, or honey bird, deserves notice. This is a

small brownish bird, of the cuckoo *genus*, which, having observed a nest of honey, immediately flies in search of some human creature, to whom, by its fluttering, whistling, and chirping, it communicates the discovery. It then leads the way directly towards the place, flying from bush to bush, or from one ant-hill to another; and, when close to the nest, it remains still and silent. When the honey has been removed, the indicator flies to feast on the remains. By similar conduct it is also said to point out, with equal certainty, the dens of lions, and other beast<sup>s</sup> of prey. Timber, from want of cultivation, is a scarce and expensive article. Corn is now generally grown beyond the isthmus and along the western coast, on the farther side of the great north and south chain of mountains; beyond which, the remote districts furnish a supply of horses, sheep, and horned cattle. Most of the European, and several of the tropical fruits, have been introduced into the colony, and cultivated with success. Peaches and apricots, when in season, are sold at the rate of a shilling *per* hundred. In addition to butcher's meat and game, the market of Cape Town is constantly supplied with various sorts of sea-fish, which are caught in the bay; and there is seldom any deficiency of European vegetables for the table.

"As a naval station, the Cape is extremely valuable, on account of the facility with which cruizers may be despatched thence, either to India or to America; and from the shelter which it affords to shipping, when distressed by the violent storms that frequently occur in those latitudes. Should the French, or the Dutch, be permitted to hold the Cape, France possessing at the same time the Isle of France or of Bourbon, and the Rio-de-la-Plata belonging to Spain, over whose movements the former power has a control, our trade must be materially injured. The enemy, by keeping cruising squadrons at those places, would have our homeward-bound shipping so completely within their power, as scarcely to afford them the possibility of escaping. No ships, but those of England, can attempt a voyage to the East Indies, on account of its length, without some such convenient place as the Cape of Good-Hope to stop at for refreshment. To English sailors, from their habitual hardiness, and from the peculiar advantage which they enjoy respecting the plentifulness and superior quality of their provisions, such a half-way port might not perhaps be of much consequence; but as our ships have frequently a number of *Lascars*, or unseasoned troops on board, it becomes highly necessary for their relief. The cheapness of provisions at this settlement is another argument much in its favour. In the year 1797, the squadron consumed 1085266*lb.* of fresh meat, and 1167995*lb.* of biscuit, or about 3000*lb.* of each a day; besides 184358*lb.* of soft bread, 217813*lb.* of flour, and 1066 bushels of wheat: it consumed, moreover, 1226738 pints of wine, and 244904 pints of spirits; together with a considerable quantity of butter, vinegar, raisins, peas and beans; all the produce of the colony, and all of them articles which were to be procured at a moderate rate. I conclude, from the quantity expended, that in this year, the squadron, supposing it to consist of 3000 men, was subsisted mostly on Cape produce, and, therefore, it cost the government little more than one-fourth part of what it would have done on most other stations. The Cape, as a military station, is also highly important. In the whole seven years that we before retained possession of this settlement, the military department cost no more than 1789181*l.*, or 255597*l.* on an annual average. This was during a time of war, while we maintained there an army of 5000 men, and were at the expense of erecting a number of fortifications. It is estimated that, in peace, the contingencies and extraordinaries of the army would not amount to above 25000*l.* or 30000*l.* yearly; and that this sum, as well as all the demands of the civil department, might by



proper management, be defrayed out of the revenues of the colony. The air of the Cape is particularly salutary and beneficial to troops, after their passage from Europe; and to invalids, who may be returning from India. The mildness of the climate renders the Cape a wholesome and commodious station, for forces that may be destined for the East or West Indies; and enables the recruit to undergo the fatigues of drilling with a comparative degree of ease, that would be impracticable in tropical latitudes. In a commercial point of view, this settlement is perhaps of less consequence, though capable of much improvement. It might be made an important mart for British trade with America; and, if well supplied with British and India goods, the clandestine trade which is carried on under neutral colours would be destroyed, because the traders could not afford to sell at so low a price as the East-India Company. As a depository for the southern whale fishery, so important to the commerce and navigation of Britain, the Cape might be rendered essentially useful. The geographical site of the Cape promontory has been already stated: that of Simon's Bay is in latitude  $34^{\circ} 15' S.$ ; Table-Bay is in  $33^{\circ} 58' S. 18^{\circ} 28' 30'' E.$ ; and the entrance to Saldanha Bay is in  $33^{\circ} 7' S.$



*The History of Ceylon, from the earliest period, to the year 1815; with characteristic details of the Religion, Laws, and Manners of the People; and a collection of their Moral Maxims, and Ancient Proverbs. By PHILALETHES, A. M. Oxon. To which is subjoined, ROBERT KNOX's historical relation of the Island, with an account of his captivity during a period of near twenty years. Illustrated with a head of the Author, with Figures, and with a Map of the Island. Joseph Mawman, Ludgate-Street, 1817.*

IN the number of recent events notable for their consequence, that of the acquisition by the British of the whole island of Ceylon, bears no small degree of prominence. The value of its trade is considerable, and its course will no longer be interrupted by its kings of Candi. As to the justice of these acquisitions, perhaps the less said the better. Trade in these countries seems, invariably, but the precursor to conquest. This extended and complete possession of the island seems to have suggested the present publication of its history by a gentleman of Oxford, under the assumed name of Philalethes, which, as implying the love of truth, is a kind of pledge to the reader, that, at least, his researches in the draft of his history, have been diligently and zealously directed to the attainment of it. The ingenuity of this gentleman has supplied a salvo against the charge of injustice, (could any be advanced,) in the conquest of the interior, in the following terms:—

“The Portuguese might covet the sovereignty of Ceylon, from the wide field which it offered for the propagation of the Roman Catholic faith; the Dutch might grasp at the possession with no less avidity, from its inexhaustible supply of cinnamon and precious stones; but, in a political point of view, it must be more particularly valuable to Great Britain, from its tendency to perpetuate her maritime superiority in the East. But, at the same time, I trust that, in the wise

councils and magnanimous policy of Great Britain, moral considerations will not be overlooked in the midst of great political views, and that she will make her sovereignty of Ceylon contribute to the increase of civilization, to the encouragement of knowledge, the diffusion of Christian benevolence, and the consequent augmentation of the general happiness.

"In detached instances, and for short periods, national prosperity may seem to be independent of all regard to moral obligations; but, look at human affairs in any connected series, and for any long interval, and you will invariably find that prosperity vanishes as virtue decays. Injustice may, for a season, spread its branches far and wide, and, according to a scriptural comparison, flourish like a green bay tree; but the time of storms and darkness will come, when the object, which once delighted the eye, will vanish from the sight. No truism can be more true, than that honesty is the best policy, both with respect to the conduct of individuals, and to the administration of states.

"The territorial sovereignty of India may, hereafter, be wrested from this country, in the fluctuations of dominion, to which that part of the world has always been more particularly liable; but, whenever this catastrophe may occur, still the possession of Ceylon will, in a commercial and maritime point of view, be no inadequate compensation for the loss. For as commercial superiority must always be associated with that of maritime preponderance, and as the sovereignty of Ceylon must secure that preponderance in the great Indian Sea, the loss of our Indian commerce would not follow that of the territorial sovereignty. As long as we possess that great naval power in the west, which is like to be coeval with our present free government, the harbour of Trincomalée will, more than any thing else, favour the permanence of the same power in the East. The dominion of the land may be more gratifying to the thirst of military distinction, but it is the dominion of the sea, which alone can afford security to commercial enterprise.

"The wealth of nations may arise out of the soil: but of what little comparative importance is this wealth, without the facility of commercial exchange? or what can afford facilities to the prosecution of that commercial exchange by which nations are most enriched, equal to the dominion of the sea? The vital interests of Great Britain, in a national point of view, are principally concentrated in her maritime greatness; and they must, consequently, be more or less intimately combined with the sovereignty of this favoured isle.

"The antient fables of the Singalese represent their country as having been first governed by a descendant of the sun; and I cannot but express a hope, that the wisdom, the justice, and the humanity of Great Britain, in the exercise of her sovereignty over Ceylon, may render that country, in modern times, what she might once have been in more ancient, the centre of a moral and intellectual light, which may scatter its beneficent rays over the whole East."

The Author commences his history with cursory notices of it by Ptolemy, Dionysius, Ovid, Pliny, and other ancient authors; and in his first chapter, traces its visitations up to that of Sir John Maundeville, in the sixteenth century, whose "*Voyage and Travaile*" is well known as a record of the "*Marvayles of Indye*."

"The first information respecting the Island of Ceylon, or Taprobane, as it is usually denominated in ancient writers, was brought into Europe by Nearchus



and Onesicritus,\* who were commanders of the fleet which Alexander dispatched from the Indus to the Persian Gulph. Gibbon remarks,† that the early geographers, and even Ptolemy, were so imperfectly acquainted with this remote region, that they "magnified above fifteen times the real size of this new world, which they extended as far as the equator and the neighbourhood of China." Dionysius, the geographer, mentions Taprobane as famed for its breed of elephants.

Μητέρα Τυπρόβανην Ασιγγενων ελεφαντων.

v. 593.

"Ovid has the following mention of Taprobane, as a part of the world removed almost beyond the limits of human intercourse; to which, he asks, of what advantage it could be for his fame to reach!

Quid tibi, si calida, prosit, laudare Syene  
Aut ubi Taprobanen Indica cingit aqua.

Pont. El. 5. l. 79.

"In the time of Ptolemy, the island was called Σαλική, and the inhabitants Σάλοι. Hence we discern the origin of the modern name of Seylan, or Ceylon. The Arabians add to this name a termination, signifying island, Seylan-Dive, or Silendib.

"Pliny‡ says, that Taprobane was long supposed to be another continent "alterum orbem terrarum;" and that it was not clearly known to be an island till the age of Alexander. He tells us, that Onesicritus had celebrated its elephants above those of India, on account of their greater bulk, and their more warlike properties; and that Eratosthenes had extolled the purity of its gold, and the size of its pearls.

"Those who make this voyage, says Pliny,|| cannot conduct their course by the observation of the stars, for the north pole is no longer visible to the eye. But the mariners, according to an ancient practice, carried birds in the vessel, which they set at liberty at intervals, in order to mark the direction they pursued to the land.

"An accidental occurrence, in the reign of the Emperor Claudius,¶ contributed to make the Romans more acquainted with the Island of Ceylon, and to increase their intercourse with that part of the world. One Annias-Plocamus, a freedman, who farmed the customs in the Red Sea, having been blown in a violent tempest "off the coast of Arabia," was unexpectedly driven, after a passage

\* Arrian (de expedit. Alexand. lib. vi. p. 381, ed. Blancard. Amstel. 1668.) says that Onesicritus, in the account which he wrote of Alexander's expedition, falsely claimed the honour of having had the chief command of the fleet, as he only directed the helm of the ship in which Alexander himself sailed.

† Vol. iv. 8vo. p. 142.

‡ Hist. Nat. lib. vi. cap. 29. Pomponius Mela says, "Taprobane aut grandis admodum insula, aut prima pars orbis alterius Hipparcho dicitur;" that Hipparchus thought it either a very large island, or the commencement of a new continent.

|| "Syderum in navigando nulla observatio."

¶ Claudius began his reign in 41, and died in 54.

of fifteen days, to the port of Hippuros, in the island of Taprobane. Here he was kindly received by the king of the country, whose hospitality he experienced during a period of six months. In this interval, this European visitant had ample leisure to make the Ceylonese monarch fully acquainted with the majesty of Rome. He accordingly dispatched an embassy, consisting of four persons, to the imperial city.

"These ambassadors from Ceylon gave, in some measure, an erroneous account of the island, or one that was rendered erroneous by the mistakes of Roman interpreters. They said that their country contained five hundred towns; that in Palæsimundo, which is represented as the capital, the palace alone could boast 200,000 inhabitants; that they had commercial dealings with the Seres (by some supposed Chinese), whom they described as men of gigantic size, with red hair, blue eyes, a shrill and piercing voice, and a language which they did not understand. They represented their traffic with the Seres to be conducted in much the same manner as the ancient commercial intercourse between the Phœnicians and the Britons, in which each party deposited in a certain place the goods which they designed to exchange, and which one relinquished to the other, when a satisfactory equivalent had been reciprocally obtained. But, says Pliny, though Taprobane is so far removed from the Roman world, still it is not free from the vices of Rome. Gold and silver are their objects of cupidity. They have variegated marble, jewels and pearls, which are of great beauty and in high esteem.

"The ambassadors from Ceylon represented their wealth to be greater than that of the Romans, but said that the Romans turned theirs to more use. They mentioned that no one among them had any slaves. They did not take any repose after sun-rise, or during the day. Their houses were of moderate height. Provisions were never at an extravagant price; and they were free from the evils of judicial strife. For a king, they chose from amongst the people one, who was venerable for his years and his humanity; and who was without a family. But, if he should happen to have children, they compelled him to resign the sovereignty, lest the kingdom should become hereditary. The sovereign had a council of thirty persons assigned him by the people: and no one could be condemned to death except by a plurality of their suffrages. But the person, thus condemned, had a power of appeal from their sentence to the people; who, in that case, appointed seventy other judges to try the cause; and, if they acquitted the accused, the former thirty by whom he had been condemned, were immediately disgraced, and never afterwards held in any estimation. If the king committed any outrage against his duty as a sovereign, he was condemned to suffer, not by the hand of violence, but by the universal detestation which he experienced. Every individual avoided his company; and he was left to perish in silence and in solitude. Their festivals were devoted to the chase; and they delighted most in that of the tiger and the elephant. Their fields were in a high state of cultivation. They had no grapes, but abundance of apples; and it was not uncommon for them to attain the age of one hundred years."\*

[To be continued.]

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\* See Pliny ut sup.



## Poetry.

## IMPROMPTU,

ON HEARING A SENTINEL CALLING "ALL'S WELL," ON BOARD AN  
HOSPITAL SHIP.

IN yonder ship, 'tis strange to tell,  
Each night they cry out, "All is Well!"  
Though sick and sad doth there abound;  
Some with consumption, some with wound;  
And other evils far too long,  
Thus to describe in transient song:  
Then why do they bawl, with ruffian-note,  
And strain the lungs, and stretch the throat;  
When all's not well, we clearly know—  
If well above, they're sick below

## DAYLIGHT, WHEN THE STORM WAS O'ER.

BY JOHN MAYNE, AUTHOR OF THE POEMS OF GLASGOW, THE SILLER GUN,  
&c. &c.

ALONG the beach the peasants stay'd,  
At day-light, when the storm was o'er,  
And, lo! by winds and waves convey'd,  
A corse extended on the shore!

His face was comely e'en in death,  
His lips had lost their coral hue;  
But smil'd as if, with parting breath,  
A ray divine had cheer'd his view!

When every aid was vainly given,  
The villagers in tears exclaim,  
O! for a miracle from Heaven,  
To animate thy lifeless frame!

Some friend, perhaps, whose boding fears,  
Forbade thy feet at first to roam;  
Or parent, in declining years,  
Thy anxious heart, expects thee home!

Whoe'er thou art, whate'er thy name,  
Or wheresoe'er thy kindred be,  
Humanity asserts her claim,  
To feel for them, and mourn for thee!

Around thy brow, with many a tear,  
 Sad virgins shall the cypress twine ;  
 Deck, with sweet flow'rs, thy humble bier,  
 And chant a requiem at thy shrine !

O ! if, amid this world of care,  
 A mother dear, or sisters mourn,  
 And, for a while, avert despair,  
 With hopes and sighs for thy return—

In vain, for thee, when tempests roar,  
 They watch, far off, the whit'ning sail ;  
 Thy bark has reach'd that happy shore,  
 Where winds and waves can ne'er prevail !

Some nymph, perhaps, the village pride,  
 Unconscious of thy hapless doom,  
 Still fondly hopes to be thy bride—  
 Still wastes for thee her vernal bloom !

On some lone cliff methinks she stands,  
 And, gazing o'er the troubled sea,  
 Imagines scenes in foreign lands,  
 Where love and bliss encircle thee !

Yes, thou art blest in realms above !  
 And, when she lifts her longing eyes,  
 She'll see the spirit of her love,  
 With Angels, soaring in the skies !



## SONG.

TUNE. — “ *Hearts of Oak.* ”

Written by the Author of “ *My heart is devoted* ” — “ *The Heroes of the British Fleet ;* ” and other popular Trifles.

**A** MID the dread conflict which Exmouth sustain'd,  
 When o'er the *Barbarians* a vict'ry he gain'd,  
 Humanity wept at the carnage awhile,  
 Then sweetly bestow'd on her Champion a smile !  
 And when on the Foe the loud thunder was hurl'd,  
 His hopes quickly vanish'd,  
 His chains were all banish'd,  
 For, Britain gives Freedom and Peace to the World !  
 It is not enough that herself should be free,  
 And her flag wave victorious by land and by sea ;  
 For, Oppression and Slavery with horror she views,  
 And, with swift indignation, each Tyrant pursues !  
 For when on the Foe, &c.



The star of Philanthropy shines on her brow,  
 And illumines the Globe with its exquisite glow :  
 For, wherever the Genius of Britain appears,  
 Compassion her standard benignantly rears !  
 And when on the Foe, &c.

AN IMPROMPTU,

*On His Majesty's Ship Leander sailing for Halifax.*

BY MRS. M'MULLAN.

**E**ACH boat hoisted in, the loose top-sail display'd,  
 How proudly she casts as the anchor is weigh'd ;  
 She loses land fast ; the shrill pipe has ceas'd —  
 The breeze freshens fairly from north and by east.

To Columbia repeat thy proud story of fame,  
 For each Triton has echo'd Leander's high name :  
 Noble Exmouth has prais'd, and Britannia may boast,  
 Of the laurels that crown'd her on Afric's coast.

Yon flag at the mizen is Albion's pride : —  
 In Peace 'tis respected — in Battle 'twas tried. —  
 List, when glory's loud voice sings her sons of the wave,  
 How Britain re-echoes " To Milne the Brave !"

The kind prayer of affection will, doubtless, prevail,  
 Fair breezes will waft, and success fill each sail :  
 Hospitality welcome where Halifax smiles,  
 And Ariel conduct to Bermuda's blest isles.

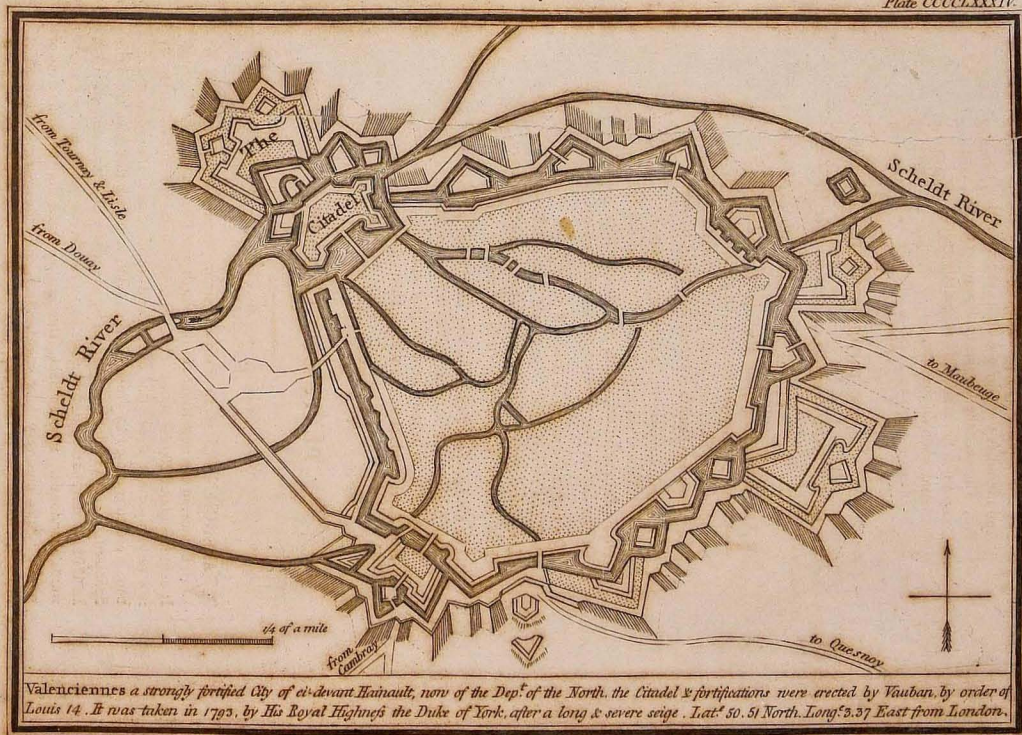
PLATE CCCCLXXXIV.

*Valenciennes.*

**V**ALENCIENNES is an ancient, strong, and considerable city of France, in the department of the North, and late province of Hainault: It contains about 20,000 souls. The Scheld divides it into two parts. It is a very important place: the citadel and fortifications, the work of Vauban, were constructed by order of Louis XIV. who took this town from the Spaniards. It was confirmed to him by the treaty of Nimeguen, in 1678. In 1793, it surrendered to the allies, after a severe siege, but was afterwards abandoned. Besides lace, this city is noted for manufactories of woollen stuffs, and very fine linens. It is 20 miles west-south-west of Mons, 17 north-east of Cambray, and 120 north-east by north of Paris E. long. 3° 17' N. lat. 50° 21'. *Vide also* B.C. vol. xxxiii. p. 395.

# VALENCIENNES.

Plate CCCCLXXXIV.



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# Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

(FROM 1793 to 1798.)

[Continued from page 237.]

LONDON GAZETTE EXTRAORDINARY, OF NOV. 10<sup>th</sup>, 1793.

ADMIRALTY-OFFICE, NOV. 9, 1793.

**T**HE despatches, of which the following are copies and extracts, were this day received by Philip Stevens, Esq. from the Right Hon. Vice-admiral Lord Hood, commander-in-chief of his Majesty's ships and vessels in the Mediterranean:—

SIR,

*Victory, Toulon Road, October 6, 1793.*

I have the honor to desire you will be pleased to offer to the Lords Commissioners of the Admiralty, my sincere congratulations on a very brilliant and complete victory obtained over the enemy the 1<sup>st</sup> inst. upon the heights of Pharon. The British and Piedmontese troops composed the column under Lord Mulgrave, and led the way; but his Lordship gives full credit to the spirit and exertion of the troops of every nation, and is loud in the praise of the Neapolitans, who greatly distinguished themselves. I transmit, for their Lordships' information, a duplicate of the order his Lordship gave out next morning, with an account of the killed and wounded. The action was short, but hot. The enemy had upon the heights from 1800 to 2000 men, the flower of the eastern army, not a fourth part of which, we are well informed, ever returned to head-quarters; for what did not fall by the bullet or bayonet, broke their necks in tumbling headlong over the precipices in their flight. In the night of the 30<sup>th</sup>, a very important post above Fort Pharon was surprised and taken; the repossessing of which being of so much consequence, an attempt was immediately resolved upon; and in order to enable Lord Mulgrave, General Gravina, and Governor Elphinstone, with the respective columns under their commands, to go out with the greater force, I undertook the care of Toulon and Fort la Malgue, and had a sufficient number of good men on shore within two hours after receiving notice of the sad disaster.

I am sorry to inform their Lordships of that gallant and able officer General Gravina being wounded in the leg; and although there is no doubt (as Dr. Harness assures me, who has the care of him) of his doing perfectly well, he will probably be confined some time, as the ball is lodged between the two bones.

His Majesty's ship *Colossus* returned to me on the 24<sup>th</sup> from Cagliari, and brought 350 good troops; and I expect 800 more from Conti in three or four days. The second division of Neapolitans, consisting of 2000 men, arrived last night, and the last 2000 were to leave Naples yesterday. His Sicilian Majesty has manifested the greatest readiness and zeal in fulfilling the treaty, and has confined his ships and troops solely to my disposal, which his Majesty has made known to me from under his own hand.

I have good reason to expect General O'Hara will be here in a very few days, with 12 or 1500 men from Gibraltar: he will be welcome to us.

I have the honor to be, Sir, &c.

*Philip Stevens, Esq.*

*Hood.*

*Extract of a Letter from Vice-admiral Lord Hood to Mr. Stephens, dated Victory, Toulon Road, October 6, 1793.*

SIR,

I beg you will be pleased to make known to the Lords Commissioners of the Admiralty, that, upon receiving a pressing request from General Paoli for assistance, and informing me at the same time that even the appearance of a few ships would very essentially serve him, provided it should not be judged expedient to make an attack by them on any of the forts, I therefore determined to send three ships of the line and two frigates to him; and as the season was too far advanced for a second rate to go on that coast, I established Captain Linzee as a commodore, appointed Captain Woodley his captain, and gave an order to Lord Amelius Beaulieu to command the *Nemesis*.

MY LORD,

*Alcide, in the Gulph of St. Florence, October 1, 1793.*

I have the honor to inform your Lordship, that being joined by the *Ardent* on the 21st ult. and it being deemed practicable to make an attack by sea upon the tower and redoubt of Kornili (a post at the distance of two miles opposite the town of Florence), I immediately gave the necessary orders for the squadron to act whenever the wind was sufficiently steady for that purpose. On the 24th the *Courageux* joined with provisions from Leghorn; and on the night of the 27th the launches of the squadron cut out a vessel, which has since been converted into a gun-boat. Having made several attempts (between the 21st and 30th ult.) to attack the above posts, which were always frustrated by the wind dying away as soon as I drew into the gulph; and experience having pointed out the improbability of the wind's blowing steady in a gulph of such depth, and surrounded by mountains of considerable height, it was deemed expedient to execute my intentions the following morning, by warping the *Ardent* during the night into a situation from whence she could not only annoy the redoubt, but cover the approach of the squadron. Captain Sutton placed his ship with as much judgment and precision as if the service had been executed during the day, and at half-past three A.M. opened a fire, which was kept up without intermission till near eight o'clock. By four o'clock the *Alcide* was in a situation to open her battery on the enemy's works, but being too close to the *Ardent*, and a flaw of wind filling the sails, endangered her shooting on the rocks before she could be anchored with security. The sails were instantly thrown aback, and boats were employed, towing, to extricate her from this difficulty. Captain Mathews, observing the *Alcide's* situation, very gallantly shot under her stern to cover her, and occupied the station I had intended to anchor in. As the situation of the *Courageux* prevented the *Alcide* from opening her fire, except at intervals, I ordered Captain Wolseley to carry out warps, to move us into a more eligible situation; which service was executed with great alacrity, and a spirited fire again opened on the enemy's posts.

Although a close and powerful cannonade had been kept up by the squadron till a quarter before eight, no visible impression was made; and Captain Sutton having reported the *Ardent* was much damaged, and that, in his opinion, there was no prospect of success; and Captain Woodley (who had been on board the *Courageux* to inquire into the state of that ship) having brought a similar report from Captain Mathews, who, as well as Captain Wolseley and himself, agreed in the above opinion, I judged it advisable to make the signal for discontinuing the attack.

The *Alcide* is not materially damaged in her masts or rigging, but the *Ardent* and *Courageux* have suffered considerably in both, from being exposed to the raking fire of the town of Florence, though every information



had assured me the distance from that place was too great for guns to have any effect.

Our failure is not only to be imputed to the false intelligence respecting the range of cannon from the town of Florence, but to the want of ardor on the part of the Corsicans, who had faithfully promised to storm the posts on the land side, though they never made the smallest movement to effect that service during the action. I enclose a list of the killed and wounded, and of the artillery opposed to the squadron; and am happy in testifying my warmest approbation of the gallant manner in which every officer and man employed on this occasion conducted himself. I am sorry to find Mr. Sheills, first lieutenant of the *Courageux*, is amongst the number killed, and have appointed Mr. Peter Hunt, a very deserving young man, to act as junior lieutenant of that ship till your Lordship's pleasure is known.

I have the honor to be, &c.

*Rob. Linzee.*

*A List of the Killed and Wounded on board the different Ships of the Squadron under my Command.*

*Ardent*.—Mr. John Martin, midshipman, 13 seamen, killed; 17 seamen wounded.

*Alcide*.—9 seamen wounded.

*Courageux*.—Mr. Ludlow Sheills, first lieutenant, 1 seaman, killed; Mr. William Henry Daniel, second lieutenant, 12 seamen, wounded.

*Alcide*, October 1, 1793.

*Rob. Linzee.*

*List of Artillery employed in the different Posts acting against the Squadron.*

In the redoubt of Fornili.—4 24-pounders, 2 mortars.

On the tower of Fornili.—2 8-pounders.

On a height near ditto.—1 four-pounder.

At the town of Florence (said to be out of range) 9 24-pounders, 4 mortars.

*Alcide*, October 1, 1793.

Lord Hood.

SIR,

*Victory, Toulon Road, October 13, 1793.*

I have the honor to desire you will acquaint the Lords Commissioners of the Admiralty, that a very successful sortie was made in the night of the 9th; and herewith transmit Captain Brereton's account of it to Lord Mulgrave. But the enemy has since erected another battery, about two hundred yards to the southward of the one destroyed, from which they have fired heavy cannon and shells all yesterday, and are now doing so, but as yet have done us very little mischief. I have the honour to be, &c.

*Philip Stephens, Esq.*

*Hood.*

ADMIRALTY-OFFICE, DECEMBER 9, 1793.

Letters were this day received from Commodore Ford, commander-in-chief of his Majesty's ships and vessels at Jamaica, to Mr. Stephens, of which the following are extracts, together with copies of papers therein referred to:—

*Europa, Mole of Cape St. Nicholas, September 26, 1793.*

In my letter of the 8th instant I informed their Lordships that I was proceeding to Jeremie with a detachment of troops, commanded by Lieutenant

colonel White Locke, of the 13th regiment, to take a post at that place in the name of his Britannic Majesty, agreeable to a capitulation signed by General Williamson and Mons. Charnilly; and I have the satisfaction to add, that the squadron arrived there on the evening of the 19th, and that the troops landed the subsequent morning, and were received by the inhabitants with every demonstration of joy and fidelity, and the British colours hoisted under a royal salute, with the usual ceremonies on such occasions. No time was lost in landing the artillery and stores, and, as the weather was suspicious, the anchorage bad, and a heavy sea setting in, I judged it best to quit the bay in the evening, there being no danger to be apprehended from the naval force of the enemy; and in order to give Colonel White Locke an opportunity to secure himself as soon as possible, I directed Captain Rowley, of his Majesty's ship *Penelope*, to take the *Iphigenia*, *Hermione*, and *Spitfire* schooner, under his command, and proceed to Bay des Flamands, near St. Louis, on the south side of the island, and endeavour, by way of a diversion, to take or destroy some merchant ships that were to remain there during the hurricane months, and I proceeded myself with the *Europa*, *Goelan* brig, and *Flying Fish* schooner, towards the Mole with Major Carles, a French officer belonging to the town of the Mole of Cape St. Nicholas, who had been captured and carried into Nassau by a Providence privateer, and afterwards sent by Lord Dunmore to Jamaica, where he arrived the day before the squadron sailed with letters to the governor and myself; upon examination of the major, it appeared that the garrison and inhabitants would surrender themselves to the arms of Great Britain, provided a certain number of troops could be sent to support them; and it was agreed that I should carry him up in the *Europa* to Jeremie, and, when the troops were landed, to send him in a flag of truce to the Mole to sound their dispositions, and then for him to return to Jamaica and fix on the plan; but as I found at Jeremie that a speedy attack on the Mole was meditated by the civil commissaries, I thought it would be most conducive to his Majesty's service to proceed there myself, in order to give all possible countenance to the mission; and in consequence I sent Major Carles, on the evening of the 21st, on board the *Flying Fish* schooner, to be landed in the night at a certain spot, and directed the *Goelan* to keep between the *Flying Fish* and *Europa* to give him support if necessary. Soon after daylight a signal, that an enemy was in sight, was discovered on board the *Flying Fish*, and upon the *Europa* opening the south point of the Mole, several armed vessels were seen in chase of her, but which returned to the town immediately, by which circumstance Lieutenant Prevost was enabled to join me, and from whom I was informed that the major, with three other French gentlemen, a midshipman, and boat's crew, had been taken in landing by an armed schooner, and carried to the town, from which I drew a conclusion not very favourable to purviews, and the day passed in silent apprehension for the major's safety; but about five P.M. a gun was fired from Presqu'île, and with joy I discovered a private signal which I had previously concerted with the French officer; on which I approached the battery as near as possible, under the necessary precautions, and about nine o'clock a boat came off with several officers belonging to Dillon's regiment, with professions of friendship and fidelity to the King of Great Britain; at the same time assuring me, that unless they received immediate support all would be lost; that the Blacks and Malattoes at Jean Rabel, amounting to 8 or 10,000, were expected every hour to attack them; that the inhabitants, from severe duty and extreme misery, were divided, and relaxed into despondency, and in contemplation to fly to America, and that their goods were embarked in the vessels in the port for that purpose; that the troops of the line (through the intrigues of the civil commissaries) manifested strong symptoms to a general mutiny;



and that they had sent fifty-five mutineers of Dillon's regiment to Charlestown the day before: from these circumstances I evidently saw that no time was to be lost, and I determined from that moment to try what could be done with the force of the squadron; to which end I sent the officers on shore to get the capitulation signed (it being exactly the same as that of Jeremie, with the addition of the last article respecting the officers and troops of the garrison), with which they returned soon after daylight in the morning; and having publicly accepted it on the quarter-deck, with *Vive le Roi de Angleterre*, and three cheers on each side, I proceeded to the anchorage without hesitation, hoisted the British flag on several batteries, and took possession of the town and its dependencies (the parish of Bombarde and Platform included) in the name of his Britannic Majesty, with the marines of the *Europa*, commanded by Captain Robinson, an officer of distinguished merit and abilities in his profession, and whom I have directed to act as brevet-major for the present, in order to give him superior rank to the late commandant, till General Williamson can make the necessary arrangements, holding 200 seamen in readiness to land, if necessary, at a moment's warning; and I have the satisfaction of informing their Lordships, that we are in full possession of the finest harbour in the West Indies, guarded by batteries incredibly strong. An account of the ordnance, ammunition, and military stores in the magazines, you will receive herewith.

I cannot conclude my letter without expressing my approbation of the firm and regular conduct of the officers, seamen, and marines of the squadron under my command, particularly Captains Gregory and Wolley, whose zeal and attention have been unusually conspicuous on this occasion. And I should be wanting in justice to the officers and troops of the garrison, if I did not state their merit in having so long resisted the dangerous principles of the civil commissaries, and maintained with firmness and energy those of a monarchical government, which no persuasion could shake, or intrigue confound.

I am, &c.

*John Ford.*

#### ARTICLE XIV.

*Being the last of the Capitulation referred to in the preceding Letter.*

The staff, the detachment of the corps of royal artillery, and the second battalion of Dillon, composing the garrison of Cape Nicholas Mole, accept the above conditions, request to continue upon their establishments, and to be taken into the pay of Great Britain; and if, at the general peace, the colony of St. Domingo shall remain in the possession of his Britannic Majesty, and that the above-mentioned French officers cannot by the laws of England continue in his service, they shall in such case be entitled to half-pay for life.

We the commanders and staff officers of Cape Nicholas Mole, commanders, officers, and soldiers of the second battalion of Dillon, officers and soldiers of the corps of royal artillery, inhabitants and proprietors of the town of the Mole, accept, as far as we are individually concerned, and for all other inhabitants of the same, the fourteen articles of the above capitulation, promising faithfully to adhere to every part of them.

Done at Cape Nicholas Mole, the 22d of September, 1793.

[Signed by the staff officers, the officers of the royal artillery, and those of Dillon, and several inhabitants of Cape Nicholas Mole, and accepted by Commodore Ford.]

*Return of Ordnance, Ammunition, and Artillery Stores in the Magazine, upon the Batteries, and in the different Posts established in the Mole Town and its Dependencies, September 25, 1793.*

*Nature of the Guns, Ammunition, &c. and Quantity.*

307 barrels of powder, containing each 200lbs. 322 barrels and boxes of ditto, containing each 100lbs. 143,600 lbs. ; 101 barrels of fine ditto, containing each 24lbs. 2,424lbs. ; iron cannon, 24-pounders, 107 ; 21 ditto, 4 ; 12 ditto, 10 ; 9 ditto, 4 ; 8 ditto, 2 : brass cannon, 4-pounders, 6 ; 2 ditto, 3 : garrison carriages, 24-pounders, 43 : sea service carriages, 24-pounders, 96 ; 12 ditto, 5 ; 8 ditto, 4 : travelling carriages, 4-pounders, 6 ; 2 ditto, 3 : iron mortars, 12-inch, 23 : iron beds for 12-inch mortars, 23 : shells for 12-inch mortars, 1,434 : round shot, 24-pounders, 6,832 ; 18 ditto, 372 ; 12 ditto, 733 ; 8 ditto, 386 ; 4 ditto, 886 ; 2 ditto, 1,100 : Grape-shot, 24-pounders, 703 ; 12 ditto, 203 ; 8 ditto, 412 ; 4 ditto, 200 : cartridges for infantry, 40,000 : sheet lead, in 11 rolls, weighing 5,000lbs. : pig lead, 32 pigs, each weighing 60 lbs. 5,420 : cartridges, langrage, for 12-pounders, 60 ; 4 ditto, 200 ; 2 ditto, 1,200 : muskets, new, 50 ; repairable, 500 : slow matches, 200lbs. : wad-hooks, 600 : ladles, 4-pounders, 100 ; 2 ditto, 150 : tompions, 1,000 : port fires, 125.

Given at Mole the 25th of September, 1793.

*Dumas*, Principal Storekeeper.

Certified as a true return,

*Deneux*, Commanding the Artillery.

September 29, 1793.

*Europa, Mole of Cape St. Nicholas, October 27, 1793.*

In addition to my letter of the 26th ult. you will be pleased to inform their Lordships, that the Flying Fish schooner, which I sent to Colonel Whitelocke at Jeremie with a requisition for a small force for the present, returned on the 28th ult. with the grenadier company of the 13th regiment ; and his Majesty's ships Penelope and Iphigenia arrived on the 11th and 12th instant from Jamaica, with five companies of the 49th regiment, commanded by Lieutenant-colonel Dansey, whom Governor Williamson has appointed commandant of this district. On the arrival of these ships, I was informed of the success of the frigates which I had ordered to make a diversion at Flamand's-bay, near St. Louis, and have enclosed an account of the captures they made, though their merchant ships, to a considerable amount, had escaped to Aux Cayes, upon their receiving intelligence of the British troops being landed at Jeremie.

You will also acquaint their Lordships that I seized, upon my arrival here, a large schooner in the service of the republic, commanded by Monsieur Anquetin, formerly a lieutenant of the Jupiter ; and as she is a very fine vessel, mounting ten six and four-pounders, I have taken her into his Majesty's service.

The schooner was at that time called the National Convention, but formerly the Marie Antoinette, which last name I have thought proper to continue, and have given the command of her to Lieutenant Perkins, an officer of zeal, vigilance, and activity.

I have also to acquaint their Lordships, that we have hitherto remained in security ; but the civil commissaries, upon their receiving accounts that the Mole was in our possession, had prepared an expedition to attack it,



and had actually proceeded as far as Port au Paix, with the Hyæna, and several other armed transports and small craft, with all the troops that could be collected, amounting to 5,000 or upwards; but the frigates arriving very opportunely from Jamaica, I was enabled to block them up in that port, where they still remain; and as Mr. Santhorax has in consequence gone by land to Port au Prince, I am in great hopes that by this means the expedition will be entirely frustrated. I am, &c.

*John Ford.*

*An Account of Reprizals made by his Majesty's Ships at L'Islet on the 23d, and at Flamande Bay the 29th of September, 1793.*

#### AT L'ISLET.

Ship Ceres, 300 tons, laden with sugar, coffee, cotton, and cocoa.

A Spanish brig, 180 tons, laden with Malaga wines, Spanish brandy, and raisins.

A sloop, 80 tons, laden with fustick.

A schooner, 80 tons, laden with sugar, coffee, and cotton.

#### FLAMANDE BAY.

Ship L'Eole, 800 tons, laden with sugar, cotton, indigo, cash about 3,000*l.* currency.—Only half laden.

Ship Patriot, 350 tons, laden with sugar, coffee, cotton, and indigo.

Brig Le Julian, 220 tons, nearly the same cargo.

Sloop Mary, laden with sugar, cotton, and molasses.—Under American colours.

Schooner Juan Briton, 80 tons, laden with cotton, &c.

Schooner Egalité, 50 tons, in ballast.

Armed schooner Dauphin, 40 tons, ditto.

#### ADMIRALTY-OFFICE, DECEMBER 10, 1793.

Captain Pasley, of H. M. S. Bellerophon, in his letter to Mr. Stephens, dated the 28th of November, mentions, that the ships under his command had, on the preceding day, captured near Ushant, the national corvette La Blonde, mounting 28 guns, manned with 210 men, and commanded by Citizen Guiera. And Sir Edward Pellew, captain of H. M. S. La Nymphe, in his letter of the 3d instant, gives an account of his having, in company with the Circe, taken on the 30th ult. between Brést and Ushant, the national sloop of war L'Espiegle, pierced for 16 guns, manned with 100 men, and commanded by Mons. Pierre Biller, *enseign de vaisseau*.

#### WHITEHALL, DECEMBER 25, 1793.

The following despatch was yesterday received from Admiral Lord Hood, by the Right Hon. Henry Dundas, his Majesty's principal secretary of state for the home department, dated Toulon, November 30, 1793:—

SIR,

*Victory, Toulon Road, Nov. 30, 1793.*

The enemy having erected and opened a battery against the post of Malbousquet, and from which shells would reach the town and arsenal, Governor O'Hara signified to me yesterday his intention to attempt to destroy it, and bring off the guns; and requested some seamen to be sent to a post he proposed to withdraw the British soldiers from. The governor promised not to go out himself, but unfortunately did not keep his word. A most clear, distinct, and regular plan was settled, and the commanding officer of the troops of each nation had a copy of it. The troops moved

at four o'clock this morning, and surprised the redoubt most completely: never was a service performed with more regularity and exactness; but the ardor and impetuosity of the troops (instead of forming on the height where the battery was raised, as they were particularly ordered to do) led them to rush after the enemy, near a mile on the other side, in a very scattered and irregular manner. The consequence of which was, the enemy collected in very great force; and, in the retreat of our troops, they suffered extremely. I herewith transmit an account of the loss of the British in killed, wounded, and missing; but Major-general Dundas will give you more particulars. The governor most unfortunately was wounded and taken prisoner. A surgeon was sent to him immediately (by permission of General Du Gommier, commander-in-chief of the eastern army at the siege of Toulon), who reports that the governor's wound is a flesh one only in the arm; but being faint by the loss of blood, he was obliged to sit down under a wall, and there made prisoner of.

I have the honor to be &c.

Right Hon. Henry Dundas, &c. &c. &c.

*Hood.*

LONDON GAZETTE EXTRAORDINARY, OF JAN. 17TH, 1794.

WHITEHALL, JANUARY 15, 1794.

Captain Hill, aide-de-camp to Major-general Dundas, arrived on the 13th instant at the office of the Right Hon. Henry Dundas, his Majesty's principal secretary of state for the home department, with despatches from Vice-admiral Lord Hood, of which the following is an extract:—

SIR,

*Victory, Toulon Road, December 13, 1793.*

Nothing very material has happened here since the 30th of last month, when I had the honor of writing to you, except that the enemy has made approaches nearer to us by some new-erected batteries; one against Malsbousquet, another against Le Brun, and a third against the Hauteur de Grasse. The shells from two of them did us some mischief on the 9th and 10th, since which they have been perfectly silent.

The enemy is reported to be 50,000, but I cannot credit their being much beyond half that number. By various deserters that have come in, which in this respect perfectly agree, we are soon to be attacked on all sides at once. From the numerous and important posts we have to occupy, the troops are at very hard duty, and without relief some way or other, we shall soon have more men in the hospital than are fit for service.

I have the honor to be, &c.

Right Hon. Henry Dundas, &c. &c. &c.

*Hood.*

[To be continued.]



## NAVAL HISTORY OF THE PRESENT YEAR 1817.

(March—April.)

## RETROSPECTIVE AND MISCELLANEOUS.

IN our review of the present state of politics in America, we are surprised to see how a little brief prosperity in its naval warfare can elevate the notions of a certain set of men there, respecting it beyond its due rank in the class of nations. Previous to her late contest with us, into which she was urged as the tool of Buonaparte, she carried on her commerce with the world quietly and unassuming. She had not forgotten the prudent lessons of the great and good Washington. Now we see her restless, and dissatisfied, brooding over fancied grievances, talking of war and peace in the same breath, professing her inclination to the latter, but urging the probability of a reversed state of things.

"Experiencing the fortune of other nations, the United States may be again involved in war." Now if there be no more meant than meets the ear—there is surely nothing very sagacious in this remark, that the United States like other nations may be involved in war—every one might know untold—why then chuse a time of peace unnecessarily to tell it? Because "many of our citizens are engaged in commerce and navigation, and all of these are, in a certain degree dependent on that prosperous state. Many are engaged in the fisheries. These interests are exposed to invasion in the wars between other powers, and we should disregard the faithful admonition of experience, if we did not expect it. *We must support our rights.*"—And who is there attacking them?

But he adds that it will be his "sincere desire to preserve peace, so far as depends on the executive, on just principles with all nations, claiming nothing unreasonable of any, and rendering to each what is its due."

The following article will, however, show, that the claims of the United States, like those of other nations, are not always incontestible on the subject of the negotiations between Spain and the United States.

The *National Intelligencer*, the demy-official paper of America, states that the Spanish Minister awaits the further instructions of his Government. The United States have offered to cede that part of Louisiana which lies between the Rio del Norte and the Colorado, in exchange for all the Spanish possessions west of the Mississippi: to this proposition Don Onis replies, that not only the territory between the Norte and the Colorado, but from Colorado to Cape North, already belongs to Spain, and is in her uninterrupted possession, making a part of the province of Texas: but adds, if the Government of the United States will propose the Mississippi for a frontier, ceding the whole territory west of it, in exchange for the Floridas, he will consider it an equivalent, though he has not at present any authority to agree to a cession of the Floridas.—The Government of the United States upon this propose to drop the subject of cession of territory, and to negotiate upon our demand for compensation for spoliation, and the suppression of the deposit at New Orleans, but Don

Onis declines entering upon this subject unless the boundaries of Louisiana are at the same time taken up.

We have heard of late, much of the predilection of British seamen for the American service—to this service the following instance will show the degree of attachment in American seamen.

Earl Bathurst having repeatedly written to Mr. Thomas Arpinwall, the American Consul, directing him to provide a ship for the conveyance of the American seamen, by whom our streets are infested, to their own country, that gentleman has accordingly prepared a ship for the reception of those men, in the river; but no less than thirty-seven of them, who had signed the usual agreements for the voyage, deserted from their quarters during the last week, preferring rather a precarious dependence on British charity to a free passage to America. Mr. Arpinwall has applied by letter to Mr. Markland, of the Shadwell police-office, requesting him to lend the co-operation of his officers towards enforcing the orders of Earl Bathurst on this subject.

The New York papers contain some interesting articles on the state of the charitable establishments in that city, from which it appears that there were, at the latest period of making the estimates, 905 foreigners—adults, dependent for subsistence upon the institution. Of these 905 foreigners, we know, from the best authority, that almost the entire were Irish, and emigrants too, of late arrival in the country; and there is to be added to this list of want and poverty a large number of children, as represented in the enumeration, who, having been born of Irish parents in New York, share the miserable destiny of those who gave them being. If we had not before our eyes the numerous embarkations that take place in the different ports of this country of adventurers for America, we could not believe that, in one city alone, the destitute British, *provided for* by charity amounted to 905 in number, exclusive of children, who, perhaps, come up to half that amount! All this—we would impress it on such of our countrymen as have yet escaped the delusion—is in one city; and when the extent of America is contemplated, what may we not suppose of the total amount of foreign misery and poverty throughout that country?

Strong rumours prevail that an expedition of some magnitude is in contemplation, to consist of seventy-four and frigates, with marines and picked troops on board. Respecting its object report differs. According to some, Ministers have been induced to listen to the proposition from King Ferdinand that our Government should become the mediator between him and the Independent Provinces of South America. In return for this service Spain, it is said, proposes so concede to this country, as a favour, the enjoyment of a limited commerce with certain ports on the coast of South America. Admiral Sir George Cockburn is named for the command. On the other hand, it is asserted that the expedition is destined for an opposite direction. In one word, it is getting ready to sail for China, should the rumours be officially confirmed that the Majesty of Great Britain has been insulted, in the person of the Ambassador sent in the name of the Prince Regent, to offer an interchange of respectful



civilities to the Emperor. The Expedition, it is said, has for its object to demand a suitable apology for repeated insults offered to the British Nation, and to insist on the occupation of certain strong places on the Canton River, by British troops, as a pledge of the sincerity of any apology that may be offered.

We think the following cause of difference insufficient to warrant such hostility.

#### CHINA IMPERIAL DECREE.

*Dated the 15th day of the 7th Moon of the 21st Year (September 6th, 1816) of Kia King, addressed to the Viceroy Kiang, and the Fuyuen Jung of Canton, and received the 5th of the 6th Moon (September 25th).*

"The English ambassadors, upon their arrival this time at Tien-sing, have not observed the laws of politeness, in return for the invitation\* of the Emperor. Reaching Tung-chow (four leagues from court) they gave assurances of readiness to perform the prostrations and genuflections required by the laws of good manners (of the country). Arrived at the Imperial country-house (half a league from court), and when we were upon the point of repairing to the hall, to receive the embassy, the first, as well as the second ambassador, under pretence of ill-health, would not appear. We, in consequence passed a decree, that they should be ordered to depart. Reflecting, however, that although the said ambassadors were blamable in not adhering to the law of politeness to their sovereign, who from an immense distance, and over various seas, had sent to offer us presents, and to present with respect, his letters, indicating a wish to shew us due consideration and obedience, had not deserved contempt; such being also against our maxim, of encouragement to inferiors: in consequence, from among the presents of the said King, we chose the most trifling and insignificant, which are, four charts, two portraits, 95 engravings; and, in order to gratify him, have accepted them. We, in return, give as a reward to the said King, a Yu-Yu,† a string of rare stones, two large purses and four small ones; and we ordered the ambassadors to receive these gifts, and to return to their country (we having so enacted) in observance of the maxim (of Confucius) 'Give much, receive little.'

"When the ambassadors received the said gifts, they became exceedingly glad, and evinced their repentance. They have already quitted Tung-chow. Upon their arrival at Canton, you, Kaing and Jung, will invite them to dinner, in compliance with good manners, and will say to them as follows:—

'Your good fortune has been small; you arrived at the gates of the

\* Previous to coming to table, the guest made a profound inclination, or actual prostration, according to the rank of the host.

† Insignia of honour, (a long carved stone) presented on days of fete, to high mandarins and foreign ambassadors.

imperial house, and were unable to lift your eyes to the face of Heaven (the Emperor). The great Emperor reflected that your King sighed after happiness (China!!!), and acted with sincerity, he therefore accepted some presents, and gifted your King with various precious articles. You must return thanks to the Emperor for his benefits, and return with speed to your country, that your King may feel a respectful gratitude for these acts of kindness. Take care to embark the rest of the presents with safety, that they may not be lost or destroyed.'

"After this lecture, should the ambassadors supplicate you to receive the remainder of the presents, answer—'In one word, a decree has passed; we dare not, therefore, present troublesome petitions;' and with this decision you will rid yourselves of the embassy.—Respect this."

The Russian frigate is still at Woolwich, moored within a stone's throw of the Dock-yard stairs, and continues to be a centre of attraction for gay and fashionable parties, who are almost every day going on board, in consequence of invitations from the officers, who are in the constant habit of associating with our officers of artillery and marines. There is every reason to think that the Emperor Alexander sent this ship to England for the purpose of giving us a specimen of his improved progress in the art of war and of civilization; for there never was so complete a ship's company as those belonging to it. When the Emperor was in this country, he had a conversation with the Prince Regent on the subject of naval and military tactics; in the course of which he asked his Royal Highness if he should not consider it an improvement in the British navy, to make the men on board ships of war learn the military exercise, to supply them with muskets, and make use of them as soldiers as well as sailors. The Prince Regent is said to have given it as his opinion that the plan was impracticable; the two characters of soldier and sailor being altogether incompatible in the same person. The Russian monarch then replied, that he would send one of his ships to England, in which his Royal Highness might see such a plan had been successfully carried into effect; and he has kept his word. When the Prince Regent visited the frigate some time ago, the crew went through the military exercise in the most complete style; they then laid aside their muskets, and acted the part of sailors with equal dexterity, some having worked at the guns, and the others having gone aloft, manned the yards, unfurled the sails, &c.

A safe anchorage has been at length found between Bayonne and Cape Breton: this is the most important for the navigation of the dangerous coast of the Landes, where, for 20 leagues, there was no shelter for vessels. Engineers are employed on the necessary works, to insure to mariners the advantages of the discovery.

A new regulation has taken place in the pay of the crews of Revenue Cruisers—men who are not prime seamen will have 1*l.* 1*s.* per month, the others 2*l.* as formerly.



## A METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From March the 24th, to April the 24th, 1817.

| 1817.   | Winds.             | BAROMETER. |       |        | THERMOMETER. |      |      | Evap.<br>in In.<br>&c. | Rain<br>in In.<br>&c. |
|---------|--------------------|------------|-------|--------|--------------|------|------|------------------------|-----------------------|
|         |                    | Max.       | Min.  | Med.   | Max.         | Min. | Med. |                        |                       |
|         |                    | In.        | In.   | In.    | °            | °    | °    |                        |                       |
| Mar. 25 | W. to N.W.         | 30.12      | 29.97 | 30.045 | 62           | 38   | 50   | —                      |                       |
| 26      | S.W. to W. b. N.   | 30.11      | 30.04 | 30.065 | 55           | 36   | 45.5 | —                      | .07                   |
| 27      | N. to W.S.W.       | 30.28      | 30.21 | 30.245 | 50           | 38   | 44   | .25                    |                       |
| 28      | S.b.W. to W.S.W.   | 30.12      | 30.04 | 30.080 | 56           | 42   | 49   | —                      | .03                   |
| 29      | W.S.W. to W.       | 30.19      | 30.02 | 30.060 | 53           | 44   | 48.5 | —                      | .02                   |
| 30      | W. to W. b. S.     | 30.29      | 30.25 | 30.270 | 58           | 41   | 49.5 | —                      | .02                   |
| 31      | N. to W.           | 30.74      | 30.47 | 30.605 | 57           | 38   | 47.5 | .40                    |                       |
| Apr. 1  | S.E. to E.         | 30.74      | 30.62 | 30.680 | 54           | 40   | 47   | —                      |                       |
| 2       | E. b. N. to S.E.   | 30.55      | 30.48 | 30.515 | 60           | 40   | 50   | —                      |                       |
| 3       | N.E. b. E. to S.E. | 30.51      | 30.49 | 30.500 | 61           | 39   | 50   | —                      |                       |
| 4       | N.E. to E.         | 30.51      | 30.30 | 30.505 | 63           | 37   | 50   | .65                    |                       |
| 5       | N. b. E. to S.S.E. | 30.51      | 30.50 | 30.505 | 58           | 36   | 47   | —                      |                       |
| 6       | N. to E.           | 30.59      | 30.52 | 30.555 | 58           | 37   | 47.5 | —                      |                       |
| 7       | E.N.E. to E.       | 30.59      | 30.54 | 30.565 | 56           | 33   | 44.5 | —                      |                       |
| 8       | N. to S.           | 30.40      | 30.12 | 30.265 | 55           | 30   | 45.5 | .60                    |                       |
| 9       | N.                 | 30.42      | 30.10 | 30.160 | 57           | 32   | 44.5 | —                      |                       |
| 10      | N.                 | 30.35      | 30.20 | 30.275 | 46           | 27   | 36.5 | —                      |                       |
| 11      | N. to S.           | 30.46      | 30.43 | 30.445 | 52           | 32   | 42   | —                      |                       |
| 12      | N.W. to N. b. W.   | 30.31      | 30.22 | 30.265 | 56           | 40   | 48   | .50                    |                       |
| 13      | N.                 | 30.31      | 30.24 | 30.275 | 61           | 40   | 50.5 | —                      |                       |
| 14      | N.                 | 30.26      | 30.24 | 30.250 | 61           | 45   | 53   | —                      |                       |
| 15      | N.W.               | 30.19      | 30.14 | 30.165 | 66           | 45   | 55.5 | —                      |                       |
| 16      | N. to N.W.         | 30.25      | 29.98 | 30.105 | 56           | 31   | 43.5 | .35                    |                       |
| 17      | N.                 | 30.45      | 30.38 | 30.415 | 50           | 30   | 40   | —                      |                       |
| 18      | N. to W.           | 30.60      | 30.55 | 30.575 | 57           | 32   | 44.5 | —                      |                       |
| 19      | N.N.W.             | 30.64      | 30.59 | 30.615 | 60           | 41   | 50.5 | —                      |                       |
| 20      | N. to N.E.         | 30.60      | 30.60 | 30.600 | 63           | 39   | 51   | .55                    |                       |
| 21      | N.E. to S.         | 30.57      | 30.51 | 30.540 | 57           | 39   | 48   | —                      |                       |
| 22      | E. to S.           | 30.50      | 30.44 | 30.470 | 53           | 37   | 45   | —                      |                       |
| 23      | N.N.E. to E.       | 30.39      | 30.36 | 30.375 | 56           | 33   | 44.5 | —                      |                       |
| 24      | N.E.               | 30.42      | 30.40 | 30.410 | 59           | 37   | 48   | .50                    |                       |
|         |                    | 30.74      | 29.97 | 30.368 | 66           | 27   | 47.5 | 3.60                   | .14                   |

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

## Results.

Inches.

BAROMETER { Maximum.. 30.74 March 31st, Wind W.  
Minimum.. 29.97 — 25th, Ditto W.

Mean barometrical pressure 30.368

Greatest variation in 24 hours .49

THERMOMETER { Maximum.. 66° April 15th, Ditto N.W.  
Minimum.. 27 — 11th, Ditto N.

Mean thermometrical heat... 47.3

Greatest variation in 24 hours 28

Evaporation during the period 3.80

Rain, ditto .14

Winds variable; for the first part of the period, Westerly, and for the latter part, Northerly, interrupted a few days by Easterly and Southerly currents.

The mean temperature of this period exceeds that given in our last, by 3°. The barometrical pressure is also considerably above the mean level, from the uniform fair weather, and dryness of the atmosphere.

## REMARKS ON THE WEATHER.

MARCH 25. The sky overcast, and drizzling rain, early: at 10 A.M., *cumulostratus*; and at noon sunshine, with plumous *cirrus*: at 6 P.M. very large *cumulus* clouds of various colours, and much appearance for thunder; the clouds in the western horizon at the same time were red, and it was, probably, from their electric state, which gave the sun the appearance of sinking into a fiery liquid—the clouds thus charged rose slowly from the N.W., and hovered over us till 9 o'clock, when, by a change of wind from S.W., the sky suddenly became clear till midnight.

26. A close vapourous air: at 5 P.M. rain, with a strong breeze from the west: at 11, a clear sky.

27. A grey sky, with some distant attenuated *cirrostratus*, and a stiff breeze from the north: at sun-set *cirrus* appeared from the north, and was followed by a low thin mist: at 8 P.M. a lunar halo, which was  $47^{\circ} 46' 52''$  in diameter, and  $1^{\circ} 40'$  broad, and a corona within it: the planet Venus was also apparently surrounded by a deep yellow corona of about half a degree in diameter.

28. A.N. drizzling rain: at 4 P.M. the *cirrostratus* cloud blew off, and *cirrocumulus* appeared in close uniform flocks: the evening as the preceding; but the colours of the halo and coronas were brighter.

29. A humid atmosphere, and at 10 A.M. a light shower of rain, when the wind freshened: at 6 P.M. *cirrocumuli*: the night alternately fine and cloudy, with a succession of small halos and coronas.

30. Clear above, and *cumuli* in various parts of the horizon, with a gentle breeze from the west: at 5 P.M. *cirrostratus* in flocks, and at 6, a short shower: the night as the preceding.

31. A grey cloudless sky, and a stiff breeze from N.W.: at 8 A.M. flying patches of *cirrostratus*: P.M. *cirrus* from the north; and the night as the preceding.

APRIL 1. A fine clear day and night: and the mercury in the Barometer very high.

2. A little dew this morning, and a light breeze: the day and night as the preceding: Venus very large and refulgent appearing among the Pleiades.

3, 4, & 5. Fair and clear—delicate streaks of *cirrus* sometimes appearing in an azure sky, with light airs: and a little dew in the mornings.

6. A light breeze, with a streak of *cirrus* from the north: at 10 A.M. *cirrocumulus*: at noon *cumulus*, capped with *cirrostratus*: P.M. overcast and a strong breeze.

7. *Cumulostratus*, and a strong breeze till 3 P.M. then a clear sky: the sun set fiery red.

8. Clear in the zenith, and a *stratus* on the harbour and at Spithead: there was much dew this morning: at 10 A.M. *cumulus* in the north and south; and at 2 P.M. a clear sky, which continued the remainder of the day and night.

9. A light shower early, then *cumuli*, with sunshine, and a brisk wind from the north: at 4 P.M. *cumulostratus*, with a rocky appearance; and at 10, a clear sky.

10. Large flying patches of *cirrostratus*, and a strong northerly breeze, which increased to a moderate gale early this morning, and depressed the mercury in the Thermometer to freezing point: at 3 P.M. the wind decreased, and the obscuration cleared away suddenly at sunset, when the air became frosty.

11. Hoar frost, with ice three quarters of an inch in depth: a fine day, with large *cumuli*, which evaporated at sunset: the night as the preceding.



12. *Cumulostratus*, with an appearance for thunder, till sunset, when the dense strata of cloud moved off to the south; and it turned out a fine star-light night.

13. Low *cirrostratus* and some *cirrus*, with a brisk wind from the north: the day much the same as the preceding; the night cloudy and fine.

14. As yesterday and night, with the addition of *nimbi*, and a few drops of rain at intervals in the afternoon.

15. Overcast and serene till 10 A.M., then fine: at 2 P.M. linear *cirri* from the north, which in a few hours time passed to *cirrostratus*: these modifications, after sun-set, were of various colours.

16. Fine with *cirrostratus* below *cirrus*, and opposite currents of wind; the lower current from the north was followed by a gale, which was indicated last evening by the coloured clouds, and a sinking Barometer: at 5 P.M. the gale died away, and *cirrostrati* passed over to the south-west.

17. A clear sky, and a keen wind from the north: at 9 A.M. *cirrostratus*, which by noon had filled the sky: at 4 P.M. *cumulostratus*, the dense part of which was formed into dark broad bands stretching to the north and south horizon, with the lighter modification above.

18. Morning as that of yesterday: P.M. fine and clear: the crescent of the new moon was very conspicuous after sun-set, when the sky became clear.

19. A little dew this morning, and a transparent atmosphere all day: the night also fine: the difference in thermometrical heat from 4 A.M. till 4 P.M. was  $28^{\circ}$ ! between 8 and 9 o'clock, four meteors, apparently of the size of Venus, fell very low, and disappeared in a W.S.W. direction:—These meteors are formed generally in the upper atmosphere, no doubt from its highly electric state; thence they proceed with astonishing velocity, sometimes in a horizontal, but generally in an inclined direction westward through the ambient air: if small and white, they do not in their descent approach the earth within several degrees, and appear like falling or shooting stars. There is a formidable meteor that we have seen, which is of considerable magnitude, and, from its combustible matter, may be regarded as a fire-ball: if, on its disappearing, it explode with any degree of detonation, it has undergone a close condensation, and, therefore, is capable of doing much damage when it comes in contact with bodies on the earth.

20. Fine, with *cirrostratus* and a strong breeze from the N.E.: overcast with *cumulostratus* from 1 till 5 P.M., when undulated *cirrus* appeared from the N.E.; the Barometer perfectly quiescent to-day.

21. Morning as that of yesterday: at 1 P.M. a little plumous *cirrus* in an azure sky: the remainder of the day and night clear.

22. Overcast till 10 A.M. when some patches of *cirrostratus* sprung up with a brisk wind from the east: P.M. a clear sky, and a sinking Barometer.

23. A perfect azure sky till 9 A.M., afterwards *cumulostrati*, and a strong breeze from the N.E.: at 4 P.M. a few drops of rain from the edge of a large lofty *nimbus*: fine and clear, with a keen air after sun-set.

24. Morning as that of yesterday: a fine day with a succession of large *cumuli*, capped with *cirrostrati*: at 8 P.M. a short squall, followed by a large black cloud from the N.E.: the night cloudy and fine. It is remarkable that no rain has yet been afforded to the rain-gage this month, especially as April is so noted for irrigation, or frequent and refreshing showers.

*Errata*.—In the Number for March, page 262, for *Dolland*, read *Dolland*: and in the following line, for *fiery*, read *fiery*.

§ In the definitions of the different modifications of clouds, see our Number for February, page 174.

## Promotions and Appointments.

Captain John Bowker to the *Sir Francis Drake*, the flag-ship of Vice-admiral Pickmore, commander-in-chief at Newfoundland.

Captain Hon. Robert Spencer to the *Severn*.

Commissioner the Hon. Courtney Boyle, of Sheerness Yard, is appointed, by an order in council, to superintend the bringing up of the arrears of the transport accounts, left unaudited by the late Transport Board.

Captain C. Deacon, late of the *Niobe*, is promoted to the rank of post captain.

Captain Norwich Daff, to the *Beaver*; Thomas Smith, to the *Cherokee*; T. R. Toker, to the *Tamar*.

## Lieutenants, &amp;c. appointed.

Lieutenant J. J. Hough, R.N. to the command of the Active revenue cutter, of 14 guns, at Falmouth.

Lieutenant Richard Cheeseman is appointed to succeed Captain Patton, as resident agent for transports at Portsmouth.

Lieutenant Cole, late agent at Gibraltar, is appointed to succeed Lieutenant Cheeseman, as agent for transports at Plymouth.

Lieutenant Richard Peace, to the *Larne*; T. G. Wills, to the *Severn*; Henry Sheridan, to the *Spencer*; W. J. Purchas, to the *Alert*.

*Surgeons*.—Robert Paisley, to the *Sheepwater*; A. N. Murray, to the *Protector*; Robert Wylie, to the *Mutine*.

*Pursers*.—John Richards, to the *Severn*.

*Masters*.—Samuel Douglas, to the *Cherokee*; Wm. Millar, to the *Pelican*.

## DEATHS.

On the 27th February, Mr. Strong, carpenter of the *Queen Charlotte*.

On 15th March, at Dublin, Rear-admiral Sir Digby Dent.

On the 31st March, in Cumberland Place, the Right Hon. Lady Frances Douglas, daughter of the late Earl of Harewood, and wife of the Hon. John Douglas, one of the late commissioners of the Transport Board.

On the 2d of April, at his house in Grosvenor Place, after a long and painful illness, Charles Fox Townshend, Esq. eldest son of Lord John Townshend, and nephew of Captain Lord James Townshend, R.N. and the Hon. Courtney Boyle, R.N.

On the 10th of April, at Bath, Mrs. Sarah Young, daughter of the late Admiral Young, aged 67 years.

On the 10th April, at her seat at Gillingham, near Portsmouth, aged 67 years, Lady Curtis, relict of Admiral Sir Roger Curtis, Bart. and mother of Captain Sir Lucius Curtis, Bart.: her Ladyship only survived her late husband five months.

On the 13th April, at Linstead, in Kent, Lieutenant Wm. Robinson, R.N. aged 82: he had held a commission more than half a century, and was long and actively employed under the late Lord Rodney, and received several wounds on the 12th April, 1782, when in action with the French fleet off St. Lucia, under Count De Grasse. Date of commission, 21st May, 1782.

On 15th April, at Portsmouth, Lieutenant Salter, R.N. aged 30 years, deeply regretted by several officers of eminence with whom he had served.

Lately, Lieutenant George Thomas, son of Colonel Thomas, barrack-master, of Portsea. Date of commission, May 8th, 1799.



BIOGRAPHICAL MEMOIR  
OF THE LATE  
THOMAS LENOX FREDERICK,  
REAR-ADMIRAL OF THE RED.

---

His eye was meek and gentle—and a smile  
Play'd on his lips—and in his speech was heard  
Paternal sweetness, dignity, and love.  
The occupation dearest to his heart  
Was to encourage goodness. He would stroke  
The head of modest and ingenuous worth  
That blush'd at its own praise, and press the youth  
Close to his side that pleas'd him.

(Concluded from page 278.)

THE commander-in-chief next proceeded to the reduction of Calvi, in the island of Corsica, whilst the *Illustrious* remained with Admiral Hotham, to watch the motions of the enemy.

In March, 1795 (the command having devolved on Admiral Hotham), the French fleet, consisting of 15 sail of the line, and 3 frigates, were discovered off the island of Marguerite. The Admiral, who lay with his fleet in Leghorn road, hastened to sea with all despatch, and coming up with them, his van ships engaged them in the most courageous manner, both on the 13th and 14th; and the *Illustrious*, who led the centre squadron, bore a most conspicuous and heroic part: the result was, the capture of *Le Ca-Ira*, of 80 guns, and 1300 men, with *Le Censeur*, of 74 guns, and 1000 men on board.\* In this action, the loss on board the *Illustrious* was 20 killed, including Mr. Moore, midshipman, and 70 wounded, being nearly as great a number as any two ships in the fleet, together with the loss of her main and mizen-masts, &c. So gallantly did Captain Frederick conduct his ship on this day, that it was to the admiration of the Admiral and the whole

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\* The French fleet had troops on board for the recapture of Corsica.—Captain (now Rear-admiral) C. D. Pater was appointed to the *Ca-Ira*, and Captain John Gore (now a rear-admiral and K.C.B.) to command the *Censeur*.

fleet: nor can any panegyric to his memory do ample justice to his merits as a most distinguished officer on this occasion. The *Sans Culotte* was so severely handled by him and others, that it was a principal cause of her quitting her own fleet, and with difficulty reached Genoa, during a heavy gale that succeeded the action.

The *Illustrious* being a complete wreck, drifted considerably to leeward of the British fleet, which necessitated the Admiral to direct the *Meleager* frigate to take her in tow.

Upon the merits of Captain Frederick in this action, we make an extract from the *London Chronicle*, from Thursday, April 16, to Saturday the 18th, 1795:—"A letter from an officer of the *Illustrious* man of war, dated at sea, the day after the late action in the Mediterranean, gives the following brief account of the distinguished part which that ship took in the affair: 'The *Illustrious* yesterday distinguished herself by fighting two French men of war, one of 80 guns, the other of 74, for three hours and a quarter, having at intervals three more upon us; but we thrashed the two soundly. They have dismasted us, killed 21, and wounded 70 badly. All the fleet are singing our praises; we are now towed by a frigate, working like furies to get up jury masts. Frederick is a great hero, and allows that he was supported with spirit.' "!!!

In the House of Lords, Tuesday, April 14th, Earl Spencer moved a vote of thanks to Admiral Hotham, for his brilliant services in the late victory over the French in the Mediterranean; and contended, that the *London Gazette* gave every information that could be given relative to the late action in the Mediterranean; that the action was highly honorable to the commanders, and the victory obtained of great importance to this country, as it had completely defeated the prospect of the French fleet in leaving Toulon; that the taking of two of their line-of-battle ships ought to be considered as no inconsiderable advantage; and that the praise of every friend to his country was due to the gallant officers who shared in that victory; he therefore moved, "That the thanks of this House be given to Vice-admiral Hotham, for his brilliant services in the late splendid victory obtained over the French fleet in the Mediterranean." After some pertinent remarks made by the Earl of Lauderdale (who said he condemned



the practice of giving votes of thanks from the Houses of Parliament for every victory, however slight or important it might be); the motion was put and carried. Lord Spencer then moved a similar vote of thanks to Vice-admiral Goodall, Vice-admiral Sir Hyde Parker,\* Rear-admiral Linzee, and the other officers who shared in this glorious victory; and also a vote of thanks to the non-commissioned officers and privates of the marines and navy engaged in the action; and that the same be conveyed to them by the Lord Chancellor.

Notwithstanding the great exertions made by Captain Frederick, and the frigate who had his ship in tow, he was greatly mortified to perceive his gallant ship rapidly approximating a lee shore, with an increasing gale of wind, about south-east, and hardly a possibility existing to save her. The captain's own defense, on the court-martial that was held subsequent to the loss of the ship, will, however, best explain his situation.†

“After having parted from the fleet on the beginning of the night of the 17th, about 1 o'clock the hawser, by which the *Meleagar* (Captain George Cockburne) had us in tow, gave way, and it was impossible, from the very great sea that was then running (it blowing hard and the gale increasing), for us to recover it, or make it fast again; I therefore brought-to. The gale increased very much towards day-light in the morning of the 18th, at which time the ship laboured very much, and shipped a great deal of water at the lower-deck ports; some of them having been much damaged in the action of the 14th. When the day appeared, we saw the land, but from the thickness of the weather we could not make out what part of the coast it was: I then put the ship's head to the eastward, supposing ourselves off Port La Spezza. Between 10 and 11 o'clock, the fore-top-sail, which we close reeved, and set for a fore-sail, split, it then blowing very hard, and a great sea running. I now made the signal for the *Meleagar* to go a-head, and lead me into port; which they answered, but shortly afterwards Captain Cockburne made the signal to us, that

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\* *Vide* portrait and memoir of Sir Hyde Parker, *JP. C.* vol. xx, p. 337.

† A copy of the *Illustrions's* log shall be given at some future period; it is a useful lesson to young sea officers, as exhibiting the various exertions and officer-like resources on so trying an occasion.

we were standing into danger ; when he immediately hauled up, and steered S. b. E. Considering from this signal that he had made the land more perfectly than I had, I immediately followed the course he steered, and in about an hour after made the Gorgona\* nearly right a-head. We had before this time got a new spritsail out, and bent it to the jury fore-yard for a foresail, and made all the sail we could. A lieutenant, two petty officers, and 50 men, had been sent on board the *Ca-Ira* ; which, with the effects of the action, reduced my complement to 143 men.

“ At noon a heavy squall came on, in which the foresail split, and went in pieces ; and at the same time the jury-mizen-mast went by the board : the Gorgona then bore S. b. W. 4 or 5 leagues. Shortly after, it became very thick, and we lost sight of the *Meleager*. On the 18th, at  $\frac{1}{2}$  past 1 P.M. and 19th per log, the third gun from forward on the larboard side of the lower-deck went off, from the friction of the shot in the gun, burst off the port, and carried away part of the upper cell of the port ; when I was obliged to wear the ship, to prevent her from filling, as before the carpenters could secure the port, and we could get another foresail to the yard, I saw the breakers on the back of the *Melora*,† and could not have weathered it, had I wore and put the ship’s head to the southward. I therefore continued on the larboard tack, in hopes of reaching the gulph of Spezza ; from the variable state of the winds, we now laid up north on that tack—no after sail. About 2 o’clock we made the land to the eastward of the gulph, and not having a hope of fetching it, some of the officers mentioned to me, that there was a man in the ship named John Elias, who was a pilot for that part of the coast, and who had saved *La Lutine* frigate in a heavy gale of wind near there. I therefore sent for him, and he assured me, that he knew the land, and that he could carry the ship into safe anchorage in a small bay to the eastward of the gulph, where we should be in smooth water, and not less than ten fathoms.‡ At  $\frac{1}{2}$  past 2 o’clock, I gave him charge of the ship as pilot, and then stood in towards the bay he pointed out ; about  $\frac{1}{2}$  past 7, finding we had

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\* In the latitude of  $43^{\circ} 25' N.$  longitude  $9^{\circ} 54' E.$  off Leghorn.

† Light-house off Leghorn.

‡ Bay of Valenza.



shoaled our water to 8 fathoms, and being very near the land, I ordered the small bower to be let go, and veered to a whole cable, at which time I felt the ship strike abaft. On sounding, I found 7 fathoms a-breast the gangways, and 6 fathoms a-stern; but the ship continued to strike with the lift of every sea, though not very heavy. I was then told the cable had parted, on which I ordered the best bower to be cut away, which went also in a few seconds after the ship brought up to it. The ship was then striking very heavy in 5 fathoms water—having no other cable bent, as the stocks of both the sheet and spare anchors were much wounded in the late action. The ship's head now payed round in shore, though the wind had moderated very much since 6 o'clock, yet the sea kept up and made a fair breach over us. At 10 o'clock at night, it began to blow very hard again at W. S. W. and increased very much until day-light; the whole of which time the ship was forging on shore, and struck so very hard, that, at about  $\frac{1}{2}$  past 10, we lost the rudder. In this dreadful situation we lay until day-light, when the carpenters were employed in repairing the boats, that I might hoist out some of them, to endeavour to get the end of a hawser on shore, with a view to save the people by raft. The sea running so very high, and striking the ship in the stern with such force, that it raised all the stern transom above three inches, and broke all the knees that secured it, and stove in both gun-room ports; the ship then making so much water, that it was difficult to gain upon her with the chain pumps. At this time I was in expectation that the ship would have parted, from the heavy strokes of the sea which she received. At day-light the wind abated very much, but the sea continued very high; the ship striking very heavy, and forging on amongst the breakers; and at that time we appeared to be about  $\frac{1}{2}$  a mile from the shore. Many attempts were made by the boats to get a hawser on shore: all of which failed, from the very strong current that was then running along shore, and setting to the seaward, carrying away the bight of the hawser, together with the boat which, however, landed with much difficulty, but none of the crew could return to us, on account of the very great surf.

“ On the evening of the 19th, a ship of war came out of the gulph of La Spezza, and anchored at a mile and a half without us; but the sea broke so close to the stern, and along-

side of us, that it was impossible for boats to board us. The wind greatly moderated during the whole of this day, and the sea began to fall.

“ On the 20th, the Lowestoffe frigate\* came out to us in the morning, when Captain Hallowell came on board to inform me, that he was sent to give us every assistance in his power : shortly afterwards the *Romulus* joined us,† and the launches of the fleet came out for the same purpose : from this time we were employed in getting the spare anchor into the *Trancredi's* launch (Neapolitan ship of the line), with three cables in the other launches, and in lightening the ship, by getting out the guns and heavy stores into tartans hired for that purpose. After the wind and sea had abated, the ship made but little water, and was easily kept free, by pumping her once in two hours, or by keeping one hand pump going. On the same day, the boats and launches of the fleet left us, and we remained with only the assistance of the *Lowestoffe*, and the boats of the *Romulus*, our own being so leaky that they were of no use to us. All our endeavours to lighten the ship seemed as yet ineffectual ; sounded, and found 13 feet astern, and 13 feet forward, and 14 feet water on each side : the ships draught of water astern 19 feet 6 inches ; forward, 16 feet 8 inches : never ceased to be employed in the attempt to start the ship from her then position.

“ On the 29th of March, the ship was cleared of all the stores and provisions, and such of the iron ballast as could be got at : when I then removed the remaining part of the ship's company to his Majesty's ship *Lowestoffe*, and set fire to the *Illustrious*, in pursuance of an order from Vice-admiral Hotham, commander-in-chief of his Majesty's ships in the Mediterranean, &c. in consequence of every effort having failed to get her afloat again. At 2 P.M. the ship was completely on fire, and continued to burn until 6 o'clock the next morning : at which time I sailed in the *Lowestoffe*

\* Captain Cunningham, the present Esq. was captain of the *Lutine*, &c. It is very doubtful whether it was wish the gallant Admiral would

† Captain Geo sent Lords of the

missioner at Deptford ; J. Macnamara, Brisbane, Esq.\* captain of the *Tarleton*, &c. Hallowell, or Captain Holloway.—We fight.

Dear admiral, K. C. B. and one of the pre-ided her.

\* For portrait and life of this gentleman, vide *B. C.* vol. xx. p. 81.



to join the commander-in-chief, &c. Four of the seamen died of their wounds; *viz.* Samuel Farley, Daniel Fairburn, Thomas Webber, and Timothy Shea; and after the ship struck, Jeremiah Leary (supposed through despondency) jumped overboard and was drowned. On the 20th A.M. all the sick and wounded were sent on board the *Diadem*, Captain Charles Tyler. Total deficient of the original complement of 590 men, one hundred and forty-eight."

After a short deliberation, the court most honorably acquitted Captain Frederick, his officers, and ship's crew; when the President delivered him his sword, with a high compliment upon his gallantry and unremitted perseverance under so many trying difficulties subsequent to the action.

Captain Frederick now proceeded to England, over-land, from Leghorn (after visiting his sister, then residing in that part of Italy), and was the bearer of despatches from the Admiral, as well as a very high commendation in favour of himself to the Lords Commissioners of the Admiralty.

Accordingly, a promotion of flag-officers taking place on the 1st of June following, he was rewarded for his meritorious services by an appointment to command his Majesty's ship the *Blenheim*, of 90 guns, *vice* John Bazely, Esq. promoted to the rank of rear-admiral. He instantly proceeded out to join his ship, by the way he came home; and on his route, had the pleasure to meet the rear-admiral, who gave him the most flattering character of the ship, officers, and crew he was destined to command; the latter of which had been his companions in arms near four years, and in two general actions with him.

On the 16th of August, he joined his new ship at Toulon, *vice* Ralph Willet Miller, Esq. (acting) captain. He continued to serve in Admiral Hotham's fleet; and upon a detached service, under the orders of Sir Hyde Parker, until the 1st of November, at which time Admiral Hotham struck his flag in Leghorn Road, the command devolving on Vice-admiral Sir Hyde Parker, and Captain Frederick was honoured, by permission to wear a commodore's broad pendant, continuing to officiate in the high duties that the service required of him till the 4th of December following; at which period Admiral Sir John Jervis\* arrived in his

\* Now Earl St. Vincent, of whom a portrait and memoir are given in *ib.*, vol. iv. p. 1.

Majesty's ship *Lively*, in St. Fiorenzo bay, and hoisted his flag on board the *Victory* (blue at the main).

On the 12th of April, 1796, the day after the destruction of the *Ca-Ira*, by a rapid ignition, the fleet sailed for Toulon, and commenced a blockade, for its duration hitherto unparalleled, not returning to an anchorage till the 10th day of October following; in the whole of which arduous blockade of the enemy's port and fleet, Captain Frederick served (sometimes exchanging shot with the enemy's batteries) with that activity and zeal which so eminently marked his character.

It was during this month, that the Corsicans indicated a disposition to throw off their lately avowed allegiance to the British sovereignty; and the watering parties could no longer act in safety. Accordingly, Captain Frederick sent 50 soldiers and marines for their protection. On the 23d, the enemy appeared in force and in motion, at the gorge above the watering place, and in communication with the disaffected in St. Fiorenzo town. The *Romulus* frigate, with the transports, weighed and run into Martello bay, whilst the launches and boats of the fleet were busily employed in bringing off the artillery stores from the garrison, spiking the guns, and throwing them into the sea, blowing up the tower of Forterello, and burning the store and magazine houses: in all which arrangements and services, Captain Frederick took a most active part, and received on board from his own boats, the *Ca-Ira's* bower anchor, 410 shot, 70 barrels of powder, three gun-carriages, a large quantity of iron ballast, with various kinds of provisions, &c. &c. The fleet moved into Martello bay, where the vigilant and active desperadoes soon found means to annoy them, by mounting guns on Convention Fort, and opened a brisk fire on the fleet, the watering parties. The *Victory* and *Blenheim* opened their broadsides, and in a few minutes drove the enemy from their guns; but the precipitate retreat of the boats was attended with the loss of several water-casks, &c. The *Blenheim's* people, however, destroyed a martello tower in the teeth of the enemy.

The commanders-in-chief now quitted this useless and expensive colony, the refuge of ruffians, and nightly assassins;\* and the fleet, consisting of 15 sail of the line, some frigates, and 16 victuallers, &c. proceeded to Gibraltar; but on their passage

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\* Many soldiers and sailors fell a sacrifice to the base cupidity of the Corsicans.



experienced very tempestuous weather, when several top-masts and yards were lost, and much canvas split in general. The *Blenheim* was obliged to take a snow in tow, which, by her butt ends forward starting from the effects of towing, would have been lost, but for the skilful assistance rendered her by Captain Frederick. Arrived in Rosier bay, and in the act of refitting, on the night of the 11th of December there came on a heavy gale of wind, that had like to have proved the destruction of every vessel at anchor before Gibraltar; but fortunately the attention and exertion of the *Blenheim's* officers and crew were not unrewarded, by that ship's riding out the storm with no other damage than the loss of some of her boats, which humanity had induced Captain Frederick to despatch to the assistance of some merchant vessels that were on shore, and in great distress.—On the 16th the fleet proceeded to Lisbon, and arrived on the 22d, at which time the *Bombay Castle*, of 74 guns, Captain T. Sotheby, unfortunately got on shore on the *South Ketchups*, at the mouth of the *Tagus*. Captain Frederick, with his usual alacrity, repeatedly sent all his boats to her assistance; who rendered essential service in lightening and endeavouring to get her off, but in vain—she was lost.

On the 19th of January, 1797, the gallant Sir John Jervis put to sea to watch the motions of the Spanish fleet; and at daylight the following morning, the *St. George*, of 98 guns, Vice-admiral Sir H. Parker, and Captain Foley, was observed to be on shore, with her fore and main-masts gone. Immediately the *Blenheim's* boats were forwarded, with an expedition that reflected much credit on her commander: his ready aid was crowned with success; yet the heroic chief was deprived of that ship's assistance on the important service he was destined to accomplish. But although his numbers did not much exceed a third of the enemy's, yet nothing could damp his ardor. Having arrived off Cape St. Vincent, on the 6th of February he was joined by Rear-admiral W. Parker's squadron, which made his numerical force 15 sail of the line. On the 12th P.M. per log, Captain Frederick answered general signal 53, and cleared his ship for action. Certain intelligence of the enemy's approximation having reached the admiral, through Commodore Nelson, the *Fox* cutter, Lieutenant Gibson, and others, on the 13th the signal was repeated to clear for action.

On the morning of the ever-memorable 14th, the enemy's fleet were discovered through the haze, apparently in confusion, and not in order of battle, a propitious circumstance, and instantly taken advantage of by the penetrating genius of the admiral. At 44 minutes past 11, Captain Frederick opened a well-directed fire upon the enemy, which he continued without intermission until 3 minutes past 12.\* The *Blenheim* was then put about, in order to support the *Culloden*, who had taken the lead, although by the prescribed order of battle then given out, Captain Frederick was deputed to lead the van, and no one was more worthy, or capable performing every necessary evolution, on such an emergency; and which we have no doubt will be readily admitted by those officers who had a knowledge of him, and who still survive him. By the prompt manœuvre of the van, a part of the enemy's fleet were cut off, and divided from the main body: other well combined movements were put in execution, and pursuit given in order of battle (with a few exceptions); yet the whole zealously bent on the work of that glorious day. The superior sailing of the van division enabled them with ease to take up the desired position; when, at 43 minutes past 12, the *Culloden* and *Blenheim* again opened a desperate fire on two ships in the enemy's rear, nobly supported by the *Prince George*, *Excellent*, and *Irresistible*. A three-decker a-head of these ships directed her fire upon the *Blenheim*; her shot coming very thick through that ship's rigging and sails, induced Captain Frederick to close with her; when he backed his main-top-sail, and gave his orders with an audible voice—"Fire away, my brave fellows, upon the Spanish Admiral, and take good aim." So close were the ships at this time, that the small-arm men were taking aim at individuals among the enemy's men, and with good effect too. The breeze carrying away the smoke, the opponent was discovered to be a huge four-decked ship, supported by two ships a-head, and two a-stern of her.

About 1. 40. the *Blenheim* became the van ship again, and supported a noble and energetic fire; receiving the fire of a three-decker on her larboard bow, two two-decked ships a-stern, a four-decked ship on the larboard beam, and a three-decker's fire on her larboard-quarter; together with a two-decked ship to windward

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\* See vol. xxvi. p. 446.—The minutes of this action, as taken down by order of Captain Frederick, shall be given hereafter.



of all, that fired at intervals broadsides at the *Blenheim*, between the two first rates. This was a grand and interesting moment, and struck the beholder with reverential awe ; and if the better part of valour had been discretion, Captain Frederick would not have advanced so far a-head, to enjoy so perilous a situation : the scene was heightened by the immortal Nelson taking his station between a Spanish first and second rate, yard-arm and yard-arm ! And for the space of one hour, *at least*, did Captain Frederick support this unequal contest.

“ I do not think, a braver gentleman,  
More active—valiant, or more valiant—young,  
More daring, or more bold, is now alive,  
To grace this latter age with noble deeds.”

SHAKESPEARE.

About three o'clock the *Blenheim* was pretty well supported, and Captain Frederick had the pleasure to see the three top-masts of the four-decker go over her side ; and her extraordinary heel to starboard obliged them to lower down their starboard lower-deck port ; and at nearly the same time, down came her ensign, which was observed from the poop of the *Blenheim* (by both officers and men) to hang from the taffarel, trailing in the water, without the least sign or intention of re-hoisting it, and was received by most that saw it, as a token of submission. But from some unaccountable circumstance, the opportunity was not seized by those to whom it was open of taking possession of her.\*—“ But I tell you, my lord fool, out of this nettle, danger, we pluck this flower, safety.”

About 4 o'clock the *Blenheim* answered the signal to bring-to, and ceased firing ; the crew cheered the *Goliath* and *Prince George*, who were followed by others, and the *Namur*, a three-decker, coming into action under a crowd of sail ! with the four-decked ship making off under part of her main and fore-sails, the other parts being cut to ribbands, her top-masts gone, a dreadful heel to starboard, the water gushing from her scupper holes, the goose wings of her spritsail loose, her rudder damaged ; no colours

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\* The officer that favored us with this memoir, was on the quarter-deck, poop, and fore-castle the whole action ; had his *hat* carried off his head by a cannon ball ; and the passage to the fore-castle was along the boats on the booms ; marines on the gangways,

flying, and all hopes of escape apparently inefficacious, remaining an easy prey to a jolly-boat!

That day Nelson set a noble example of intrepidity, in grasping two Spanish Saints; and the heroic conduct of Frederick, from beginning to end, was laudable, and worthy to be imitated. For four hours and nineteen minutes did he most gallantly combat the enemy, having frequently to repel a quadruple force.

The loss on board the *Blenheim* this day was, 12 killed outright, 6 died of wounds, and 49 badly wounded; amongst which were 10 arms and 9 legs amputated by Mr. Cornelius Reynolds, the surgeon.

There were 26 shrouds, 4 backstays, 6 dead-eyes, 20 blocks, from 8 to 11 inches, main stay,\* with several minor stays, the whole suit of sails bent, all the lower and top-sail braces, halyards, yard and stay-tackle pendants, with the principal part of the running rigging, &c. cut to pieces by shot. Mr. James Peacock, the boatswain, wounded in the shoulder, declared, that neither he nor his mates could find a whole rope in the ship.

The following were defects of the ship, ascertained after the action. "The upper deck hanging knee a-breast of the main hatchway, one hanging knee of the poop, one upper-deck carling, one chain-plate and one ring-plate in the fore-channel larboard side, broke by shot; a hundred and five shot in the ship's side, and many of them were even with the water. The spirketing on the main and quarter-deck, and short stuff between the ports on the main-deck, the poop clamps on both sides of the ship a-breast of the wheel, bump-kin in the head, sheer strake on the larboard side over the main-channel, all much damaged by shot. The fender in the head, and after end of the middle ride larboard side, carried away; the fore-mast shot through in two places, fore-top mast, top-sail yard, and top-gallant-yard; main-top-sail yard, and studding-sail boom; together with the mizen-mast, mizen-top-mast, all badly wounded by shot. The bowsprit struck by shot, but not rendered unserviceable. The two foremast ports on the larboard side the lower gun-deck knocked into one, by a double-head 64lb. shot, and

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\* T. Coleman, the gunner's mate, after having stoppered the main stay in two places, was coming down by the main-stay-tackle pendant, when it was cut in two above his head, and he fell with it, on the hay-bags, in the stern of the launch; Coleman is at present a gunner in the royal navy.



others. All the ship's decks and sides very much shook, and in want of caulking.

(Signed) • *Robert Dadd*, Carpenter.\*

It is truly lamentable that the laurels old Blenheim so gallantly won that day, should have been insulted by an acting lieutenant, who quitted his quarters, and took shelter in the surgeon's cabin, under the cloak of being wounded, which was positively ascertained *not to be the case*, both by the surgeon and his three mates. The circumstance became generally known throughout the ship, and a disposition prevailed, that he ought to be brought to trial for this deficiency of spirit; but his valiant commander chose to view his conduct in some other light (generally admitted to be compassion), and would not tarnish the glorious triumph by a public trial, on so ignoble an event; but returned him wounded, and sent him out of the ship—unheard of, and unseen.

Captain Schomberg, in his Naval Chronology, says—"The van of the British ships continued to press hard on the Santissima Trinidad,† and the others which composed the rear of the flying fleet. The career of victory was, however, stopped, by circumstances not in the power of the English admiral to control."

Although the enemy's separated squadron had rejoined, and was fresh for action, and then eight sail of the line superior to the British, yet they suffered Sir John to depart with his four holy prizes.‡

Two days afterwards, the 16th of February, the Admiral was forced to put into Lagos bay,§ on the coast of Portugal, to secure the prizes, and repair the damages that the squadron had sustained. On the 18th, the principal part of the Spanish prisoners were

\* Mr. Robert Dadd died at the age of 73, on the 20th February last, at Stoke, in the county of Devon, *vide* page 264.

† It was affirmed that this ship had struck; she was, however, so dreadfully shattered, that it was with the utmost difficulty the Spaniards towed her into Cadiz.

‡ San Josef, 112; Salvador del Mundo, 112; San Nicolas, 80; and San Ysidro, of 74 guns; and went to England under the command of Captains C. Stuart, W. Prowse, J. Maitland, and Lord Proby.

§ In latitude 37° 8' 30" north, longitude 9° 1' 30" west,

landed ; and on the 20th, the fleet experienced a heavy gale, when the *Salvador del Mundo* drove into shoal water before she was brought up. Captain Frederick sent a petty officer and 30 men to assist in navigating the *San Josef* ; and his officers and boat's crew, in conjunction with those of the fleet, underwent much fatigue in landing the prisoners through a heavy surf, and in assisting the *Salvador del Mundo*. On the 23d, the squadron and prizes sailed from Lagos bay ; the *San Josef*, under jury-masts, sailing in a superior degree, and even beating some of the ships in the fleet : the whole arrived safe on the 28th at Lisbon.

The thanks of both Houses of Parliament were voted to the admirals, captains, officers, and crews of the gallant squadron. The admirals and captains were also presented with gold medals, emblematic of the victory, to be worn with their uniforms.

This glorious event was likewise distinguished by his Majesty, by a promotion of flag officers, in which was included Captain Frederick. Accordingly, on the 24th of March following, he struck his pendant (superseded by Captain Williams), and proceeded to England in the *Comet* fire-ship, Thomas Middleton, Esq. captain.

The rear-admiral now remained on half-pay, in the bosom of domestic felicity, for about eight months ; accustoming himself to think of the distresses of human life ; of the solitary cottage, the dying parent, and the weeping orphan : he was affable in his address, and mild in his demeanor ; ever ready to oblige, and breathing habitual kindness to all his followers, who were always heartily welcomed at his hospitable board.

It was at this period he wrote the following letter, selected out of many, to one of his young officers, of whom he entertained the highest opinion, and had his interest truly at heart :—

DEAR W——,

I would have answered your letter immediately, but have been out of town for a few days. Whenever you are inclined to leave your friends, you will come to town, as I have some business of importance to employ you about for a few days ; after which, I will procure you a situation on board some ship, with one of my friends ; I see but little prospect of my being employed for some time to come. I do not think your being on board a gun-brig is by any means the service that will be either profitable or useful to you ; therefore I advise you to decline it : let me hear from you, and say



when you are likely to be in London, and I will take care not to be out of the way: be assured I will provide for you in some way or other that will be agreeable to you, until I may be employed; at which time I mean to take you with me again; and whenever it is in my power, I will render you some essential service, by getting you some permanent employment.\*

I am, Dear W—,

Very sincerely yours,

No. 24, Devonshire-street,  
Portland-place, 1st Sep-  
tember, 1797.

*Thos. Lenox Frederick.*

The active mind of a great officer seldom finds solace in a life secluded from the paths of glory he has been used to tread; and Lord Spencer, sensible of his zeal and spirit, embraced the earliest opportunity of again employing Admiral Frederick. On the 3d of the following November, he hoisted his flag on board the *Flora* frigate, at Spithead, and saluted his revered and valuable friend, Sir Peter Parker, with 17 guns.† On the 25th he sailed for Lisbon; but having a convoy under his charge, he did not arrive till the 15th of January, 1798. The *Flora* being required for other services, he hoisted his flag on the 20th on board the *Dolphin* hospital-ship, Josiah Nesbit, Esq. captain.‡

At this period, the rear-admiral experienced a severe fit of sickness, that required the utmost medical ability in Doctor Harness§ to conquer. His recovery, and the arrival of his old ship the *Blenheim*, enabled him, on the 9th of February, to hoist his flag on board of her, a circumstance no less gratifying to himself, than to his gallant officers and crew, who hailed with cheering applause this happy omen of their future prospects.

Admiral the Earl of St. Vincent resumed the blockade of Cadiz, and appointed the *Blenheim* one of the repeating ships, a duty that was at all times executed by the rear-admiral, with his usual promp-

\* One of the greatest misfortunes that ever happened to this young gentleman, was the admiral's dissolution, by which event he was left unprovided for, and unthought of, by those of the admiral's family who had it in their power to serve him.

† In vol. xii. of *M. C.* are given an excellent engraving and comprehensive memoir of the gallant admiral.

‡ David Cree was first lieutenant, and Edward Libby second lieutenant; John Gray, Esq. surgeon (present physician), and Mr. Henry Dove, purser.

§ For portrait and memoir of Doctor Harness, *vide M. C.* vol. xxxv. p. 265.

titude. At this date, the admirals and captains of the fleet under the command of the Earl of St. Vincent, joined in a public purse to be offered to his Majesty (exclusive of assessed taxes), in aid of carrying on the war, into which Rear-admiral Frederick put one hundred pounds per annum during the war: the flag-officers' proportion of which, including Sir Robert Calder,\* 1st captain to the fleet, amounted to 2,742*l.* 16*s.* 6*d.* and thirty-nine captains, including Commissioner Coffin,† at Lisbon, the physician of the fleet, and admiral's secretary, amounted to 3,900*l.*

The enemy this summer indicated little inclination to put to sea; therefore, the armed boats of the fleet became the principal actors in annoyance of their trade: and several spirited exploits were performed, where the boats of the rear-admiral were not the least conspicuous.

In the autumn of 1798, he shifted his flag to the Princess Royal, having J. W. T. Dixon, Esq. his captain, ‡ *vice* Robert Campbell, Esq.§ The Blenheim being found defective, proceeded to England, bearing the flag of Sir John Orde,|| having under charge the Mediterranean convoy. He still continued to serve with his wonted alacrity, but with a constitution greatly impaired by an internal malady, that shortly baffled all medical aid. Accordingly, the Princess Royal was sent home, and arrived in Torbay about the month of September, 1799; here he struck his flag, from severe indisposition, and proceeded to London, by easy stages, where he died at the close of the same year, at his own house in Nottingham-place, and lies buried we know not where; but surely no British Hero ever better deserved Westminster Abbey, if we except the great Nelson. In him his Majesty lost a loyal, firm, and undaunted naval officer, and those who had personally de-

\* *Vide* vol. xvii, p. 89, for portrait and memoir of Sir Robert Calder.

† For the portrait and memoir of Admiral Isaac Coffin, *vide* vol. xii. p. 1.

‡ This officer was his nephew; afterwards lost, as captain of the Apollo frigate, on the coast of Portugal.\*

§ For memoir of this gentleman, we refer our readers to vol. xxxvi. p. 441; also p. 122 of the present volume.

|| A very interesting memoir, and portrait, of Sir John Orde, Bart. will be found in our xith volume, p. 177.

\* For an account of the loss of this ship, *vide* B. C. vol. xi. p. 392.



pended upon the preservation of his valuable life, an amiable and lasting friend : he possessed great stability, and a nice sense of honour in all his actions.

When on his death bed (or that which shortly preceded it) in Torbay, amongst many officers that visited him, was the late Admiral Sir Charles Cotton,\* who requested of Admiral Frederick to say what service he could do him. His answer was, "Nothing, Sir Charles, for myself; but here is a list of some young gentlemen, my followers, to whom if you can be of any assistance in facilitating their promotion, you will greatly oblige me." Sir Charles put the list in his pocket, with an assurance to his dying friend, that he would not forget them. Accordingly, the same year, Sir Charles discovered that there was one gentleman serving on board the *Prince* (his flag-ship), whose name answered to one of the list stated. The admiral sent for him privately into his great cabin, requiring to know of him, whether he had ever sailed with Admiral Frederick; to which the officer answered in the affirmative: "Then, Sir, according to your merits in my flag-ship you shall be rewarded, by my procuring you a lieutenant's commission, when you have passed your examination to qualify you for it." This accordingly took place in December, 1799, and the young officer was instantly appointed acting lieutenant of *H.M.S. Concorde*; and in two months confirmed by the Admiralty. This gallant officer left behind him several distinguished and near relations in his Majesty's royal navy: amongst these are H. H. Spence, Esq. promoted to post rank 24th August, 1809; W. W. Foote, Esq. post rank 21st October, 1810; Manly H. Dixon, Esq. 28th June, 1811; Thomas Lenox Prescott, Esq. lieutenant the 12th July, 1797; Thomas Frederick, Esq. lieutenant 1st May, 1804; and Mr. Arnold John Benjamin Frederick, midshipman, who was blown up in the *Queen Charlotte* in Leghorn Roads, was his favorite nephew.

It has been said, that the family of the Fredericks came over to England with George the First, and that they were of royal descent: how far this is correct, we know not.

We shall conclude this memoir of the late Admiral Frederick, with a re-insertion of the following lines from our vth volume,

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\* A portrait and memoir of Sir Charles Cotton are given vol. xxvii. p. 353.

p. 62, written, we believe, by T. Kennedy, Esq. the admiral's secretary :—

Rest, gallant FREDERICK ! rest in peace thy soul ;  
 Tho' o'er thy hearse no hireling scribblers weep ;  
 Britannia's fame records from pole to pole,  
 Her modest votary's valour on the deep.

Since early manhood mark'd thy blooming year,  
 Your glory shone by conquest o'er the foe ;  
 And shall such merit meet oblivion's bier ?  
 And all thy laurels fade in private woe ?

There they will live while Memory holds her seat,  
 And probed affections mourn thee as a friend,  
 Where worth and honour find a blest retreat,  
 May guardian Angels round your bier attend !

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#### HERALDRY.

Thomas Lenox Frederick was the second son of the late Sir Charles Frederick, K.B. surveyor-general of the Ordnance, and comptroller of the Laboratory at Woolwich, and M.P. for Queenborough, in Kent, in 1768 (who died 18th December, 1785); by Lucy, his wife, 9th daughter of Hugh Boscawen, Lord Viscount Falmouth, which Lady died 17th January, 1784, having had issue by Sir Charles, 4 sons and 2 daughters; *viz.*

1. Charles Frederick, eldest son, born in 1748, who was a colonel in the East India Company's service, and died in command before Dewar, in India, in April, 1791.

2. Thomas Lenox Frederick (the subject of this memoir), second son, was born in the parish of St. George, Hanover-square, 25th March, 1750, was rear-admiral of the blue; married Miss Anne Greigson, of Plymouth, and died 8th November, 1799, without issue.

3. John Montague Frederick, 3d son, born 21st Feb. 1754; died an infant.

4. Edward Boscawen Frederick, 4th, and now only surviving son, was a lieutenant-colonel in the army, and is now deputy-comptroller of the barrack department.

The daughters were, Lucy, married Crisp Molineux, Esq. of Norfolk; and Augusta, who married Thomas Prescott, Esq.

Sir Charles Frederick (the admiral's father) was the 3d son of Sir Thomas Frederick, Knt. some time governor of Fort St. George, in the East Indies, who was the grandson of Sir John Frederick, Knt. Lord Mayor of London in 1662. This family, by tradition, derives its descent from Hainault, a branch of which settled in Sweden, and another in England.



Sir John Frederick, the elder brother of the Lord Mayor, was created a Baronet 1st June, 1723, with remainder, in default of his own male issue, to the heirs male of his brother, Sir Thomas Frederick, the Lord Mayor; and accordingly, in 1770, on the death, without male issue, of Sir Thomas Frederick, Baronet, the said title devolved upon the late Sir John Frederick, of Burwood, in Walton-upon-Thames, one of the commissioners of the Customs, and *uncle of the late admiral*, being the eldest surviving brother of Sir Charles Frederick, the admiral's father.

ARMS.—Or on a chief azure three doves argent, beaked and legged gules.

CREST.—On a chapeau azure turned up ermine, a dove as in the arms holding in the beak a sprig vest.

MOTTO.—*Pretiumque et causa Laboris.*

## NAUTICAL ANECDOTES AND SELECTIONS.

### BRITISH HUMANITY.

THERE is a very honourable testimony in the *Moniteur* to British intrepidity and nautical skill, in the shape of a narrative of a recent shipwreck at Calais. Commodore Owen and Lieutenant C. Moore, with eight seamen, all belonging to the Royal Sovereign yacht, succeeded in saving the lives of two Frenchmen, at the imminent hazard of their own. We give the article at length.

“*Calais, April 17, 1817.*”

“Yesterday, about nine in the morning, the *Eleonora*, from Nantz to Dunkirk, with corn, burden 72 tons, with a crew of seven men, was driven on shore eastward of our harbour, during a strong North-west gale. Certain death seemed to await the unfortunate crew, who uttered the most piercing cries. At the instant when all seemed to be over with them, for one or two had been washed away, a boat sent from the Royal Sovereign yacht was seen darting through the surf, manned by Lieutenant C. Moore and eight seamen of the Royal Sovereign. Commodore Owen placed himself at the extremity of the jetty, and although repeatedly almost washed away by the sea, by his voice and gestures animated and directed the boat's crew. The danger of those remaining on board increased every instant, and in a few minutes four were successively forced into the deep. The three survivors were seen imploring succours in the most agonizing manner: the generous and intrepid Lieutenant Moore neglected no efforts, and finally succeeded in saving, by means of a rope thrown from the boat, two of the crew, with whom they returned to the jetty, not being able to keep the boat longer above water. Captain Wilkinson, of the *Dart*, of Dover, then threw himself into the boat, to lend his assistance, and they put off for the wreck once more. The last of the crew still remained alive on the wreck, and had lashed himself to the mast. The boat had again reached the wreck, when

Lieutenant Moore, who stood up to give directions to his crew, and to encourage the half-drowned seaman of the *Eleonora*, was suddenly struck by a tremendous wave, and thrown into the sea. Consternation seized on all his companions, and they were struck motionless, when their brave officer again made his appearance, swimming alongside. He had passed under the bottom of the boat. Notwithstanding his accident, with the utmost coolness, he ordered the boat again to be rowed to the wreck. By this manœuvre the spirits of the dying man was revived, and he rather hastily loosened himself from the mast. In a fit of despair, he then precipitated himself into the sea. He was seen on the surface for an instant, and every exertion was made to save him; but he sunk to rise no more. The boat then returned to the jetty, and the gallant crew received the thanks and congratulations of a thousand spectators."

#### EXPLOSION OF A STEAM PACKET.

ONE of those unfortunate accidents which attend even the best arranged establishments that carry with them a certain though remote danger occurred here on Friday morning, and we state the extensive calamity with much acute pain. The horrid spectacle of eight mangled carcasses is yet before our eyes. These are the miserable victims of the bursting of the steam-boiler in the packet which sails from the Foundry-bridge. Just after the boat had started, it had not gone twenty yards when the tremendous explosion took place. The vessel was rent to atoms so that little remains entire, from the stern to the engine-room, except the keel and flooring. Twenty-two passengers appear to have been on board. The bodies of eight are found, five men and three women; one child is yet missing, and six have been sent to the hospital in a wounded state; six escaped unhurt. Of these last, one man was standing over the boiler when the explosion happened. It is said that Major Mason was another whose clothes were torn by the shock, but who was otherwise uninjured. The third was an infant, two months old, and the little innocent was discovered at the bottom of the vessel in a profound sleep, after the removal of the dreadful wreck. At this moment a Coroner's inquest is sitting, and we have only time to subjoin the names of the dead. James Squires, of Gorleston; — Marcon, a linen-draper; — Butler, of Pockthorpe; W. Nicholson, steerman of the boat; Mrs. Smith, who lived near the Norfolk and Norwich Hospital; Eliza Stevens, Yarmouth; a man unknown in a sailor's dress, from Lynn, apparently between fifty and sixty—both his legs are torn off; and a young woman, name unknown, who stated that she had been to Hingham for relief—the infant was her child. The following are the causes which must have produced the accident:—The boiler is a cylindrical vessel lying fore and aft the packet, about eight feet long and four feet in diameter, made of wrought iron, excepting one end, which lay towards the stem of the vessel, and is of cast iron. In consequence of the stress of steam being greater than the boiler was capable of sustaining, the cast iron part of the boiler gave way, and flew in a direction towards the stem of the vessel; on which taking place, a stress immediately falls on the boiler itself to throw it out of its situation, the stress depending on the magnitude of the orifice



occasioned by the fracture, and consequently it was thrown in an horizontal direction out of the stern of the vessel, sweeping all before it in its passage, to a distance of about fifteen yards; at the same time that the concussion of the air and steam completely unroofed the vessel from one end to the other. (*From the Norwich Mercury.*)

## EARTHQUAKE IN SWITZERLAND.

A letter from Lausanne, dated March 21, 1817, says—"We neither in truth know what passes on or under our earth. It trembles every where. We are reaping in the midst of winter; it freezes in spring; the thunderbolts fall amid the snow—we know no more of the matter. These phenomena have been felt over all Savoy, but particularly at Des Ourches, in the valley of Chamouny, where they have been attended with great disasters. So early as the 17th of January an earthquake was felt there. On the 19th there was a second commotion, and on the 20th a third. From the 1st to the 8th of March, a violent south wind alarmed all the valley. On the 9th an immense avalanche devastated a forest of firs, crushed a house, and deprived three persons of life. A strong vibration of the earth was felt, on the 11th. The shock split the vaults of the churches of Ourches and St. Germain. Its violence excited a general terror, increased by the frightful clash of windows. At the same moment, lightning was seen on Mont Blanc, and a strong light from the opposite side. From the 11th to the 12th, subterraneous noises were prolonged, all night. Eleven shocks succeeded to the first, and continued, till sun-rise. On the 13th, at different hours, five new commotions were felt. On the 14th, there was another earthquake at seven in the morning; and, towards noon, another. The 13th, in the village of Chancy, near Geneva, a serious accident occurred; the embankment of the road fell in, killed one man, and broke the thigh of his son."

## BUONAPARTE, OR THE PLOT DISCOVERED.

By Paris papers we learn, that Madame Regnault St. Jean D'Angely has been suddenly arrested, and that this event has created much sensation in France. Several of the partizans of Buonaparte have been arrested; and great consternation prevails among those whose fate depends on the permanency of the present order of things. Relative to these arrests, we are able to collect the following information; or, to speak more correctly, the following rumours:—Nothing short of Buonaparte's release from St. Helena, and his return to Europe, in the first instance, was the object of the conspiracy. After Santini's arrival in London, and more particularly in consequence of the noisy and libellous pamphlet which he published (and which was a mere *ruse de guerre*, to excite a belief that he had no other object for his stay in London), the French Police directed their whole attention to the correspondence and movements of the richer Buonapartists, who are still allowed to remain in France. It was soon discovered that Madame Regnault, and a M. Olville, had the honor to receive letters from a distant island; but they were not permitted to receive them until they were carefully copied. Presently two young men, brothers, known to be in habits of intimacy with Madame Regnault and Olville, were found to be

making preparations for a long journey. They are the sons of the celebrated Admiral Bruix, who more than once struck his flag to the British ensign, but is now no more. The youths received a naval education. All being ready, they were allowed to set out for Calais, accompanied by a M. Robert, who was to act as a kind of guide, or interpreter. This gentleman proceeded to Calais by himself from Montreuil, where he left his companions. From Calais he wrote to them to come to him, for he had procured the necessary means of conveyance to America. This was the signal agreed upon for taking all three into custody, which was almost immediately effected. The accounts we allude to proceed to state, that on crossing the Atlantic, this triumvirate, in concert with the French refugees, were to hire vessels of a description calculated to hover in the vicinity of St. Helena, and even strong enough to give battle to the British cruisers, under the pretext of being South American privateers. Such is the *Histoirette* which is now amusing the political circles of Paris; and it must be acknowledged, the details are so circumstantial, as to give a great appearance of probability to the whole.

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## CORRESPONDENCE.

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### *Private East India Trade.*

MR. EDITOR,

10th March, 1817.

**D**URING a period of unexampled stagnation in almost every branch of commerce, it is surely of the utmost importance to cherish its revival by every means; and such I am convinced will be the sentiments of government, as well as individuals: the bills already brought into Parliament, so early in the present session, to regulate and open the Mediterranean and Cape of Good Hope trade, both of the greatest importance to the trading interests of the nation, evince very fully this commendable and praise-worthy spirit. At the conclusion of a war, such as Great Britain lately carried on, wherein there was employed by government sometimes no less a number than six or seven hundred large copper-bottomed transports, it was not to be wondered at that when these were discharged there should be a great want of employment for a part of them, and for the smaller classes which these large vessels had supplanted, chiefly in the West India trade. By slow degrees, this evil, at present so heavily felt, will be cured. Ship-building must of necessity languish for a time, and the ship-owner feel disappointed in adequate freights; but in a few years the number will be proportioned to the demand, and the sailing expences to the rates of freight and insurance. It is, however, of the utmost importance to bring things back to their level as soon as possible, in order to prevent those *fatal* consequences which a continued stagnation would assuredly produce; therefore, it is my decided conviction, that it behoves the government of the country to neglect no means of raising the presently depressed state of the shipping interest; and to effect *this*, it occurs to me, that no plan holds



out such a prospect of relief, as the diverting a proportion of our larger merchantmen to the East. I do not mean that they should interfere with the regular Indiamen; but without doing so, there are many sources of employment still open, which, with encouragement from government, would, I think, be followed with avidity by the private trader. India furnishes the finest and most durable woods for ship-building, cabinet work, &c.: it is well known, that our dock-yards are but very sparingly supplied with *oak*, and it might perhaps be worth a trial, at the present time, whether teak wood, &c. was not worth the increased expense of bringing it to England, as it has been fully proved to be very durable, and every way calculated to answer all the purposes of ship-building: here, then, if government takes the wood,\* might be opened a wide field for the employment of a part of our largest ships, which, as the voyage is distant and circuitous, must again allow those of smaller tonnage to obtain those less distant freights to the West Indies and America, which the larger ones may be supposed (as in fact is the case) to have engrossed. I trust the subject will be considered; and that before the session of Parliament is over, the depressed state of the shipping interest will be seriously considered, and the most effectual means taken to ensure its relief, before the evil becomes of such magnitude as to bid defiance to palliatives. When, however, I consider, that on the commerce of England depends so much *its greatness and its power*, I am satisfied that all that can will be done, to relieve the ship-owner, to re-animate his exertions, and restore the drooping trade of this once flourishing country. I am glad to find the minister does not mean to lay any duty on North American timber, as it so evidently would hurt our shipping interest, by shutting up that trade (far from being productive as it now stands), and also prove most injurious to our own colonies, by depriving them of the greatest and best market for their timber, and allowing foreign countries to supply us on more reasonable terms. Surely, in times like the present, such ruinous and mistaken policy will not be adopted; but on the contrary, every attention bestowed to devise *the means*, and to *use them*, for invigorating our trade, and restoring our commerce.

Orion.

*The Distresses of our Seamen.*

MR. EDITOR,

9th April, 1817.

**I**N a moment like the present, when, after a convulsive tumult of alarm, the mind finds a resting place, the powers of our reason should be unremittingly employed to guard against the approach of future danger.

That we have escaped the late dreadful conspiracy which threatened us, is matter of high congratulation; yet, however we have been favored by Providence, to whose timely interposition we owe our present safety, we

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\* Its durability makes it cheaper than oak, even if its prime cost, when imported, was considerably more; and our ship-building in India does not add to our prosperity at home.

should not, by too fondly indulging the delusions of hope, neglect the means for our future security. Let us not regret, when too late, that the lesson of the past conveyed example, without precept; let us not value our instruction the less, because it did not cost us more. Stimulated by the temporary successes of a similar spirit, in a neighbouring country, treason attempts to rear its head, and in the phrenzy of reformation, meditates an attack upon the whole *body* of the State; like the savage of Louisiana, who would cut down the tree, the more readily to enrich himself with the fruit! In the catalogue of human crimes, this species of treason, which tends to subvert the harmony and order of government, and to throw every thing into confusion, for the very precarious chance of a better administration, is the most execrable, and loudly calls not only for the chastisement, but for the terrors of the law. But for the credit of *Britons*, for the honor of humanity, I am willing to suppose the number of such miscreants are but few: an affection for our native country seems to be a principle implanted by the hand of nature. Shall Englishmen, then, nurture in the bosom of their country, that monster which would destroy it? Shall the established character of our native islanders, in which generosity is blended with bravery, be rudely torn from the page of honor, where fame has long recorded it, and, stained by treason, be consigned to infamy? Let the late loyal exertions of the country answer this.

I hail all those deluded by the display of argumentative invention, to submit to the more conclusive logic, and to rally round our chaste constitution, plight to her their vows, and press her to their bosoms; and in the language of a political prodigal, say to her:—“*We have sinned against*” reason, “*and before thee, and are no more worthy to be called thy sons, make us therefore as thy hired servants.*” To meet this submission, I would recommend, that the arms of that indulgent parent should be expanded to embrace them, and to give and receive the protection which it is their mutual interest to afford. Let us be *one body*, animated by *one soul*, whose first effusion is Loyalty!

The government, my good Sir, have much to answer for: in these times of sad distress, the multitude of wandering sailors, begging *every day* at my door for bread, is truly lamentable; on beholding them, it fills me with the most poignant grief—half naked, without a shoe on their feet, and starving for hunger, declaring they can neither get work on shore nor on board: what a shame to the government of a nation, of the first rank in civilized Europe, to turn her brave defenders adrift, to taste the bitters of misery, and all for the sake of saving a few thousand pounds. Why does not the Board of Admiralty suggest to his Royal Highness the Prince Regent, the propriety of cultivating the waste lands on Dartmoor, county of Devon, and by public proclamation, call upon all those gallant seamen to come forward and earn their subsistence; there can be no doubt existing, but they would readily accept the offer, to turn their sword into the *plough-share*. And again, it would immortalize the name of that distinguished nobleman at the head of our naval affairs, to fit out at least ten surveying vessels, in addition to those already commissioned, in order to make a general survey at home and abroad; the service would employ a



great many prime seamen (now languishing for want), and give an opportunity to many meritorious officers to recommend themselves to the particular notice of their King and Country.

I hope that the Lords of the Admiralty will have ocular demonstration of what I have herein stated, in their excursion from Portsmouth to Milford, and from that to Plymouth. If their hearts are not callous to humanity (and which I am certain they are not), they will perhaps view these propositions in their just light: when an applauding nation will cheerfully grant the necessary supplies, and the miserable will sing everlasting praises in honor of their deliverers.

Before I close this, Mr. Editor, I cannot help regretting the departure of your excellent correspondent *Arion*—he was an ornament to society—and the navy has lost one of its ablest pleaders. Allow me at the same time to return my sincere thanks to *Gracchus*, for the high compliments he is pleased to pay me, in your 37th volume, page 202; he is a distinguished writer, to whom I should feel honored to hold his candle. With great pleasure I remain, Mr. Editor, your very obedient servant,

*Thessaly.*

*On the depressed state of the Shipping Interest.*

MR. EDITOR,

12th March, 1817.

CONCEIVING your valuable work to be always open to the suggestions of Correspondents, who have either the improvement of the navy, or the encouragement of the commercial interests of the nation at heart, I beg leave to send you a few ideas on the subject of the sadly depressed state of the shipping interest, hoping some of them may be found deserving of the attention of our great ship-owners, and not unworthy the notice of those whose business and duty it will be to legislate on this subject (one of vital importance to the country) in Parliament. Conceiving that immediate steps ought to be taken to invigorate our declining commerce, allow me to point out the following means of encouraging the drooping spirit of a once great and flourishing maritime country, about to rise, I hope, like the Phoenix, from its present helpless state, to renewed life and vigour:—

1st, I think a bounty ought to be given to ships employed in the South Sea fishery, of such magnitude as to entice ship-owners to employ an additional number of large vessels in that trade; also an additional bounty of 5s. or 10s. per ton to vessels employed in the Greenland and Davis Straights fisheries, and the bounty to be granted according to the real tonnage, and to be *unlimited*.

2dly. Were government to employ immediately forty or fifty large vessels to bring home *teak wood* from India for the dock-yards, it would provide excellent and durable materials (although expensive, I admit) for ships building in England, where it ought to be encouraged, and would give employment to vessels which at present can find no freights worthy of acceptance, or sufficient to defray expenses.

3dly. It will be observed, that a heavy tonnage duty, no less than two dollars, or 10s. per ton, has been laid on all foreign vessels entering the ports of the United States of America; and therefore it becomes our duty to look to ourselves, and as other countries seek so anxiously to supply themselves by their own shipping, we must take care that corresponding duties are laid on foreign ships frequenting British ports for the purpose of trade and navigation.

4thly. I am of opinion, that if our West Indiamen were allowed to proceed direct to Malta, or other ports in the Mediterranean, and there unload, much benefit to our trade in that sea would be derived; and I hope the *Malta trade bill*, now passed, provides for *this* great desideratum.

5thly. Foreign-built vessels ought no longer to be permitted to trade in those seas, under British passes or protections. British merchantmen alone ought now to be employed on every practicable occasion, and in every part of the world.

6thly. Our private trade to India should be encouraged and protected as much as possible; and I question if ship-building in that country ought not to be entirely stopped, except for the King and Company's services, during peace; at any rate I think it would be highly advantageous to the British shipping interest, and could not interfere *materially* with the native builders or merchants in India.

7thly. Instead of laying duties on British American timber, as was lately proposed, I am of opinion the trade to our North American colonies ought to be cherished and encouraged as much as possible.

These hints, Mr. Editor, may, I hope, prove serviceable; at least so far as to lead other correspondents to give their opinions and ideas on this highly interesting and truly momentous subject. I would only observe, as the *stake* of the British ship-owners is *great*, let *their* exertions, and the encouragement of government be *in proportion*, and then our commerce may be again expected to flourish, our trade to revive, our shipping to prosper.

*Britannicus.*

#### *South American Trade.*

MR. EDITOR,

April 20, 1817.

I PERCEIVE it has been mentioned by some of the London papers, that an expedition, consisting of a small naval force, was to be immediately fitted out, to proceed, under the orders of Sir George Cockburn, to South America, for the double purpose of protecting our merchantmen from the numerous piratical and buccaneering vessels, which seem to invest these seas, even within the limits of the Jamaica station, and also to open us, as much as possible under existing circumstances, the trade with Southern America. I anxiously hope this armament is *really* in contemplation: it will give life to our drooping commerce, and procure us an increased share of the lucrative trade with those rich, but certainly ill-



governed and much-neglected Spanish colonies. It is well known that the Americans carry on a most extensive intercourse *with them*; and I see no good reason why England should allow that country to enjoy such advantages, which are, at least, equally open to herself. America is at peace with Spain, as well as England; and *our* ties or obligations to that power, are neither, I conceive, so great nor so strong, as to lead us to give up, in times of commercial distress like the present, *any* advantages we might derive from the existing circumstances of civil war prevailing between Spain and her colonies. Was a squadron sent to that coast, it would protect our commerce, confer additional advantages on our trade and merchants, and be essentially beneficial to this country; and one thing is sufficiently obvious, that if rejected by *our* government on the score of punctilious scruples, other governments, less *enlightened*, and more alive to commercial advantages, will not fail to profit by the opportunity. An independent government in South America is looked forward to, by most people, as being near at hand: its establishment will hold out certain advantages to Britain, as on her it must depend for almost every foreign production. Ought we not, therefore, to watch, and look forward to this great and most important event, with anxiety and desire; ought we not to, at least, testify our wishes to be on good terms, when their independence is established. I think, under judicious management, all these things might be done, without running much risk of a war with Spain; nay, were it to follow, we should be no losers; but this would not happen, whilst our trade would be extended and enlivened, and an additional source of riches opened to us. Some cruizers are absolutely necessary to stop the depredations of these privateers and buccaneering vessels, which are to be met with in almost every latitude, and of which some notice will, no doubt, be taken, before the mischief increases, and becomes a serious grievance to our merchants and ship-owners. As we can *supply* so much to these infant colonies, struggling for independence, it will surely then be our policy to shew them, that we desire and expect to open a trade, so full of advantage to both parties; and that if we do not go all the length of assisting them in the struggle, we mean not, at any rate, to be their enemies.

*Orion.*

N. B. I hope a commercial treaty with France, on fair and liberal principles, will, without much further delay, be completed; surely both countries would be gainers, and must wish it adjusted.



*Hints respecting the Necessity of a fixed System of internal Discipline.*

MR. EDITOR,

Richmond, April 21, 1817.

**A**S the Naval Chronicle may be justly considered a *standard work*, for reference, on naval subjects, and being much read amongst persons connected, by office, with the naval department of the government, I trust you will excuse my offering a laboured apology, for submitting the follow-

ing loose hints, in the hope they may attract the attention of those, whose experience, but, above all, whose *freedom* from the *baneful shackles* of *illiberal* and *ignorant prejudices*, may render them far better qualified judges than myself, as to their utility and merits.

Every mind of common candour must admit, that the extensive, and very essentially useful improvements, recently adopted in the royal navy, and throughout the naval department generally, and those which, it may be presumed, are still in course of progress, not only reflect imperishable honor on the enlightened and liberal-minded nobleman, at present presiding at the Admiralty, with his lordship's highly respectable colleagues, but must ensure to them the lasting gratitude of their country.

Perhaps few things (independent of physical causes) more essentially contributed to our great naval victories, since 1793, than that facility of simultaneous evolution, the result of a well-digested system of signals, and tactics, &c.; in short, of all the *detail*, as to the conducting of fleets in a *general* way, and upon the *grand* scale. So much so, that were ever so large a portion of the whole British navy to form a junction in the Atlantic, from various points, that whole force could be readily ordered and regulated, for every species of effective service, upon an approved system, KNOWN TO ALL, and consequently not likely to be misunderstood; thereby securing the commander-in-chief against having his best intentions frustrated, and thence *securing* (with a British fleet) a moral probability of success: for "nothing is trifling in war."

It follows, as such vast advantages have demonstrably accrued from a judicious system of regulation in the above peculiar way, that proportionate advantages would infallibly accrue from the establishment of a judicious regulation, directed towards A FIXED SYSTEM OF NAVAL COMMAND, AND internal DISCIPLINE.

To this end, without presuming to suggest the *mode* of enquiry, which, it were well, should be adopted in the matter, and which, perhaps, had far better originate with the Board of Admiralty, than in any other quarter whatever, I with diffidence, submit the few following unconnected hints; viz.—

There should be supplied to the ships, prescribed printed forms of *watch-bills*, *station* and *quarter-bills*, *hammock-lists*, &c. compressed and simplified as much as possible, *fixing* the *actual* number of men to be allotted to each station respectively supposing the complement complete; also a *fixed* number, and description of the servants, &c.; and all those usually denominated "idlers."

As it is undeniable that the *internal* discipline of no two vessels in the navy (even of a similar description) assimilate to each other, a *fixed* practical, and well digested short code of "*orders*," for the internal government generally, should be established, and publicly exhibited on board every vessel, under sanction of the Admiralty; for, at present, notwithstanding the huge volume of the naval instructions, almost every thing in that way, as well as what relates to the preservation of health and cleanliness, *actually* depends upon *caprice*; and, it has been well and truly said by a recent naval author, that "*what is in one ship applauded, is in another punished!*"



This *caprice* (in the absence of a better system, if, indeed, *system* it can be called) must continue; and consequently continue, as experience proves, to disgust both officers and seamen; to produce frequent court-martial, desertions, and the worst effects on that *unanimity* and *cordiality*, so essential to the good of the service; and will continue, as hitherto, to cause incalculable public expense, by the endless and useless appropriation and conversion of public stores: I do not mean to any private purposes, but solely to alterations everlasting in every ship. Thus, the fanciful fitting-up of the warrant-officers' store-rooms, &c. which frequently, after occupying upwards of a twelvemonth, and causing an infinite wear and tear of boats, and *boats' crews*, in plying all round the fleet to borrow artificers for the purpose, are not unfrequently, after all the expense and trouble, demolished at five minute's notice, to make way for something new.—I apprehend, on this latter subject, the Hon. Commissioners of the Navy would not be inclined very widely to dissent from the expediency of establishing my proposition.

There should be a *standard* fixed for the stock of clothes each seamen is expected to have, and also a uniform (or some distinguishing mark) for those *petty-officers* who do not walk the quarter-deck, that they may at all times be known to those placed under their implicit command.

There should also be a check to the flogging of servants privately at the guns, without the knowledge and sanction of the captain; and, when such punishments are inflicted, they should be duly reported in the quarterly returns. The almost incredible abuses on this head, which have not unfrequently occurred, and most particularly in the *smaller description of vessels*, when on foreign stations, if known to the Admiralty, or indeed, in *all instances*, to their *own captains* (whose ignorance of those practices must be very inexcusable), would, I am persuaded, at once cause an effectual stop to be put to such gross instances of insubordination, and of the disgraceful perversion of authority; indeed, they are in open violation of his Majesty's naval instructions.

Another advantage arising from a *fixed system* would be, that when a sudden and total change of captain and officers occurs, as it often unavoidably does in time of war, there would not be, as is usually the case, an entire *revolution* (if I may use the expression) in the internal regulation and order of our ships. So much is it so, that every experienced officer knows full well, should chance bring one of them, thus situated, into action with an enemy of equal, or nearly equal force, before the "*confusion worse confounded*" had begun to subside, the consequence would probably be, notwithstanding the utmost skill and gallantry, that she would be *overpowered*, and the honor of our flag and our navy thus sustain an almost irreparable disgrace.

I regret to trespass at such length; but hope you will consider the principal subject of this communication not altogether unworthy your kind notice.

I am, with much respect, Sir,

Your very obedient servant,

*Occidens.*

To the Right Honourable Lord Cochrane.

MY LORD,

May 2, 1817.

IN presuming to address your Lordship through the medium of a work devoted to that profession, of which, you once formed one of the very brightest ornaments, I trust I shall find my apology sustained, when I observe, that as both your Lordship's transcendent merits, and glorious deeds, as a naval officer, are recorded in the hearts of your approving and admiring countrymen; so, I fear, are also the sad aberrations of your Lordship during the last five years of a life previously spent in the service of your King and country, until, most unfortunately for yourself, and for that service, to which you had done such honor, you, in an unhappy hour, became not only a member of Parliament, but, I grieve to say, the associate and companion of wicked and designing men. You, my Lord, after what has happened, will not shrink from publicity; it were vain to attempt it now; but my object being to arouse and awaken you, if possible, from that dream of danger and of death, which seems now to overshadow you, and, for this purpose, to call to my aid, through this publicity, those of your Lordship's friends, who still regard you, or who still feel for your Lordship's misfortunes and errors, I am very sure that I shall obtain your forgiveness, if not your thanks, for the following friendly admonitions:—

My Lord, we are early in life told, that "*evil communications corrupt good manners.*" Alas, it is very certain, that *these communications* with unprincipled, ungrateful, and villainous men, have brought your Lordship "*to the pass we see.*" I seek not to disguise your unfortunate situation, my Lord. You must feel, and the world knows it. These deceitful, perfidious friends, found your Lordship loaded with honors gained in the defence of your country—high in its approbation:—the admiration of your brother officers, the friend and benefactor, and the darling of the British Seamen. Such, my Lord, they found you, after you had served your King and country long and gallantly, and distinguished yourself in the Queen Charlotte, the Speedy, the Pallas, and Imperieuse; having, by a series of brilliant achievements, down to the destruction of the enemy's fleet in Basque Roads, already acquired the name of the *Second Nelson*. But, then, came a nipping blast, a canker-worm, which checked the farther rise of "*this fair blossom.*" When I reflect, my Lord, on your further appointment to the Tonnant, and of the eminent and glorious services which assuredly (being under orders for the coast of America,) your Lordship would have rendered to your country in that scene of action, where there was such a field, and where so little had then been reaped from that field, in comparison with what your Lordship would have said, *could* and *might* have been performed, I am filled with regret and vexation at the unfortunate and unhappy combination of circumstances, which prevented your Lordship proceeding to America; thereby saving the enemy's ships from destruction in their harbours, and leading so unhappily to your Lordship's disgrace, and present degradation.

It is not my intention here to inquire into, or to investigate minutely, the circumstances of your Lordship's actual guilt or criminality. Suffice it



that your Lordship has suffered the punishment, after trial and conviction : but, my Lord, supposing that you were indeed *innocent*, and only the victim of designing and deceitful men—learn from this sad lesson of experience in your own person, the dreadful consequences which such companions have heaped upon your head. From *the past*—learn, at least, *more caution*, for the future.

My Lord, your misfortunes and sufferings, since that unhappy stock-jobbing affair, which deprived you of your rank and honour in the naval profession, in which you justly stood so high, have been certainly *great* ; and I, for one, heartily commiserate your situation : but allow me also to observe to you, that these have been *aggravated* and *increased* by your own perverse and headstrong conduct ; for, my Lord, if your innocence could have been demonstrated, your Lordship's high character in the navy was alone a sufficient protection from the designs of your ministerial enemies : but, be assured, that, respecting *these* enemies, you have been misinformed, and greatly imposed upon. I am very certain that, at this hour, Government consider your loss to the service as *great*, and lament *the fall* of a brave, but *misguided* officer. Now, my Lord, before I venture to lay down any principles and line of action for your *future* conduct, allow me to remind you of the dreadful precipice on which you now at this very moment stand.

You have long been in opposition ; and had this opposition been temperate or considerate, it was all right : but, my Lord, you have been rejected and disowned by *both parties*, and, with the exception of your colleague, have in general stood *alone*. Your political opinions, however fine in theory, are obviously *dangerous* to be put in practice : no man who does not *wish* for anarchy in the country, will support the proposition of annual parliaments and universal suffrage. My Lord, do not, I beseech you, proceed further in your present career. Are such men as Hunt and Cobbet again to lead you into new disgrace ? Remember A. C. J., and beware ! I trust you have more judgment left, than to yield yourself farther to their criminal designs, (for such I look upon them). Beware, then, my Lord, nor listen longer to their admonitions, for they lead to absolute ruin and irretrievable disgrace. Recollect, I entreat you, rather, that you *once* stood deservedly high in the opinion of the world, and be convinced, that your *best policy*, and *obvious line of duty*, now is, *to regain* that good opinion. If you desire to know how this is to be accomplished, I will candidly inform you how I think it may be attained ; at least, it is worth the trial. In the first place, retire from Parliament at the end of the present session ; go abroad and live in retirement, following those literary and scientific, and professional pursuits, which will ennoble your name far more now than any parliamentary discussion can possibly do under your present circumstances. After spending some time in this retirement on the shores of Italy, France, or Spain, I am inclined to hope and believe, that a petition from your Lordship, praying to be reinstated in the navy, would be listened to, and that it would be supported by one from the many, naval officers, who have witnessed, with admiration, your gallant deeds *afloat*, and pitied your hard fate and heavy misfortunes and sufferings entailed

upon you by *the arts* of cruel unprincipled companions, relatives; and false friends *on shore*. If such appeal to your Sovereign's forgiveness should be successful, (and I have little doubt of it,) it would, I think, be followed up by your appointment to a ship, and, even in peace, this would be very desirable for you. Think well, then, my Lord, I entreat you, of your future proceedings; remember, that by pursuing your *present* career, you must *lose all hope*, and render any future restoration or return to your profession not only more difficult, but absolutely *impossible*. Be assured, that by remaining in Parliament, you have compromised your character, by often complaining and speaking on subjects in which you had not proper information or knowledge; and be assured, also, that the *best* naval officers are, very often, the *worst* senators. Listen, my Lord, I beseech you, then, to this language of admonition, ere it be too late; and I trust these few observations, proceeding from one who *admired* your bravery, and *pities* your misfortunes and degradation, will be supported by the private admonitions and more effectual representations of your sensible and reflecting friends: may they lead you to such a change of conduct as shall produce the happiest consequences to yourself; viz. a restoration of your rank, and of the world's approbation, after a period of retirement and reflection, which I doubt not will produce opinions and a line of conduct better suited to that high rank and character which I trust you would thus regain; I am led to imagine, that his Majesty's government would not, under such circumstances, refuse that *rank* to your Lordship, in your profession, which you once so nobly upheld. Often has your life been exposed in defence of your King and country; and your Lordship's services in Basque Roads cannot be forgotten. I would hope, then, my Lord, that retirement from public life, and to a foreign shore, for some time, would be highly salutary for you under all present circumstances. And I would advise you to decline, at present, any interference with the Independents of South America, except with the sanction of your own government. I would wish and hope rather to see you again fighting the battles of your own country, and your flag once more flying in a British ship of the line: this would confer infinite satisfaction and more honour on your Lordship, as well as

Your Lordship's obedient humble servant,

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Alfred.

Remarks on Thessaly's Letter.

MR. EDITOR,

May 2, 1817.

I BEG to observe, that I have seen, in the Naval Chronicle, a letter from your correspondent Thessaly, in which he has confidently asserted that the *Endymion* would have taken the *President*, had there been no other ships in sight: and probably there are many naval officers of the same opinion. But having considered the subject attentively, it appears to me, that there are so many difficulties to be overcome, before one ship can take another, which is of double her capacity, that I think it should not be attempted, unless the enemy has lost her lower-mast, or, at least, one of her

top-masts; for it has generally happened, that when battles have been fought under such circumstances, that the British ships have been taken, beat off, or destroyed even by Frenchmen, much less Americans. From what has been said, I suppose it will be imagined that I am of opinion, the President was double the capacity of the *Endymion*: that is certainly my belief; and having acknowledged it, I suppose it will be expected by those who have not been able to discover such a disparity, that something should be advanced in order to prove it. I must therefore, to effect that purpose satisfactorily, observe, that the President not only had the superiority of a sixth in the tonnage, but she discharged a fifth more metal from each broadside, in balls (from the carronades) one fourth heavier than her opponents, besides having the advantage of two 24-pounders, on a side, upon the main-deck, and also of one-third in the complement of men. Therefore as the addition of a third, a fifth, and a sixth, either to an army, a ship, or any other substance, will increase the power or weight, in the proportion of 39 to 20, it is evident that the American frigate was superior to the British as stated above, exclusive of a fourth in the weight of shot, upon twenty carronades and two guns. The President certainly fought under great disadvantages, and suffered considerably in consequence of their being obliged to keep her head, the greatest part of the action, at one point of the compass: but notwithstanding that, if the *Endymion* (after bending new sails) had chased her, till the squadron had disappeared, then the President could have brought to, and engaged her, under more favourable circumstances, for two hours longer, still, however, continuing to lose the services of forty men per hour; and at the expiration of that time, she would have been rather superior to the *Endymion* in point of numbers, although that ship should have been so fortunate as not to have lost a single man in the last action. The President had 100 men killed and wounded, out of 500, in the first contest; and would have lost the services of 80 in the second; then, of course, when the fighting was over, she would have had 320 effective men, including officers, on board, while the *Endymion*, which had 340 men before the battle, and lost the services of 25 in it, would only have had 315. After the above statement is considered, can any person be angry with me for declaring it to be my opinion, that if the President had lost her main-masts, and had fallen in with the *Endymion*, singly, before a jury-mast was erected, that she could have engaged her for two hours and a half, under such a material disadvantage, without having lost so many men as she did in that action, and that the *Endymion* would have lost more than double the number; but which of them would have been compelled, at last, to surrender, I will not undertake to determine: therefore it must be left to the consideration of the reader.

I am, Sir, your most obedient Servant,

P. C. T.

On Admiral Frederick's Memoir.

MR. EDITOR.

Edinburgh, 12th May, 1817.

ALTHOUGH not a writer of biography myself, it sometimes happens that from personal knowledge I am enabled to point out inaccuracies in those who are. From being a shipmate with my late friend, Thomas

Nav. Chron. Vol. XXXVII.

3 p

Lenox Frederick, in the *Mermaid* frigate, Captain James Smith (well known in the navy by the name of *Bullwaggy*), for nearly three years, I can speak with more certainty (though not with absolute precision) as to his age, than his biographer does, who places his birth about the year 1754; it must have been nearer 1744 than 54, though I should, from my knowledge of him, have placed it about 46; because, early in 1768, when I first knew him, he was not less than 21 or 22: he had been three or four years in the service before that, probably more; and was rated master's mate of the *Mermaid*, doing duty (by the captain's order) as additional acting lieutenant, and messing in the gun-room. Among our cotemporaries in that ship, were the Hon. Thomas Windsor, son of the Earl of Plymouth, afterwards captain of the *Fox*, in Keppel's action; and the Hon. William Clement Finch, son of the Earl of Aylesford, who died an admiral; both of them much younger than Frederick, though the one was born in 1752, and the other in 1753, but neither of them had been at sea before; they got the post rank before him however—Finch in 1777, and Windsor in 1779. It was about the end of 1770, on Lieutenant Conolly Hodgson, 1st of the *Mermaid*, going home sick from Boston, that Mr. Frederick was appointed in the vacancy by Commodore (the late Lord) Hood, who was then commander-in-chief on the American station: whether his commission (not being a regular vacancy) was confirmed, I cannot positively say. He might be the grandson of Sir John Frederick, who was created a baronet in 1723, though I was rather inclined to think he was his nephew; but he was the son of Sir Charles Frederick, knight of the Bath, and many years surveyor-general of the Ordnance, but who never succeeded to any baronetcy: his mother was Lucy Boscawen, daughter of the first Viscount Falmouth, consequently he was nephew to the late Admiral Boscawen: and I well remember a cousin of Frederick's (son to the admiral), being several times on board the *Mermaid*, while sitting at Deptford, and who was, I believe, unfortunately drowned while bathing the following year. His biographer is therefore right in supposing Sir Charles a near relation and friend to him; but it is rather surprising that any person having access to the two letters (page 273), written by Captain Frederick to Sir Charles, should not be more accurately informed of his family, which was by no means an obscure one on either side.

These are, however, very trivial and unimportant circumstances in the life of a brave and good officer, and are only mentioned to render the biography correct.

As the Yankees, while Frederick and I were together, had not begun to burn "*powder*," but only to burn "*tea*," he had no opportunity of signaling himself then, in the field of Mars, and sooth to say the foes of any other field in that country, were very far from implacable, but considering themselves (with the Poet)—

"——— Born to be control'd,
Stoop'd to the forward and the bold."

Your's, &c.

Occasional.

Pensions to Naval Officers' Widows.

SIR,

London, May 14, 1837.

DEEMING the *Naval Chronicle* a work very impartially conducted, and the most proper vehicle for any communications connected with the interests of the British navy, I would hope the following sketch (though very imperfect) on the subject of naval officers' widows' pensions, may be honoured by insertion, and receive the attention of your readers.

It is generally known, that in the form of affidavit required from the widows, their pensions are very offensively, because improperly, denominated a *charity*; but facts prove the word is, on this occasion, totally misapplied; as a deduction is regularly made from every officer's pay to support the fund from whence the widows' pensions are drawn. And this circumstance will account for the occasional additions which have been made to the pensions, because the very long continuance of the war, and the consequently very great number of officers employed, enriched the fund beyond all former example.

Perhaps it may not be universally understood, that, till within a period of twenty-seven years past, there was no fixed amount for the annuities spoken of. Classes which now receive 50*l.* were, previous to that period, often paid less than 40*l.*; and that the income should be so fluctuating and uncertain in amount, could not fail to be severely felt by the annuitants. At a juncture when the late Admiral Macbride was returned as one of the representatives for the borough of Plymouth, a very able memorial was transmitted by the late Mrs. Thomas (well known in the literary world), who was the widow of a naval officer, and by that lady transmitted to Admiral Macbride. He laid the case before the Admiralty board, and was deputed to bring the subject into Parliament. As is ever the case when the interests of the navy are proposed, a bill speedily passed through both houses, and immediately received the royal sanction for giving a fixed standard to the pensions in question.

During Lord Spencer's excellent administration, as first lord of the Admiralty, a small addition was made to these annuities; and, in 1809, the fund had still so far advanced in prosperity, that another increase was suggested; the interest of the contributions, forming the fund, being more than sufficient to meet every demand made by the Widows' Pension List. But in preference to this intention it was, very judiciously, proposed to create a compassionate fund from the surplus, for the benefit of orphan children of naval officers, indiscriminately. The applications, it must be presumed, exceeded in number the calculation that might possibly have been made, for every petition, unsupported by recommendatory interest, was rejected, although printed forms of instruction were primarily issued from the Admiralty-office, which made the proposed benefit general in its distribution. However, the event was the exclusion of the orphans of gunners, boatswains, and carpenters, *in toto*.

Still, it would appear, the fund continues more than sufficient for these united demands, as an addition has recently been made to the pensions of admirals, captains, and lieutenants. Of the two former classes, very few are wholly dependent on such a mode of support, and hitherto the widows of surgeons and masters had ever been placed on an equality with those of

lieutenants. Why that equality should now be discontinued, is a subject of discontent to the aggrieved parties, and should, surely, be made matter of inquiry. Can it possibly be imagined, that the widow of a lieutenant has higher pretensions, or more claims to respectability, than the widow of a medical officer? The very reverse will, most likely, be nearer truth: for if the examination of medical colleges are allowed to stand for any thing, surely a medical professor, from his situation and education, must have been in the habit of mixing with such society as would allow him an opportunity to select a wife from those circles to which inferior females must ever be inadmissible.

Beside, from the nature of a surgeon's duties, he is continually exposed to the danger of contagion, without that possibility of escape, of which others can sometimes avail themselves; and though he resign all chance of profitable practice, and exclude himself from every domestic enjoyment for the benefit of the service, and whether he be cut off by the premature destruction of desolating climates, or spend the longest life in his important duties, yet is his widow deemed to be provided for by an annuity of 40*l*! Such is the justice and liberality practised by the present Board of Admiralty, that such a subject can only wait the due notice of their lordships, in order to be rectified.

In my next communications, I shall offer some hints on that unwise institution, the Naval Asylum, which consumes a sum, for the advantage of a few individuals only, greater than is distributed among all those admitted to the benefit of the compassionate fund.

In short, there is not a subject, taken in all its bearings, which demands more attention than this; and now that the bustle of war has ceased, it is to be sincerely hoped the lords of the Admiralty will give it due notice.

I am, Sir, your very obedient Servant,

Clericus.

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*Currents in the Atlantic Ocean.*

MR. EDITOR,

April 8, 1817.

**H**IS Majesty's ship *Alexander*, of 74 guns, R. R. Bligh, Esq. captain, was captured, after a very severe action, by the French Rear-admiral Neilly's squadron of five sail of the line, and three frigates, on the 6th of November, 1794, in lat. 48° 25' N., and 7° 53' W. long., and blowing fresh at W. Previous to this unfortunate rencounter, Captain Bligh had been promoted to the rank of rear-admiral of the blue squadron (a circumstance unknown at this time to the gallant officer). In Admiral Bligh's letter of the 23d of the same month, from on board the *Murat*, at Brest, to Philip Stephens, Esq. secretary of the Admiralty, he relates, amongst other casualties sustained during the action, that of the main-yard of the *Alexander* being shot away, and on being disentangled from the rigging, fell into the sea!

Therefore, as an illustration of the tendency of the currents in the Atlantic Ocean at the season of the year we speak of, I give you the copy of a letter, dated February 8, 1795, and inserted in the *London Chronicle* for that year (several volumes of which I have by me in great preservation).



"Milford, Feb. 8, 1795.

"Your last paper has afforded me a sight of the gallant Rear-admiral Bligh's (late captain of the *Alexander*) letter of the 23d of November last; and to corroborate part of that spirited officer's letter, I think that the public should know, that both parts of the main-yard of the *Alexander*, which appear to have been shot away in the slings, are drove on shore near Milford Haven; one half on the ground of John Campbell, Esq. of Stackpole-court, and the other with the ship's name on the yard-arm, on that of William Phillip's, Esq. of St. Bride's-hill,\* which gentleman prizes it so much, that, I am informed, in honour of the brave commander—(and *its having drifted so far from the scene of action*)—his name is to be cut, opposite to that of the ship's, and kept by that gentleman, in remembrance of a British ship of 74 guns, having sustained an action of two hours against five French ships of the line (of equal force), and three frigates!!"

This subject, Mr. Editor, I trust, is not irrelevant to the principles exhibited in the *Naval Chronicle*; and which I beg of you to consider as a precursor to some more useful and edifying topics, upon the interesting discussion relative to the currents and tides of the Atlantic and Pacific Oceans.

*Thessaly.*

*Provision for Seamen.*

MR. EDITOR,

*Hitchin, Herts, May 15th, 1817.*

GIVE me leave to congratulate you on the addition to the list of your correspondents of Mr. Urquhart. The thanks of the country are due to him as being the first, I believe, who has submitted to the public any thing like a digested plan tending to man our ships for the future in a more rational way than the usual one. I do not profess to be conversant with this subject, it is a momentous one, and but few amongst us know any thing at all about it. I cannot, however, help suggesting an idea that has occurred to me, which may perhaps act as a buttress to support his fabric; and should it at all conduce to that end, I shall feel most happy in having, even in so trifling a degree, assisted in so good—so great a work.

The late arguments upon the Poor-laws brought it into my mind, and it may be comprised in a very few words. It is intended merely as a hint, and will therefore be beneath criticism. My only hope is, that it may induce others more capable than myself to turn their attention to so interesting a subject.

In the first place, I am of opinion, that, should the Legislature see fit to relieve the landed interest from the greater part of this burden, it should be upon condition that every parish in England, shall, at the conclusion of the war, pension, support, maintain, and keep, in every sense of the word, each a sailor. Supposing 5000 parishes. So many gallant fellows would be comfortably provided for; these situations might be reserved for those

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\* William Phillips, Esq. is at present purser of his Majesty's ship *Alceste*, on an embassy to the Emperor of China.

who have been wounded, or who have particularly distinguished themselves; or perhaps some may think it would better answer the purpose, by appointing to them, such persons as had volunteered a prolongation of their services after having served their allotted time; whether these or the wounded should stand first on the list, I leave to others to decide.

This tax upon the country may appear considerable at first sight, but it will vanish if examined; as in mechanics, a body of given weight, by being extended over a larger surface, presses the lighter, as the points of support are increased; so, in this case, 5000 men dispersed over the country in the addition of one man to each parish, would scarcely be felt, and will not be objected to, if the present system of Poor-laws should be revised. The only difficulty that strikes me in this case is, where are these men to be lodged, boarded, &c.; the very idea of a workhouse would give an unfavourable bias in their minds to the plan. Upon this point I have not been able to come to any determination.

2dly, My object is, not only in holding out a reward or stimulant to the most useful class we have, but that it may cause their support and maintenance to become general, and not confined to the maritime districts, where the most of them perhaps come from, and where they mostly return when out of employ, as at present. I speak, at all events, disinterestedly upon this subject, as I reside in an inland town, but think, notwithstanding, we are as much indebted to our gallant defenders, as if we lived at a seaport. Moreover, there is good reason to think it is a burden that would not be objected to, as it is easy to perceive a considerable fondness and veneration exhibited by most country people for any thing in the shape of a sailor.

It may be observed by some gentlemen who do not see the thing in the same light that I do, that the great variation as to the size of the parishes, and consequent ability to bear such a charge, will render this hint nugatory. This is a difficulty by no means insurmountable, and which, I think, may be remedied, by taking something like an average of the inhabitants of the parishes, and quartering the veterans on them accordingly. Some parishes would thus have more than one, and, in other cases, two or three would be expected to maintain only one man amongst them. Perhaps, by way of preventing this stationary kind of life being irksome to them, and of making it agree somewhat with the varied measure of existence hitherto dealt out to them, it might be permitted them to exchange their parishes, or even counties, once a year, provided two persons should mutually agree so to do. The present number of watermen might be diminished to make room for some others of them: this should be so done, as not to distress those at present in that employ, such as limiting the number of apprentices, excepting where the son wished to be articled to the father, &c. Indeed, of such vital importance do I, in unison with Mr. Urquhart, think the encouragement of our seamen, that I would have every thing possible give way to them. Even our Sovereign should set the example, by having a body guard of chosen, select sailors. The Admiralty, and all other naval offices, should have no domestic who had not served at least seven years; and, perhaps, a sufficient number of steady fellows might be found



amongst them to take charge of all our light-houses, turnpikes, weigh bridges, &c.

An attention so marked would, no doubt, be of good effect, and induce many to enter. Sailors are not such unthinking beings as many suppose. Thoughtless in the hour of danger they certainly are; but it is no uncommon thing to hear them noticing, (which I have frequently done,) the risks they run, and their liability to be turned a-drift with a damaged hull, or the loss of some of their spars, without an asylum in which to put their heads. Soldiers have, in this respect, a manifest advantage, being many of them brought up at the plough tail, or in some trade or other, to which they can return when disbanded. Frequent instances of this are seen: but, on the other hand, what can I say of our seamen. How easy would it be to paint their sufferings, wandering about exposed to all the extremities of want; and, what is perhaps worse, to the arts of designing men! Will it be believed by posterity, that England, after witnessing the successful prowess of her navy, during a war equalling in length those of Carthaginian notoriety, and far surpassing them in its effects upon the world, did passively look on, and see her defenders lying exposed, without food or shelter, upon the bridges, and in the highways of the metropolis, and leave one of the least of the maritime nations of the continent to solve, or attempt to solve, the only remaining problem in nautical discovery \*? I wish not to speak to the passions of your readers, but to their positive interests, when I say, that the navy, in all its branches, deserves our first care, and that we ought to bend our whole attention to its improvement. Once degenerated, what shall become of us as a nation? unable to act, either offensively or defensively. It is very well to shed a tear of enthusiasm on the perusal of the gazettes, (which, who of us is there that has not done?); but something more is necessary. Let us convince the world that our feelings were genuine, by an individual anxiety to cherish and support those who, having afforded us such gratification, and who have spent the best years of their existence, perhaps their limbs and health, in the defence of their own personal security, and the advancement of our national glory. For myself, I am not ashamed to say, that so far do I carry my veneration of the ship-ping interest of this country, that the sight of one Hull fisherman laid by, has occasioned me to curse the gas lights with all their brilliancy, and never to see in time of peace an English ship swarming with live lumber, consisting of Hindoo, Chinese, and Malay; but what I wish them all hung round the necks of some of their gods, I care not whether it be Fo, VISHNU, or BUDDH.

Thinking, Mr. Editor, that I have already trespassed too long upon your valuable pages, it behoves me to conclude, trusting you will believe me when I say, that, in what I have written, I have been actuated by no private interests, nor swayed by any personal feelings whatever; but that my

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\* I allude to the Russian attempt to discover the north-west passage. Surely some of the distress above mentioned might have been alleviated by the employment of half a dozen sloops of war in hydrographical labours in different parts of the world; at least, for the first two or three years of the peace.

sole aim has been to arouse (assisted by many of your correspondents), the public to a sense of their duty. I have done mine to the best of my ability; and, with my most zealous wishes for the honour of the British flag, under whose shade we have so long reclined with mingled emotions of pride and admiration,

I remain your humble Servant,

J. C.

## PLATE CCCCLXXXV.

### *Southampton Pier.*

**S**OUTHAMPTON, as a sea-port, has been the scene of many remarkable events from a very remote period. About two miles from the present town, the Romans built their Clausentum, now called Bittern, where vestiges of the ancient wall are still visible, and where Roman coins have been, at different times, dug up.

So far back as the ninth century, we have accounts of the present town, at that time infested by piratical invasions of the Danes. On the adjacent beach Canute reproved his flatterers. In the fourteenth century it was plundered and burned by the French. Hence our brave Henry V. embarked for France, and gained immortal glory in the field of Agincourt.

It is almost needless to attempt a description of a town so well known. It is bounded on the east by the river Itchen, and on the west by the Teste, or Anton. The entrance to the town is on the London-road, through elegant seats, and stately rows of trees; and the town itself, in the High-street, consists of shops; which, for the richness of their commodities, and elegant appearance, may vie with those of London.

Among the modern buildings, are Albion-place, Moira-place, Brunswick-place, &c. which are highly creditable to the taste and judgment of the architects.

Of its religious edifices, the principal is Holyrood church, in the High-street. St. Michael's has a slender octagonal spire, which serves as a landmark to ships entering the harbour. All Saints is an elegant modern structure, built under the direction of Mr. Reveley. St. Lawrence is also in the High-street. St. Mary is remarkable for two things, the value of its benefice, said to be 1,400*l.* per annum, and the beautiful situation of its cemetery.

Its lodgings, boarding-houses, baths, inns, public-rooms, theatre, libraries, and miscellaneous amusements, are too well known to need description. It is about 76 miles from London, surrounded by walls and several watch-towers, and had a strong castle to defend the harbour, but which is now in ruins. It is a corporation and county of itself, with the title of an earldom, and sends two members to parliament. W. long. 1° 26'; N. lat. 50° 55'.





Brown del.

J. Bailey sculpt.

London



OFFICIAL LETTERS OF JAMES DUKE OF YORK,  
LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

[Continued from page 322.]

GENTLEMEN,

March 9th, 1661.

I DESIRE you will give notice unto all commanders and masters of shipping belonging to the subjects of the King, my Sovereign Lord and Brother, that from henceforward they forbear to wear the flag of union;\* and also to acquaint them, that such as shall presume to wear the said flag contrary thereunto, the King's ships will have orders to take it from them.

I am, your loving friend,

*To the Masters, Wardens, and  
Assistants of the Trinity-House.*

*James.*

SIR,

March 16th, 1661

My Lord of Portland, who is vice-admiral for Hampshire and the Isle of Wight, hath complained, that an order out of the Court of Admiralty, for the arresting of a Portugal captain, hath been served by a private hand; and that, contrary to the ancient practice, it was not directed to his lordship, or his deputy, and other officers: I desire you to speak with the register about it; and the other having been the usual practice, that hereafter the privileges of the vice-admirals may be carefully preserved.

I am, your humble servant,

*To Dr. Hyde.*

*William Coventry.*

GENTLEMEN,

March 16th, 1661.

Upon consideration of what you write in your letter of the 15th of this instant March, that it hath been the ancient practice of the navy, for the best gun (or an allowance in money) to be given to that commander who shall take a man-of-war-prize, I think fit to direct, that Captain Curtis be permitted to keep the brass-bases, and piece of cable, to his own use, which was by him taken out of a gally, sunk on the coast of Spain, for his service done in destroying the said gally; but the guns that were taken out to be reserved for the King's use; as also that you give direction for the payment of the wages due to the said Captain Curtis, notwithstanding any stop put on the same.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*

SIR WILLIAM PENN,

I received your letter last night, and have spoken with his Royal Highness, who commands me to send you notice, that he would have the ships victualled according to the proportions of the time of war; but his Royal Highness would not have the companies taken on until the ships are all

\* Vide p. 304, for list of Admirals subsequently authorised to wear the union flag.



ready, except to two or three ships, for saving unnecessary charges, whilst one stays for another; the reason of fitting out two or three is only for the service of the Downs, whilst more are ready; in order to which, I desire you to send me word, which you conceive will be soonest ready, and how soon, that so orders may be given accordingly.

I am, your humble servant,

*William Coventry.*

GENTLEMEN,

April 3d, 1661.

Whereas I have thought fit to make an agreement with Colonel Thomas Middleton and Company, merchants, according as is hereafter expressed; viz.—

That his Majesty's ship *Charity*, together with her tackle, apparel, furniture, and 20 guns, and to be furnished with ordinary stores for six months, shall be received into the possession of such as they shall appoint to receive her. That they shall be obliged to return the said ship in good condition, into the charge of the officers of his Majesty's yard at Woolwich, within the space of twelve months, now next ensuing, the danger of the seas excepted.

That they shall man the said ship with 45 seamen at least, and defray the charges of victuals and wages for them, and all the charges during the voyage.

That they shall transport into the said ship, unto the island of Jamaica, such quantity of goods or stores as his Majesty shall think fit to send, not exceeding 150 tons. That they shall provide and transport from hence, upon their own account, in the said ship, unto Jamaica, 250 planters. That they shall likewise permit to be received on board the said ship at the Carribbee Islands, and transport to Jamaica, 500 or more passengers; and to that purpose, that the said ship shall continue at the said islands for the space of 14 days at least, to receive on board such passengers as shall be willing to go, the said passengers to provide victuals for themselves during their passage.

That they shall deliver the said planters and passengers at the island of Jamaica, by muster, into the charge of such persons as the governor shall appoint to receive the same; and in case of the death of any of them during the voyage, the same to be attested under the hand of the officers of the *Charity*.

In pursuance of the said agreement, I desire you will forthwith give order for the fitting of his Majesty's said ship the *Charity*, and furnishing of her with ordinary stores for six months, and cause her to be delivered into the possession of the said Colonel Middleton and Company, or such as they shall appoint to receive the same accordingly; and that you take good security of them for the punctual performance of the several particulars afore-mentioned, reserving unto me the nomination of the commander to be approved of by them.

I am, your affectionate friend,

To the principal Officers, &c.

*James.*

GENTLEMEN,

April 4th, 1661.

Upon consideration had of your letter of 29th of March last, wherein you certify, as your opinion, that John Falkner, clerk of his Majesty's rope yard at Woolwich, may well deserve the salary of sixty pounds per annum, I think fit to direct, that you cause the salary of the said John Falkner henceforward to be paid unto him, after the rate of sixty pounds per annum accordingly, until farther order.

I am, your affectionate friend,

To the principal Officers, &amp;c.

James.

SIR RICHARD STAYNER,

May 7th, 1661.

His Royal Highness being desirous to give encouragement to such young gentlemen as are willing to apply themselves to the learning of navigation, and fitting themselves to the service of the sea, hath determined, that one volunteer shall be entered on every ship now going forth; and for his encouragement, that he shall have the pay of a midshipman, and one midshipman less to be borne on the ship. In prosecution of this resolution, I am to recommend to you the bearer, Mr. Thomas Darcy; and to desire you that you would receive him according to the intentions of his Royal Highness, as I have acquainted you; and that you would shew him such kindness, as you shall judge fit for a gentleman, both in the accommodating him in your ship, and in farthering his improvement.

I am, your humble servant,

William Coventry.

GENTLEMEN,

May 9th, 1661.

The master-shipwright of Deptford and Woolwich hath acquainted me, that there is payable to him out of the Exchequer, a fee of 20d. per diem, the obtaining which out of the Exchequer occasioned him much expense of time, and some charge; whereas it would not be any loss to the King, and yet much ease to him, if it were paid to the treasurer of his Majesty's navy, making it his humble suit that it may be so, to which I (having consented) desire you to take order in it accordingly.

I am, your affectionate friend,

To the principal Officers, &amp;c.

James.

GENTLEMEN,

May 14th, 1661.

Being informed that of late it is a usual practice in his Majesty's navy, that upon the fitting forth to sea of his Majesty's ships, several new cabins are set up, at the desire and for the accommodation of the officers of the ships, not only to the great and unnecessary expense of his Majesty's stores, but also to the prejudice of the ships, in point of stowage, and otherwise; I thereupon think fit to direct, that you give it in especial charge unto the master-shipwrights of his Majesty's yards respectively, that for the future upon fitting out any of his Majesty's ships, they do not order the erectin



of any new cabins, or other accommodations, on board the said ships, unless upon the particular desire of a flag officer at least; but that the officers be content with such accommodations as were in the former voyage.

I am, your affectionate friend,

*James.*

GENTLEMEN,

*May 10th, 1661.*

Understanding that the Hill-House at Chatham is lately left by the Dean and Chapter of Rochester unto one Leere, who insists on a fine for the same, besides twenty pounds yearly rent; and the said house being very convenient for the service of his Majesty's navy, I desire you will consider whether it will be more for the advantage of his Majesty to purchase the lease of the said house, than to pay rent; and thereupon to treat with the said Leere concerning it, and if you find it will come at a reasonable rate, that then you purchase the same accordingly.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*

GENTLEMEN,

*Whitehall, May 23d, 1661.*

I desire you will forthwith give especial charge unto the respective master-shipwrights of his Majesty's yards, that from henceforward no repairs be performed upon any of his Majesty's ships, before an estimate of the charge of the said repairs be by them sent up unto yourselves; and in case the said estimates be great, you are to transmit them to me for my direction therein, ere the repairs go forward; but if the estimates be small, you are yourselves to order, that they be proceeded on accordingly as you shall judge fit.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*

MY LORD,

*July 1st, 1661.*

His Royal Highness having shewed me a letter of your Lordships, concerning the complaint of the French fishermen, I hold it my duty to give your Lordship this account of it, until a more perfect can be sent to your Lordship: for the doing whereof, I sent immediately to the Mayors of Rye and Hastings (under their town-seals) of the grounds on which they pretend the French ought not to fish on our coast.

I have in my hands an order of council of the 13th of August, 1660, whereby it is ordered, that his Royal Highness take care that the petitioners just complaints and grievances, contained in the annexed schedule, be by all due means redressed. In the schedule signed by the clerk of the council (which is a representation of the grievances presented from the cinque ports), the first article is, that by the ancient usage and custom within the cinque ports and their members, no Frenchmen or foreigners whatsoever have been permitted to fish on those coasts (accounting at least half-seas-over every where to the English nation); except only since the alliance

betwixt England and France, about four or six boats in one year, which had at first obtained special licence and allowance thereto from the Lord Warden of the Cinque Ports, granted in favour of the French courts, and for the King's own use. Upon this there was, about fourteen (years) after, a ship sent from the Downs, on purpose to give notice to the French fishermen, that they were to forbear fishing any more upon that coast; and that if they did not, their nets should be taken from them; but for that time no violence was offered them. Since that, the governor of Dieppe sent to desire licenses, and obtained nine. Some time since, the complaint being renewed of the fishing of the French, his Royal Highness ordered a ship to that coast to take their nets, which was accordingly performed; but restored again, the French satisfying the losses of an Englishman, from whom the French were insolent enough to take nets on our own coast; to which the persons whose nets were seized were so far privy, that when they perceived their nets would not be restored without the condition of repairing the Englishman, they found means to restore the greatest part of his very nets. The prize being so restored, another was taken, which was by his Royal Highness likewise ordered to be restored, without any other penalty than paying to the captain that took them 15*l.* by way of reward for his service, and the cost of drying their nets. The value of them, I conceive, may have been about 500*l.* the proceeding, I suppose, cannot but appear both gentle and slow enough, especially since the complaint of the French is so great, that the officers of the King's household have it as a reason, why the King's house is dearly and ill served. His Royal Highness hath, within these two days, resolved to restore a third parcel of nets, which is all which remains seized; and it will be executed as soon as his Royal Highness returns from Cambridge, whither he is this day gone.

I am, my Lord, your Lordship's most humble,

And obedient servant,

*For the Right Hon. the Earl of  
St. Albans, his Majesty's Am-  
bassador Extraordinary at  
Paris.*

*William Coventry.*

CAPTAIN HODGES,

*February 26th, 1660.*

His Royal Highness commands me to let you know, that he is informed that there are some Dutch men of war who block up the Portugal about Yarmouth, in the Isle of Wight; and who being required by the commander of the Isle of Wight, to permit the Portugal to go out two tides before them, according to the custom of the sea in all places, refuse to do it: whereupon his Royal Highness commands you, by me (himself not being now at leisure) to set sail to the place where those Dutch men of war are, and to require them to permit the said Portugal to go out two tides before them; and if they refuse to do it, you are to advise with Colonel Slingsby, now commander in the Isle of Wight, and any of the commanders of the castles there, in order to the compelling them to do it; to which you are to give your utmost assistance: which service being performed, you are



to return to Portsmouth, to take in your victuals for Newfoundland, and accept orders.

I am, your humble servant,

To Captain Hodges, Commander  
of H.M.S. the *Guernsey*.

*William Coventry.*

GENTLEMEN,

August 14<sup>th</sup>, 1661.

Being informed that several persons, as well those employed in his Majesty's service, as others, do daily endeavour and practice the embezzling his Majesty's cordage, to the prejudice of the King's service, in order to the prevention thereof for the future, I desire you will advise with the master-ropemakers how the King's cordage may be henceforward so made, as that the same may be distinguished from all other cordage whatsoever; and to give orders for making of the same accordingly.

I am, your affectionate friend,

To the principal Officers, &c.

*James.*

GENTLEMEN,

Whitehall, January 24<sup>th</sup>, 1661.

I have long deferred the sending to you a book containing the duty of the several officers belonging to his Majesty's navy; not that I thought it unnecessary they should be instructed in it, but that I was informed that the present want of money had so hardened and emboldened many persons in their negligence and abuses, that there was little hopes of their amendment; and therefore I thought better to delay the publishing those rules until the want (and in it the pretence of offending) were removed; and till the King were enabled to pay and discharge from his service such whose examples carry more of danger than their service affordeth use. And therefore I desire you, that your first care may be (when money is supplied to the treasurer of his Majesty's navy), to discharge unnecessary workmen in the yards; and the next, to set a mark on such who shall appear to have served either deceitfully or negligently, that they may not hereafter be entered into his Majesty's yards upon any occasion of work for the future, that so the severity towards such as have offended for the time past, may be a means to continue others in their duty for the time to come. I must likewise commend to you, the examining the ordinary in his Majesty's yards, which I am informed is in some of them rather fit for an hospital, than the King's service; an abuse which must not be suffered. Such as are become impotent by the service of the navy, are to expect their relief from the Chest, toward which the payments cannot but have been very great of late; and since the end of the Dutch war, the occasions of maimed men cannot have been many; and therefore I doubt not, but if the Chest be well governed, it will succour those poor people, without burthening the ordinary.

In the next place, I desire you to take an exact account of the behaviour of the several officers in the yards, who are intrusted with the King's expenses therein; which if you find any to be prodigal, I desire you to suspend them their employments, and to certify me of their offences; and I shall give such order as shall deter others from the like abuses.

And under this head I desire you to examine if the master-shipwrights have put the King to unnecessary charges in repairing of ships; and particularly, if they have exceeded their estimates for such repairs; or if they, for the beautifying of their own work, bestowed more charge in carving and adorning them than was proper; and where you find officers offending in this nature, according to the degree of it, either to watch more narrowly to their actions for the future, or to report to me the nature of their offences, for the punishing them according to desert.

But if any store-keepers, or other officers, who are entrusted with the viewing and judging the condition of stores delivered into the several yards, shall have so far falsified their trust, as to make a false report of the quality of the stores so delivered in, and by it shall have misguided you in the signing bills for stores, which are indeed useless, or not of equal goodness to the price given under their report: I suppose it will be unnecessary to press you to be strict and severe towards them, since yourselves are so much concerned in it; and that if they be not punished for such crimes, it will reflect upon you, as if, notwithstanding a true report of the unserviceableness of the said stores, you had proceeded to expend his Majesty's treasure in goods unfit for the service. And therefore the consequence of this being so great, both as to the real service to his Majesty, and as to the reputation of the management of the affairs of the navy, I desire you to be extraordinarily careful in it. As to the management of affairs among yourselves, that which I shall principally recommend to you, is, that there be due and timely information gotten of the quantity of each sort of goods needful in the navy, which are to be bought, and of the prices; as both which I desire you not to rely wholly on the information of surveyors, or any person, but to use all means to be fully informed, and being so informed, to make your contracts at your public meetings in the Navy Office; and in contracts of great value, to give yourselves some days for inquiring, before the concluding the contracts, that so you may not be misguided by a supposed necessity of buying of any one merchant, when possibly others may furnish cheaper and better; and by this method, as the King's contracts may probably be made with better husbandry, so will it be no small advantage to his Majesty, in that it will take away all occasion of calumniating his officers; it being impossible but the least reproach (though unjust) upon officers so highly intrusted as yourselves, should, by the diminution of your authority towards your inferiors, redound very much to the disservice of his Majesty.

I desire you, as often as any ships return from any voyage, and are paid off, to make a strict inquiry by the commander and master, of the ability and behaviour of all the standing officers during the voyage; and if any shall be found unable, or otherwise unfit for their employments, to certify the same to me. This inquisition I judge the more necessary, for that there hath been a necessity to remove divers of the warrant officers, and to put others in their places, rather upon the presumption of their good affection, than that there could be any certainty of their ability: so that it will be necessary to have a review of such as have been so put in after experience had of them by a voyage; and in order to your better information, you



may let the master and commanders know, that I expect they should be careful and exact in their certificates (which I would have to be under their hands): for if it shall appear, that through favour or affection they have given a false account of them, I shall impute it to such a degree, either of ignorance or unfaithfulness, as will render them incapable of any further employment in his Majesty's service.

These things, together with a book containing the duty of the several officers, I thought it reasonable to recommend to your care at this time; \* expecting that, ere long, there will be such a supply of money to the navy, as will enable you to put these, and all other good rules vigorously into execution.

I am, your affectionate friend,

*James.*

GENTLEMEN,

*Whitehall, January 23th, 1661.*

I am informed that several persons, under pretence of fishing, do often in the night-time come amongst his Majesty's ships riding at Chatham, in the river of Medway, whereby his Majesty's stores may be embezzled, if some remedy be not applied: and therefore, I desire you will forthwith take order for preventing any person or persons to fish amongst his Majesty's said ships in the night-time, from Rochester bridge to the lowermost ship in the river; and if need be, to send to the Mayor of Rochester concerning the same.

I am, your affectionate friend,

*James.*

GENTLEMEN,

*St. James's, April 22, 1662.*

As I am very well informed that many abuses are crept into the navy, of late, and that the want of pay hath emboldened (at this time, when you are beginning to pay the yards) some to look narrowly into the occasions of the great expense of his Majesty's treasure, which hath been of late, two of which I shall particularly recommend to your care to prevent for the future; and to that end, strictly to warn all persons concerned therein: the one is, the entering more workmen than are necessary for carrying on the service, and those many times unable for the work, and continued longer than the service requires: the other is, the waste and embezzlement of the stores; for the cloaking whereof, use is made of a custom of carrying of chips from the work, which I desire you for the future totally to prohibit, that so that occasion of stealth may be taken away. And in general, I desire you to let all the officers in the yards know, that I expect a strict and diligent performance of their several duties, and that such as shall neglect, or be unfaithful, are to expect the severest punishment that their offences shall deserve.

I am, your affectionate friend,

*James.*

[To be continued.]

\* The book referred to in this letter was printed under the title of, *The Economy of his Majesty's Navy Office 1717*; but from a very imperfect copy.

## HYDROGRAPHY, PILOTAGE, &amp;c.

## EUROPE.

## BRITAIN.

*Plymouth.*

THE improvements of Sutton Pool have kept pace with the other branches of trade. The Sutton-Pool Company has been unceasing in this undertaking; having laid down thirty complete moorings for the ships to be secured to; and they have deepened the water considerably inside the pier head; so that, at spring-tides, there is now from fourteen to fifteen feet water at the principal quays. The Graving-berch has also been completed, and would, if necessary, be sufficient for the accommodation of fifteen vessels, or more, if they required to undergo such repair.

A licenced public Magazine, for the deposit of gunpowder, has been built at the entrance into the Laury, at the head of *Catwater*, and is always ready for the reception of gunpowder, every day (Sundays excepted), from 10 A.M. until 12 at noon, and from 2 until 4 P.M. upon payment of the under-mentioned rates; viz.

|                                                | s. | d. |            |
|------------------------------------------------|----|----|------------|
| 1 barrel, 1 cwt.....                           | 1  | 0  | per month; |
| 1 or 2 barrels, $\frac{1}{2}$ cwt.....         | 1  | 0  | ditto.     |
| 1, 2, 3, or 4 barrels, $\frac{1}{4}$ cwt. .... | 1  | 0  | ditto.     |

A boat is kept by the Proprietor, WILLIAM COOK, residing at No. 9, in Jubilee-street, who will send for and return gunpowder deposited at his magazine, upon notice being left at his house for that purpose. On particular occasions, attendance will also be given at any time between sun-rise and sun-set, timely application being previously made.

## PLYMOUTH PILOTS.

## ESTABLISHED REGULATIONS.

From Looe, west of Plymouth, and to the Start point east of Plymouth; and to and from, and into, and out of, all ports and harbours within the above limits, the rates of pilotage are fixed as follows:—

1st. All British ships, of 14 feet water and upwards, except East India-men, if boarded without the land off Penlee-point or the Mew-stone, which must be known by the western land being open off the Ram-head, shall pay five shillings per foot pilotage, if carried into the harbour of Hamoaze, Cat-water, or Sutton-pool.

2d. British ships under 14 feet water, down to 8 feet, boarded as above stated, are to pay four shillings per foot for the like service.

3d. Ships above 14 feet, within that line, are to pay only four shillings per foot; and ships under 14 feet, boarded as above, only three shillings per foot for the like service.

4th. All ships under 8 feet water, are to pay as above stated, as if the vessel was of that draught.

5th. All the above rates are to be paid in proportion for every half foot water; but no allowance is to be made for any draft of water less than half a foot.



6th. In carrying ships to sea from the said harbours, the pilotage is to be, in all cases, the same as the inward pilotage.

7th. All ships which may anchor on their arrival, either in Cawsand-bay or Plymouth-sound, are to pay only one half of the before-mentioned rates of pilotage.

8th. All pilots employed to carry ships from any one of the harbours to another, is to be paid the same pilotage as if the said ship had been boarded within the head-lands coming from sea.

9th. Should any ship above 14 feet water be boarded while the western land is open off the Rame-head, by one of the second class pilots, and he runs the ship as far in as either of the buoys on the Panther or Shovel, and is there superseded by one of the first class, he shall be entitled to one-half the pilotage, if under 17 feet water; but if above that draft, is to have only one-third of the said pilotage.

10th. Masters of ships taking a pilot at sea :

3 leagues without a line drawn from the Rame-head to the Mew-

stone, are to pay ..... £3 3 0

6 leagues.....ditto.....ditto.....4 4 0

10 leagues .....ditto.....ditto.....6 6 0

And proportionately for intermediate distances.

Buoys are to be laid down in Plymouth-sound, in the following situations:—

*One* on each side of the three rocks, near the line of the passage out, and to be chequered—black and white.

*One* on the east end of the Tinker shoal: to be white.

*Two* on the western edge of the eastern reef, opposite the Tinker, and to the south of the Three Rocks.

#### BRITISH ISLES.

##### *Guernsey.*

A buoy of large dimensions is placed near the Russel-rock. It is painted black, with "*Guernsey, 1815.*" on the bottom, in white letters on a red ground; this buoy is close to the south head of the dangers of the rock, and all its sunken heads, and on the flood or ebb tides rides about 18 feet from the rock; therefore, all commanders of vessels should notice, that the danger extends in a north-east direction from the buoy, one cable's length, or about 120 fathoms; and that, to avoid all dangers, the buoy must be kept from at least 150 fathoms on the north-east direction, but in all other directions it may be approached within 60 fathoms.

#### AFRICA.

*Report of Commissioner DAWES, sent out by his Majesty's Government, to investigate the State of the Settlements and Ports on the Coast of Africa.*

SIR,

*Sierra Leone, 12th January, 1811.*

HEREWITH I have the honor to enclose a report of the latitudes and longitudes of the most remarkable places seen or touched at in my late voyage down the coast, on the business of the commission of investigation. Mr. Ludlam's attention having, at his own suggestion, been chiefly given to the other objects of the mission, while mine was principally occupied with the

hydrographical survey of the coast; and his long illness (unhappily terminating in his death) having prevented almost any communication between us on the subject on our return, it is scarcely in my power to say any thing material relative to these objects, and indeed, in any event, the quantum of information brought back with us, must I conceive have been very small, from the circumstance of our not being able, on account of the lateness of the season, to remain long enough at any one place to receive answers to the queries proposed to the chiefs of the different forts; but which the governor-in-chief at Cape Coast Castle engaged to forward as soon as possible to this place.

It may, however, not be totally immaterial to mention, that from my own observation, and from conversation with several of the servants of the African Company at the stations we visited, it appeared to me, that only those of Appolonia, Dix Cove, Cape Coast, Anamaboe, and Akra, were, in any view, worth the expense of maintaining them; and of these, on account of the facility with which a communication may be kept up with the interior, Akra appeared to be the most important. On communicating these sentiments to Mr. LUDLAM on our return, he entirely acquiesced in them. It moreover occurred to me, as it is commonly understood, that several of the most important stations are in the hands of our enemies, Saint George das Minhas (commonly El Minha) being generally considered the most important of all, and situated within six miles, in a direct line of Cape Coast Castle, that the present would be a favourable moment for the British government to select such stations for purchase, as those which may not appear to be worth the expense of maintaining, the destruction of which would not be attended, by any loss of trade, or expense, or by any other going to the disadvantage of the country with as much effect as the punishment at their writings. He decided, in a national point of view, a most unimportant one, to have the honor to be, Sir,

His Excellency  
 nor Columbine,  
 Commissioner, &c. &c.

Wm. Daves, 3d Commissioner.

*Report of the Latitudes and Longitudes of the most remarkable Places seen or touched at in a Voyage along the Coast of Africa, from the British Colony of Sierra Leone to the Danish Fort of Ningo, performed in his Majesty's Ship Crocodile, between the 17th April and the 13th July, 1810.*

| PLACE.                  | Latitude |    | Longitude by timekeeper. |            |
|-------------------------|----------|----|--------------------------|------------|
|                         | North.   |    | No. 363.                 | No. 364.   |
|                         | °        | '  | °                        | '          |
| Cape St. Anne .....     | 7        | 34 | 12 54 9 W.               | 12 56 3 W. |
| Shebar .....            | 7        | 23 | 12 30 4                  | 12 37 6    |
| Cape Mount .....        | 6        | 43 | 11 24 4                  | 11 32 9    |
| Cape Mesurado .....     | 6        | 19 | 10 42 7                  | 10 51 5    |
| Fort Appolonia .....    | —        | —  | 2 17 1                   | 2 24 6     |
| Cape Three Points ..... | 4        | 40 | 2 02 3                   | 2 09 5     |
| Dix Cove .....          | 4        | 47 | 1 56 1                   | 2 02 8     |
| Cape Coast .....        | 5        | 06 | 1 13 9                   | 1 21 2     |
| Anamahoo .....          | 5        | 09 | —                        | —          |
| Winneba .....           | 5        | 20 | 0 36 5                   | 0 49 7     |
| Akrá .....              | 5        | 31 | 0 19 3                   | 35 5       |
| Ningo .....             | 5        | 45 | 0 00 2 E.                | 0 18 0 W.  |



It is proper to remark, that the above longitudes from the meridian of Greenwich, are derived from the assumption that Freetown lies in  $52^{\circ} 40'$  of time, equal to  $13^{\circ} 10'$  west longitude from the same meridian; which I take to be very near the truth, as deduced from numerous observations of different kinds made on the spot by himself. The latitudes of Dix Cove, Cape Coast, Winneba and Akra, were determined from observations of the meridianal altitudes of fixed stars, northern and southern, made on shore in an artificial horizon. Those of all the other places, from meridianal altitudes of the sun, observed on board.

The latitudes and longitudes of Cape St. Anne, Cape Mount, and Cape Mesurado, are those of the westernmost extreme of each, which in no case was at the same time the southernmost extreme of the same point of land.

Circumstances did not permit satisfactory observations being taken either for the latitude or longitude at Anamaboo. The latitude was deduced from an observation made by an officer on board.

The longitudes of Dix Cove, Cape Coast, Winneba, and Akra, were determined from observations made on shore. Those of all the other places, from observations taken on board.

The mean rate of 363 for 30 days previous to our departure from this place was  $+3'' 48$ , and that of 364 was  $-3'' 84$ ; these rates were of course adopted for the usual practice; but after our return, by observation 3th of July, the mean rate of 363 between the 1st of June and the 3th of July, during an interval of 93,2 days, was found to be 364 in the same interval  $+4'' 00$ : the mean rates being  $+2'' 95$  and  $+7'' 84$ , and producing  $3^{\circ} 02' 7$  respectively, both westwardly.

It may be observed, that a sensible acceleration at the rate of 363, about eight days previous to the commencement of the voyage, it having been between the 17th March and the 25th April only  $+2'' 63$ , and between the 8th and 16th April  $+5'' 78$ . This latter rate I did not consider myself authorized to adopt, from the impossibility of judging with tolerable certainty of its permanency; had it been adopted, the error in longitude by 363 would scarcely have exceeded 15 miles westwardly.

The longitudes hitherto spoken of are those by the timekeepers exclusively. At Dix Cove and Cape Coast, lunar distances were observed. The longitude of the former from twelve distances of the moon from Antares east, and the same number from Regulus west of the moon, is  $1^{\circ} 50' W.$  and that of Cape Coast from thirty-nine distances from the sun east, and fifteen from Antares west of the moon, is  $1^{\circ} 28' W.$  The difference between these longitudes being no more than 22 miles, is certainly not equal to the actual difference of longitudes between the two places; I have therefore adopted the probable supposition, that the longitude of Dix Cove by the moon is too far eastwardly, and that of Cape Coast the contrary, retaining the mean difference of longitude between them, as given by the timekeepers, which, in so short an interval of time, cannot be far from correct. Taking this, which is the usual method in such cases, the longitude of Dix Cove will be  $2^{\circ} 00' W.$  and that of Cape Coast  $1^{\circ} 18' W.$  which longitudes are the same within half a mile with the mean of those given by the timekeepers.

*Wm. Daves, 3d Comissioner.*

## MR. HYDROGRAPHER,

IN vol. xxxvi. of your Chronicle, page 247, is a letter from NAVIGATOR, stating that "our knowledge of the interesting coast of 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 headland, have been determined with any degree of accuracy." That this statement is perfectly correct, is justified by the measures the Admiralty have adopted very recently; it being notorious that a vessel, properly called the "*Aid*," has been fitted for this service, and proceeded on her voyage. I have derived much gratification from this fact, and hail it as the dawn of future enterprises of this description being undertaken; and that measures of a similar nature have not been adopted before, can, in my opinion, only have arisen from the protracted war in which we have been plunged; and I hope now that the nation is at peace, the attention of those who have the means, and, I hope, the inclination, will be turned towards the advancement of marine surveying; the advantage of which is so glaringly conspicuous as to require no comment, while our ignorance of coasts, &c. speaks volumes as to the necessity of some steps being pursued without delay.

The attention of the Russians has been long turned towards the extension of their knowledge of the globe, particularly in the Pacific Ocean, and Great South Sea. Their embassy to Japan (which failed) gave them an insight into the advantages to be derived from their knowledge of that part of the globe; the communication with the several islands there being so easy, from the sea of Okhozok, and so likely to improve their establishments in Kamtschatka. It seems generally known that they are building several small vessels of war in the former place, and that they have, besides, numerous merchantmen. Only small ships of war are constructed at Okhozok, from the difficulties experienced in procuring good timber, and the great price of labor, which is comparatively higher than in other parts of the Russian empire. However, these ships of war are represented as fully sufficient to protect their trade to the Aleutian islands, and the north-western coast of America; and are, of course, capable of navigating from Cape Lopatka to the southward, and the islands in the Indian Seas. If they are enabled to carry their plans into effect, may it not be reasonably expected that they will ultimately proceed to China (where our affairs seem in a tottering plight), and, in conjunction with the Danes, Dutch, Americans, and Portuguese, who all look on us with jealousy, deprive us of a considerable part of our trade, that employs several thousand individuals, besides bringing great wealth to our revenue? It is notorious that they have at this moment a vessel called the *Rurik*, under the command of Lieutenant KOTZEBUE (son of the celebrated author), which is to attempt this summer the passage past *Icey Cape*, between the coasts of America and Asia. How far they may prove successful is a doubt; but it seems there are some who do not consider it at all impracticable: they ground their conjectures of its possibility from the sea having been met with by Mr. HEARNE, and Sir ALEXANDER MACKENZIE, in different directions, but nearly in the latitude of *Icey Cape*. Should Lieutenant KOTZEBUE ultimately succeed, it will be most singular that the last of maritime powers,



and with a navy comparatively in its infancy, should have accomplished that which has hitherto baffled all others, and been a point in dispute with the learned of Europe. To the Russians it will be a subject of unbounded exultation, while to England it must prove a blot in geographical knowledge, and a reproach never to be removed; that with more ships than all the navies of the world put together, with officers and men never surpassed in valor and courage, her rulers seemingly neglect the advancement of science, and the extension of knowledge! Three or four months is the time required for the attempt on the north eastern part of America; yet although we possess ample means, there appears an apathy, totally unaccountable, and an indifference to objects of this description, which has hitherto, apparently, prevented this country from again attempting any enterprise for discovery, excepting that for exploring the river Zair, in Southern Afric, and the survey about to be undertaken in the Mediterranean.

The notoriety that has been given by the French to their expedition to Australasia ought, however, to arouse the attention of those who have it in their power to adopt similar measures, as independently of the French exploring that coast (which is daily becoming more valuable) "more is meant than meets the ear."—By the treaty concluded at Paris, in 1814, the island of Bourbon only was to be restored to them, while this country retains the isle of France (or Mauritius): this measure was highly praiseworthy, as it prevents the latter from again becoming, in the event of another war, a den for privateers, which is well known proved during the last, such an annoyance to our trade to and from the East Indies. By the same treaty it was also stipulated, that the French should have only the possessions in India that they enjoyed previous to 1792; and they are bound, by the same article, to have no more troops therein than be sufficient for the maintenance of the "Police." Thus it may almost be said they are excluded from that part of the world, and it naturally behoved them to seek for a proper place whereon to establish a colony. No other situation, so admirably calculated, could offer than the western coast of Australasia, the value of which they well knew, from having visited it in 1801, 2, 3, and 4. Here they discovered, and minutely surveyed, Swan-River, exploring it for many miles in the interior, contiguous to which, if I am not mistaken, they will begin their establishment, and devise every means to protect it. The facilities that will be afforded them of communicating with India, are superior to those we enjoy from our colony at Port Jackson, in New South Wales,\* on the eastern side of that continent; and are so conspicuous as ought to arouse the attention of the East India Company, who must eventually suffer, should another war take place. The distance to the Bay of Bengal (where they may harass our trade), is, comparatively speaking, so very trifling, as to render their reaching it a matter of no difficulty in every season of the year.

This expedition consists of a frigate (*Uranie*) and a corvette, under the

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\* Would it not be better to substitute for this prolix name that of *Nova-Cambria*; as we say "*Nova-Scotia*," and "*New-Caledonia*"?—(HYN.)

command of Mons. FREYCINET, with a host of naturalists, botanists, engineers, astronomers, &c. &c. Thus it appears that France, borrowing money of foreigners, and possessing a slender navy, is enabled to send forth an expedition for the purpose of forming a new colony, and promoting the extension of knowledge and science, while England, formed by nature, and commanded by policy, to be a maritime power, is silently looking on, and, as it were, appearing satisfied with having produced such men as ANSON, COOK, VANCOUVER, FLINDERS, &c. and leaving to other nations the completion of those works, which, having commenced with zeal, and carried on with success, ought exclusively to have been her own ! It will appear a melancholy chasm in the page of history, and an everlasting disgrace, while conjecture will always be actively alive as to the cause of science being abandoned to other individuals than Englishmen ! The reflection is galling in the extreme, and such as must be deplored, particularly from the early years of the reign of our venerable monarch having been devoted to render this country superior to all others in maritime discovery, and geographical information. Similar days will, I fondly hope, again appear, and while I indulge this idea, I cannot refrain from inquiry why it has been so long deferred ?

The Dutch also are extending their knowledge in Southern Africa, and are about establishing factories on the river Ancobar, for the purpose of opening an intercourse with the Ashantee country. The eastern side of that extensive part of the globe is but little known, and as the Cape of Good Hope is in our possession, it might, possibly, prove advantageous to be better acquainted with it : at any rate it is worth the trial.

As if to mock us, the Americans are said to be actively engaged in preparing two vessels to proceed to the north-west coast of their continent ; and here again it is added, the extension of science will not be neglected, for persons adequate to its promotion proceed thither for that express purpose. In this case there is a possibility that they intend ultimately to establish themselves at the Sandwich isles, which doubly belong to us, from being the first discoverers, and from their having been freely and formally presented by their King TAMAAHMAAH to Captain VANCOUVER, in February 1794, for this country. The value of these islands to whoever may permanently fix themselves thereon, no one, who knows their situation, can for a moment doubt : they are, if the expression can be allowed, the "half-way house" between America and Asia ; affording every refreshment for ships trading from the former to China with furs, &c.—These islands will one day or other, like Nootka Sound, become the bone of contention, and perhaps, the cause of Europe being plunged in war. The Russians, we know, navigate those seas, and to them these islands will also be valuable ; and the French, after the formation of their colony on Australasia, will, doubtless, proceed to the same quarter ; and thus we shall see, that jealousy between those powers in their mercantile affairs will cause great disputes, and possibly involve this country in the miseries of war. Now I am upon this subject, let me repeat the question asked by NAVIGATOR in the letter referred to at the commencement of this :—"What has been done for the rising colony at Pitcairn's island ?"—Many months ago an account



was given to the public, of every sort of assistance being *about* to be forwarded them; but, alas! promises and performances are not synonymous; and those who know the first, apparently are unacquainted with the latter; or is the scriptural phrase of "visiting the sins of the fathers on the children," to be extended towards these descendants of the *Bounty's* mutineers? This island, although difficult of access, might prove advantageous; and it is a subject of some surprise that the missionaries, with all their *propaganda* zeal, have not turned their attention to this place as a metropolis, from whence they could communicate with the other islands in the great South Pacific Ocean, and cultivate their doctrines.

I trust, Mr. Hydrographer, that these reflections may prove acceptable, and that they will ultimately lead to the adoption of some measures for the promotion of geographical knowledge, and the cultivation of science, and prove the means of once more placing this country in a similar situation for extending maritime discovery that it enjoyed under the Earl of SANDWICH; to whose memory every praise is due, for having fostered and encouraged the brilliant talents of the indefatigable Cook. That period was indeed a proud era in the days of England, and should always operate as a *stimulus* to whoever may chance to preside over our maritime affairs, for the extension of Hydrography.

Portsmouth Harbour, March 14th, 1817.

Leo.

P.S. Since these ideas were written, I am informed that government has resolved on sending to Australasia to complete the late Captain Flinders' survey, and that officers have actually sailed in a transport from the river Thames for that purpose!—Although it is stated as an absolute fact, I am rather sceptical of the truth,\* from its being said to consist of only *three* persons; viz. one lieutenant, and two midshipmen!!! who proceed to Port Jackson, and there undertake this national and universally important task, in a vessel built at the colony!—Mr. Hydrographer! can this be possible that such a paltry business, compared with that of the French on the same errand, has taken place, and which, to say the least of it, be worthy of the hero of CERVANTES? Compare this with the expedition under Major PEDDIE, for tracing the footsteps of the lamented MUNGO PARK, and see if any resemblance can be discovered; but then it may be accounted for, by the notoriety of one being a military expedition, and the other a naval one.

For the honor of England, I wish this statement may turn out a fabrication, and that if any measures are to be adopted, they will be on such an adequate and liberal scale, as to deserve success, although it is not in the power of mortals to command it.














L.

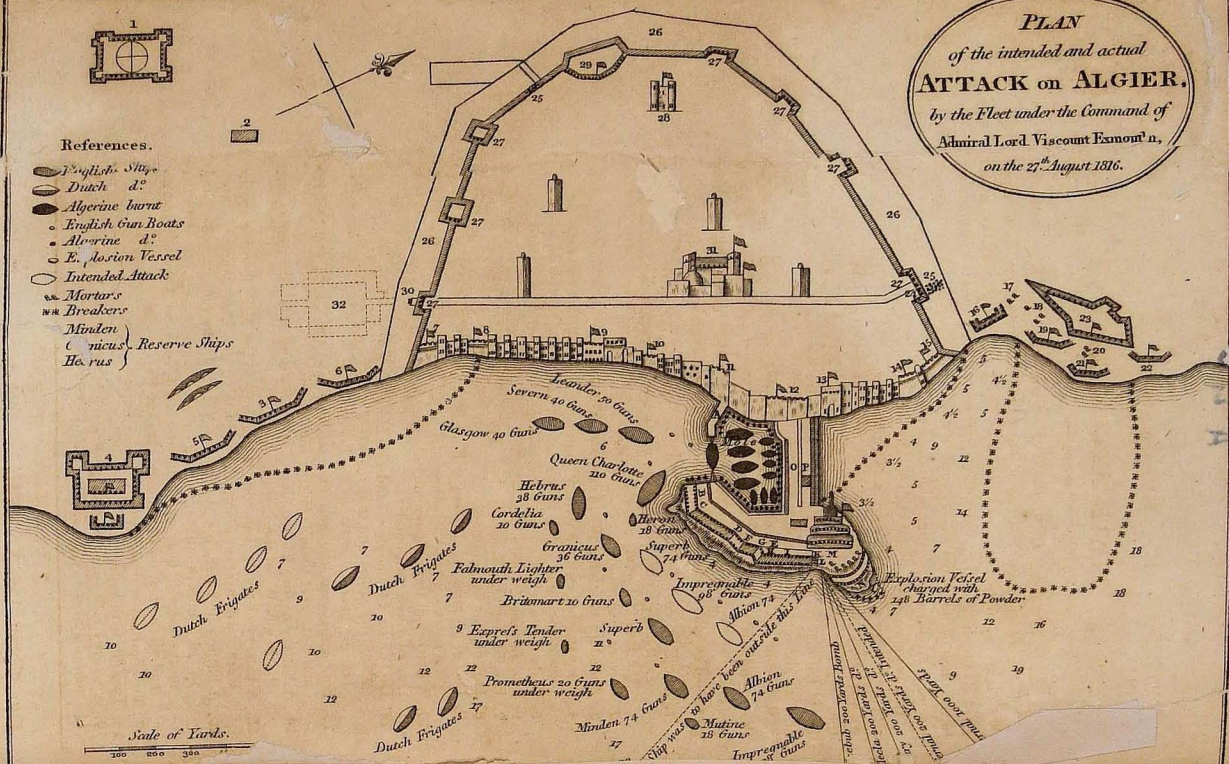
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\* It is true; but only to the very limited extent alluded to by this able correspondent, whose farther contributions are solicited.—(HYDR.)



### References.

-  English Ships  
 Dutch d.  
 Algerine Warst  
 English Gun Boats  
 Almorine d.  
 E. Arabian Vessel  
 Intended Attack  
 Mortars  
 Breakers  
 Minden  
 (nicus)  
 (a. rus)  
 Reserve Ships





## PLATE CCCCLXXXVI.

*Plan of Attack on Algier.*

OF the recent contributions to our Chronicle, we esteem the annexed Plan as one of the most valuable. The memorable expedition under Lord Exmouth to Algier, must always preserve a distinguished prominence in the mass of historical events, and the illustration of it here presented, we are assured, is authentic, and may be relied on for its accuracy.

In this plan will be found the situation of all the ships in the late glorious attack on Algier, with the outlines of the different forts of that town; and we are happy in availing ourselves of this opportunity of enumerating in the long list of valuable contributors to the Naval Chronicle, Captain David Latimer St. Clair, of the royal navy, for whose kind communication of it we are deeply indebted.

With this plan, and the official letter from Lord Exmouth, describing the operations of the fleet under his command,\* our readers will be in possession of, we believe, the best general view of the attack that can be given.—The following references will explain the engraving.

1. The Emperor's fort—has 12 guns on the east, 15 on the north, 2 on each angle; also guns on the south and west sides, and 10 or 12 on the Round Tower.
2. Powder Magazine.
3. Aqueduct supplying the lower part of the town.
4. A square fort, with 3 tiers of guns, east; upper tier 15 guns, 2d and lower, 18 guns each; in its front is an old fort, of 12 guns.
5. A battery of eight 24-pounders; 6 east, 1 north, and 1 south.
6. Do. of four 24-pounders.—N.B. They will not bear on the Mole.
7. Do. of five 18-pounders. Do. do. do.
8. Do. of four 24-pounders. Do. do. do.
9. Do. of 15 guns, in 3 tiers; will all bear on a ship off the Mole Head, at a cable's length distant.—N.B. The Fish Market Battery.
10. A battery of three 24-pounders. Do. do. do.
11. Do. of three 24-pounders.
12. Do. of six 24-pounders, and one old gun pointing through the wall; 2 into the Mole, and 2 at the Mole Head, and 1 over the store-houses, bearing N.W. of the Light-house.
13. Four guns over the gateway, pointing into the Mole, and two 18-pounders over them, pointing into the Bay.
14. A battery of four 24-pounders; will only bear on a ship coming into the Bay N.W. of the Light-house.
15. A battery of six 24-pounders, 4 pointing to the N.E. 2 to the southward; will bear on a ship to the N.W. of the Light house.
16. A battery of 2 tier, pointing to the N.E.; 9 32-pounders below, and 14 18-pounders above, with 2 guns on each angle; those to the southward will bear on a ship at anchor N.W. of the Light-house, and all the rest on her coming into the Bay.
17. Two mortars without beds.
18. Two do. with beds.
19. A battery of 9 guns; one bearing to the N.W. of the Light-house, 7 pointing to the N.E.-ward, the other North.

\* *Vide* *Nav. Chron.* vol. xxxvi. p. 257.

20. Two mortars without beds.
21. A battery of 9 guns on one point to the N.W. of the Light-house.
22. A battery of 10 guns, 7 flanking a beach north, 3 pointing to the westward; all 24-pounders.
23. A strong fortress; 7 guns N.E. 6 S.E. 1 S.W. and 10 NW. 18 and 24-pounders.
24. The North Gate, with 5 guns over it, 2 large and 3 smaller ones, with one flanking to the eastward.
25. A large quantity of shot and shell in the ditch.
26. The ditch round the town being 6 feet deep, and having a wall of 4 feet on the outside; also another 6 feet from the walls of the town.
27. Part of the works stronger than the rest, with many guns mounted.
28. A part of the fortifications called the Dey's House, and said to be the strongest part.
29. A strong bastion (the citadel), with guns pointing, and likewise flanking the walls of the town each way.
30. The South Gate.—N.B. The same as the North. Near this place are the Slaves' prisons, not seen from the ships.
31. The Dey's House, the largest in the place, and has a flag-staff to the right of it.
32. The Market Place.  
Numerous batteries along the bay, with mortars in the rear.

*References to the Mole Fortifications.*

- A. Small pier run out from the town, forming a side part of the Mole.
- B. The end of the pier, 2 guns pointing across the entrance.
- C. The first angle of the works, consisting of 2 tiers of guns pointing south; upper tier 18-pounders, lower 32-pounders.
- D. The second angle pointing S.S.E.; upper tier 10 18-pounders, lower tier 7 32-pounders.
- E. The fifth angle pointing S.E. b. S.; upper tier 5 18-pounders, and one very large gun pointing through the gateway.
- F. The third angle, pointing S.E. b. S.; upper tier 5 18-pounders, lower tier 4 32-pounders.
- G. Fourth angle, pointing S.W. 3 18-pounders in one tier.
- H. The sixth angle, flanking the fifth, 3 18-pounders.
- I. The seventh angle, pointing E.S.E. consisting of 3 tiers of guns.
- K. The eighth angle, 3 tiers; lower tier, 9 32-pounders, 2d tier, 10 24-pounders, upper parapet, 4 18-pounders.
- L. The ninth angle, pointing North, 4 18-pounders.
- M. The Light-house Fort, separated from the Mole by a narrow ditch, has 3 tiers of guns; lower tier 12 24-pounders, pointing round only out to sea; second tier, 30 guns, 18-pounders, pointing all round. N.B. 3 in the lower tier, 8 in the second, and 5 in the upper tier, would bear on a ship within the Bay N.W. of the Light-house; in the upper tier are 15 12-pounders. There is only one entrance into the Light-house, by a small wooden bridge, over which are 10 guns.
- N. A large half-moon battery, very strong, of 2 tiers, upper tier of 28 24-pounders, lower tier about the same number, with 7 or 8 mortars inside.
- O. The pier which joins the town and light-house, on which are stone houses about 30 feet high, with their backs to the bay, N.W. of the light-house, and a wall about 8 feet in breadth behind them.
- P. The Captain of the Ports, or Admiralty House.



## THE NEW AMERICAN PRESIDENT'S SPEECH.

*Washington, March 5, 1817.*

**Y**ESTERDAY the inauguration of the Hon. James Monroe, as President of the United States, took place on an elevated portico erected in front of the capitol. The President and Vice-President were escorted by a large cavalcade of citizens to Congress-hall, where the Ex-President, the Supreme Judges, and the Senators, were assembled, and attended the President to the portico, where he delivered the following speech:—

“ I should be destitute of feeling, if I was not deeply affected by the strong proof which my fellow-citizens have given me of their confidence, in calling me to the high office whose functions I am about to assume. As the expression of their good opinion of my conduct in the public service, I derive from it a gratification, which those who are conscious of having done all they could to merit it, can alone feel. My sensibility is increased by a just estimate of the importance of the trust, and of the nature and extent of its duties; with the proper discharge of which the highest interests of a great and free people are intimately connected. Conscious of my own deficiency, I cannot enter on their duties without great anxiety for the result. From a just responsibility I will never shrink; calculating with confidence, that in my best efforts to promote the public welfare, my motives will always be duly appreciated, and my conduct be viewed with that candour and indulgence which I have experienced in other stations.

“ In commencing the duties of the chief executive office, it has been the practice of the distinguished men who have gone before me to explain the principles which would govern them in their respective administrations. In following their venerated example, my attention is naturally drawn to the great causes which have contributed in a principal degree to produce the present happy condition of the United States. They will best explain the nature of our duties, and shed much light on the policy which ought to be pursued in future.

“ From the commencement of our revolution to the present day, almost forty years have elapsed; and from the establishment of this constitution, twenty-eight. Through this whole term the government has been what may emphatically be called a self government; and what has been the effect? To whatever object we turn our attention, whether it relates to our foreign or domestic concerns, we find abundant cause to felicitate ourselves in the excellence of our institutions. During a period fraught with difficulties, and marked by very extraordinary events, the United States have flourished beyond example. Their citizens, individually, have been happy, and the nation prosperous. Under this constitution, our commerce has been wisely regulated with foreign nations, and between the States; new States have been admitted into our union; our territory has been enlarged by fair and honourable treaty, and with great advantage to the original States; the States, respectively, protected by the national government, under a mild parental system, against foreign dangers, and enjoying within their separate spheres, by a wise partition of power, a just proportion of the sovereignty, have improved their police, extended their settlements, and attained a

strength and maturity which are the best proofs of wholesome laws well administered. And if we look to the condition of individuals, what a proud spectacle does it exhibit? On whom has oppression fallen in any quarter of our union? Who has been deprived of any right of person or of property? Who restrained from offering his vows, in the mode which he prefers, to the Divine Author of his being? It is well known, that all these blessings have been enjoyed in their fullest extent; and I add, with peculiar satisfaction, that there has been no example of a capital punishment being inflicted on any one for the crime of high treason.

"Some who might admit the competency of our government to these beneficent duties, might doubt it in trials which put to the test its strength and efficiency, as a member of the great community of nations. Here, too, experience has afforded us the most satisfactory proof in its favour. Just as this constitution was put into action, several of the principal States of Europe had become much agitated, and some of them seriously convulsed. Destructive wars ensued, which have of late only been terminated. In the course of these conflicts, the United States received great injury from several of the parties. It was their interest to stand aloof from the contest, to demand justice from the party committing the injury, and to cultivate, by fair and honourable conduct, the friendship of all. War became at length inevitable, and the result has shown, that our government is equal to that, the greatest of all trials, under the most unfavourable circumstances. Of the virtue of the people, and of the heroic exploits of the army, the navy, and the militia, I need not speak. Such, then, is the happy government under which we live—a government adequate to every purpose for which the social compact is formed—a government elective in all its branches, under which every citizen may, by his merit, obtain the highest trust recognised by the constitution—which contains within it no cause of discord, none to put at variance one portion of the community with another—a government which protects every citizen in the full enjoyment of his rights, and is able to protect the nation against injustice from foreign powers.

"Other considerations of the highest importance admonish us to cherish our union, and to cling to the government which supports it. Fortunate as we are in our political institutions, we have not been less so in other circumstances, on which our prosperity and happiness essentially depend. Situate within the temperate zone, and extending through many degrees of latitude along the Atlantic, the United States enjoy all the varieties of climate, and every production incident to that portion of the globe. Penetrating internally to the great lakes, and beyond the sources of the great rivers which communicate through our whole interior, no country was ever happier with respect to its domain. Blessed, too, with a fertile soil, our produce has always been very abundant, leaving, even in years the least favorable, a surplus for the wants of our fellow-men in other countries. Such is our peculiar felicity, that there is not a part of our Union that is not particularly interested in preserving it. The great agricultural interest of the nation prospers under its protection. Local interests are not less fostered by it. Our fellow-citizens of the North, engaged in navigation, find great encouragement in being made the favoured carriers of the vast



productions of the other portions of the United States; while the inhabitants of these are amply recompensed, in their turn, by the nursery for seamen and naval force thus formed and reared up for the support of our common rights. Our manufacturers find a generous encouragement by the policy which patronizes domestic industry; and the surplus of our produce, a steady and profitable market by local wants, in less favoured parts, at home.

“Such, then, being the highly favoured condition of our country, it is the interest of every citizen to maintain it. What are the dangers which menace us? If any exist, they ought to be ascertained and guarded against. In explaining my sentiments on this subject, it may be asked, what raised us to the present happy state? How did we accomplish the revolution? How remedy the defects of the first instrument of our union, by infusing into the national government sufficient power for national purposes, without impairing the just rights of the States, or affecting those of individuals? How sustain, and pass with glory through the late war? The government has been in the hands of the people. To the people, therefore, and to the faithful and able depositories of their trust, is the credit due. Had the people of the United States been educated in different principles; had they been less intelligent, less independent, or less virtuous, can it be believed that we should have maintained the same steady and consistent career, or been blessed with the same success? While, then, the constituent body retains its present sound and healthful state, every thing will be safe. They will choose competent and faithful representatives for every department. It is only when the people become ignorant and corrupt, when they degenerate into a populace, that they are incapable of exercising the sovereignty. Usurpation is then an easy attainment, and an usurper soon found. The people themselves become the willing instrument of their own debasement and ruin. Let us then look to the great cause, and endeavour to preserve it in full force. Let us, by all wise and constitutional measures, promote intelligence among the people, as the best means of preserving our liberties.

“Dangers from abroad are not less deserving of attention. Experiencing the fortune of other nations, the United States may be again involved in war, and it may, in that event, be the object of the adverse party to over-set our government, to break our union, and demolish us as a nation. Our distance from Europe, and the just, moderate, and pacific policy of our government, may form some security against these dangers, but they ought to be anticipated and guarded against. Many of our citizens are engaged in commerce and navigation, and all of them are, in a certain degree, dependent on that prosperous state. Many are engaged in the fisheries. These interests are exposed to invasion in the wars between other powers, and we should disregard the faithful admonition of experience, if we did not expect it. We must support our rights, or lose our character, and with it perhaps our liberties. A people who fail to do it can scarcely be said to hold a place among independent nations. National honour is national property of the highest value. The sentiment in the mind of every citizen is national strength. It ought, therefore, to be cherished.

“To secure us against these dangers, our coast and inland frontiers

should be fortified, our army and navy regulated upon just principles as to the force of each, be kept in perfect order, and our militia be placed on the best practicable footing. To put our extensive coasts in such a state of defence, as to secure our cities and interior from invasion, will be attended with expense, but the work when finished will be permanent; and it is fair to presume, that a single campaign of invasion by a naval force superior to our own, aided by a few thousand land troops, would expose us to greater expense, without taking into the estimate the loss of property and distress of our citizens, than would be sufficient for this great work. Our land and naval resources should be moderate, but adequate to the necessary purposes: the former to garrison and preserve our fortifications, and to meet the first invasions of a foreign foe; and, while constituting the elements of a greater force, to preserve the science, as well as all the necessary implements of war, in a state to be brought into activity in the event of war. The latter, retained within the limits proper in a state of peace, might aid in maintaining the neutrality of the United States with dignity in the wars of other powers, and in saving the property of their citizens from spoliation. In time of war, with the enlargement of which the great naval resources of the country render it susceptible, and which should be duly fostered in time of peace, it would contribute essentially, both as an auxiliary of defence, and as a powerful engine of annoyance, to diminish the calamities of war, and to bring the war to a speedy and honourable termination.

“ But it ought always to be held prominently in view; that the safety of these States, and of every thing dear to a free people, must depend in an eminent degree on the militia. Invasions may be made too formidable to be resisted by any land or naval force, which it would comport, either with the principles of our government, or the circumstances of the United States, to maintain: In such cases, recourse must be had to the great body of the people, and in a manner to produce the best effect. It is of the highest importance, therefore, that they be so organised and trained as to be prepared for any emergency. The arrangement should be such as to put at the command of the government the ardent patriotism and youthful vigour of the country. If formed on equal and just principles, it cannot be oppressive. It is the crisis which makes the pressure, and not the laws which provide a remedy for it. The arrangement should be formed too in the time of peace, to be better prepared for war. With such an organization of such a people, the United States have nothing to dread from foreign invasion. At its approach, an overwhelming force of gallant men might always be put in motion.

“ Other interests of high importance will claim attention, among which the improvement of our country by roads and canals, proceeding always with a constitutional sanction, holds a distinguished place. By thus facilitating the intercourse between the States, we shall add much to the convenience and comfort of our fellow-citizens: much to the ornament of our country; and, what is of greater importance, we shall shorten distances, and by making each part more accessible to and dependent on the other, we shall bind the Union more closely together. Nature has



done so much for us, by intersecting the country with so many great rivers, bays, and lakes, approaching from distant points so near to each other, that the inducement to complete the work seems to be peculiarly strong. A more interesting spectacle was perhaps never seen than is exhibited within the limits of the United States; a territory so vast, and advantageously situated, containing objects so grand, so useful, so happily connected in all their parts. Our manufacturers will likewise require the systematic and fostering care of the government. Possessing, as we do, all the raw materials, the fruit of our own soil and industry, we ought not to depend in the degree we have done on supplies from other countries. While we are thus dependent, the sudden events of war, unsought and unexpected, cannot fail to plunge us into the most serious difficulties.

"It is important, too, that the capital which nourishes our manufactures should be domestic; as its influence in that case, instead of exhausting, as it may do in foreign lands, would be felt advantageously on agriculture and every other branch of industry. Equally important is it to provide at home a market for our raw materials, as, by extending the competition, it will enhance the price, and protect the cultivator against the casualties incident to foreign markets. With the Indian tribes, it is our duty to cultivate friendly relations, and to act with kindness and liberality in all our transactions. Equally proper is it to persevere in our efforts to extend to them the advantages of civilization. The great amount of our revenue, and the flourishing state of the Treasury, are a full proof of the competency of the national resources for any emergency, as they are of the willingness of our fellow-citizens to bear the burdens which the public necessities require. The vast amount of vacant lands, the value of which daily augments, forms an additional resource of great extent and duration. These resources, besides accomplishing every other necessary purpose, put it completely in the power of the United States to discharge the national debt at an early period. Peace is the best time for improvement and preparation of every kind. It is in peace that our commerce flourishes most, that the taxes are most easily paid, and that the revenue is most productive.

"The executive is charged officially in the departments under it, with the disbursements of the public money, and is responsible for the faithful application of it to the purposes for which it is raised. The legislature is the watchful guardian over the public purse; it is its duty to see that the disbursement has been honestly made. To meet the requisite responsibility, every facility should be afforded to the executive, to enable it to bring the public agents, intrusted with the public money, strictly and promptly to account. Nothing should be presumed against them; but if, with the requisite facilities, the public money is suffered to lie long and uselessly in their hands, they will not be the only defaulters, nor will the demoralizing effect be confined to them. It will evince a relaxation and want of tone in the administration, which will be felt by the whole community. I shall do all that I can to secure economy and fidelity in this important branch of the administration; and I doubt not that the legislature will perform its duty with equal zeal. A thorough examination should be regularly made, and I will promote it.

" It is particularly gratifying to me to enter on the discharge of these duties, at a time when the United States are blessed with peace. It is a state most consistent with their prosperity and happiness. It will be my sincere duty to preserve it, so far as depends on the executive, on just principles with all nations, claiming nothing unreasonable of any, and rendering to each what is its due. Equally gratifying is it to witness the increased harmony of opinion which pervades our union. Discord does not belong to our system. Union is recommended, as well by the free and benign principles of our government extending its blessings to every individual, as by the other eminent advantages attending it. The American people have encountered together great dangers, and sustained severe trials with success. They constitute one great family, with a common interest.

" Experience has enlightened us on some questions of essential importance to the country. The progress has been slow, dictated by a just reflection, and a faithful regard to every interest connected with it. To promote this harmony, in accord with the principles of our republican government, and in a manner to give them the most complete effect, and to advance in all other respects the best interest of our Union, will be the object of my constant and zealous exertions. Never did a government commence under auspices so favourable, nor ever was success so complete. If we look to the history of other nations, ancient or modern, we find no example of a growth so rapid, so gigantic; of a people so prosperous and happy.

" In contemplating what we have still to perform, the heart of every citizen must expand with joy, when he reflects how near our government has approached to perfection; that, in respect to it, we have no essential improvement to make; that the great object is to preserve it in the essential principles and features which characterize it; and that it is to be done by preserving the virtue and enlightening the minds of the people; and, as a security against foreign dangers, to adopt such arrangements as are indispensable to the support of our independence, our rights, and liberties. If we persevere in the career in which we have advanced so far, and in the path already traced, we cannot fail, under the favour of a gracious Providence, to attain the high destiny which seems to await us.

" In the administration of the illustrious men who have preceded me in this high station, with some of whom I have been connected by the closest ties from early life, examples are presented which will always be found highly instructive and useful to their successor. From these I shall endeavour to derive all the advantages which they may afford. Of my immediate predecessor, under whom so important a portion of this great and successful experiment has been made, I shall be pardoned for expressing my earnest wishes, that he may long enjoy in his retirement the affections of a grateful country, the best reward of exalted talents, and the most faithful and meritorious services. Relying on the aid to be derived from the other departments of the government, I enter on the trust to which I have been called by the suffrages of my fellow-citizens, with my fervent prayers to the Almighty, that he will be graciously pleased to continue to us the protection which he has already conspicuously displayed in our favour."



## Poetry.

THE poetical department of our Chronicle is this month embellished by some remarkable specimens of early genius. They consist of two compositions in English, and one in Latin. The author of them is in *years* a *Child*—but in *wit* (by which we mean a combination of judgment, sentiment, and ingenuity of invention)—a *Man*—although between *eleven and twelve years old !!!*

A precocity of intellectual powers poetically exerted, evinced itself in Cowley and in Pope—we have compared the fruits of it in them, with those now before us, and, making due allowance for that refinement and polish which our language has since received, we see nothing in the *first-fruits* of this juvenile Poet, that may not warrant the expectation of as rich and luxuriant *after-crops*.

The euphony both of the Latin and English lines proves that the young author has music in his soul; his sentiments also harmonize with his sound; and considering the exhausted state of his subject, does infinite credit to his invention. But lest we should be accused of unqualified praise, which amounts to nearly no praise at all, we must confess that, in the English verses, there is here and there a weak word, if we may be allowed to speak of such, where the wonder is that there should be any *strong* ones, and which we think the friends of the young gentleman have judiciously suffered to remain as evidence of the asserted *age* of the Poet, and that these compositions are as they came from his hand, unimproved by maturer judgment.

Our limits will not admit of a critical selection of the beauties of these extraordinary poems, but the four last lines of those to the memory of the author's infant nephew, for simple pathos we think cannot easily be excelled—

Farewell till fate shall name the day,  
Which bids my dust unite with thine;  
And the same grave which shrouds thy clay,  
Again shall ope to cover mine.

Of the Latin lines, as we have observed before in other words, it is difficult to find new thoughts on a subject so exhausted, as the death of the brave; in these, however, there is no paucity of appropriate invention, they are well arranged, and the harmony of the versification is so excellent, that it would please the ear even of those who might be strangers to the sense.

Having made these brief observations on the merit of these surprising productions, we shall now relate the occasion of them, agreeably to the information received from the family.

Lady Parker, in addition to the irreparable loss she had experienced two years ago, by the death of her heroic husband, who fell in the glorious manner stated by the young author in his title-page, and which will be found more particularly related at page 343 of our xxxvth Volume, had recently been afflicted by the unexpected death of her youngest son, George, who, in a state of the highest health and promise, was suddenly attacked by that fatal disorder the croop; and after an illness of only three

days, died at the early age of two years and nine months. While suffering under this severe affliction, her Ladyship endeavoured to soothe her sorrow, by drawing up for her children a narrative of the varied events of her, as yet, short, but calamitous life. This she did in the form of a letter addressed to her sons, and towards the close of the Christmas holidays, 1816, was reading it to her family, and in the presence of our young author. Its impression was such as the subject and its circumstances would naturally produce on a mind so sensible, and to whom she was endeared by the ties of fraternal affection. He was old enough to be fully aware of the magnitude of her losses; and those who read his lines will not doubt the sympathy they excited. He preserved a warm recollection of the person and character of her gallant husband, whose fine figure, countenance, ardent character, devotion to the public service, domestic virtues, and glowing thirst of fame, were not only pictured in his sister's narrative, but had been witnessed by himself; his affection for his little nephew, as more recently excited by living manners, was still more vivid.

The reading of the narrative being closed, he left the room, and soon after returned, with his Horace, to the table, where Lady Parker had been reading, and with it he brought a volume, containing Collins's Odes, &c. from both of which he immediately selected the appropriate mottoes prefixed to the lines; and having translated the one from Horace, with the character of Sir Peter Parker in his "mind's eye," he commenced his poetical tributes the next morning, and brought them to a close on the following day.

We shall for the convenience of the reader make a brief re-statement of the action in which Sir Peter so nobly fell:—

"Employed off the entrance of the Petapasco, in blockading the harbour of Baltimore, he had been obliged, in chasing some of the vessels of the enemy, to anchor in a spot so situated from shoals, and so near the shore, that the enemy, who had a force encamped in a wood, near the beach, with a view of surprising any party he might land, and two sloops of war, and eleven gun-boats, within sight of the Menelaus, was momentarily expected to attack him, by bringing their guns to bear on the Menelaus through the wood, and by availing themselves of the advantage of the wind in their favour, to move down their vessels and attack the Menelaus. Thus circumstanced, Sir Peter Parker instantly decided on attacking them, under cover of the night, instead of waiting the attack premeditated against the Menelaus. Accordingly, on the night of the 30th August, 1814, he landed a party of seamen and marines, altogether not exceeding 140 men, formed into two divisions, and headed by himself; the enemy's force drawn up in a plain behind the wood, and formed in line, consisted of 500 militia, a troop of horse, and five pieces of artillery. Not a moment was to be lost—undismayed by the superiority, Sir Peter led his gallant little band immediately to the attack, and had routed the enemy, taken one of his guns, and was pursuing him in his retreat, when he received the fatal shot which terminated his bright career. It was on receiving this mortal wound that he exclaimed to his men—"It is nothing—push on—follow up your victory, and leave me to my fate." Shortly after saying this, he expired!



**D**ECESSUM tumidi comitatur pompa tyranni,  
 Exornat solitum dura sepulchra decus,  
 Sæpius at (frustra splendoribus ossa quiescunt)  
 Ipsa memor luctum mens lachrymamque negat.  
 Ast aliter miles patriæ qui fortis amore  
 Densata haud timuit tela necemque cadet.  
 Qui bona natali quæsiuit sanguine terræ  
 Tempora vel claro victus honore mori—  
 Publicus exequias mæror comitatur acerbas,  
 Et sequitur patriæ funera gratus amor.  
 Pectore longa trahit toto suspiria nomen,  
 Ex oculo memori plurima gutta fluit.  
 Salve, heros, salve, cari salvetque manes  
 Quos nunc (heu! nimium sæva) sepulchra tenent.  
 Quin tibi sors etiam duræ succumbere morti,  
 Defendens armis jura sacrata soli.  
 Viribus haud potuit virtus obstare tyranni  
 Haud potuit præstans forma fugare necem.  
 Tangere Parcarum mæns ferrea corda nequivit  
 Qua nunquam novit frigora cæca metûs.  
 Sed tibi durantem Britannia donat honorem.  
 Hoc munus fati perdore dextra nequit.  
 Mnemosyne lachrymis referet tua nomina gratis  
 Singultu et dicet splendida facta gémens.  
 Ecce valor tumulo juvenis flens insidet, ipsas  
 Quà circum cineres marmora pulchra nitent.  
 Vertice fulgentem galeam deponit honesto,  
 Hasta sonans inios nunc jacet tanto pèdes.  
 Undique jam passos lenis movet aura capillos,  
 Dum dolet insignem vox lachrymosa virum.  
 Invocat ah! frustra, longum quis rumpare somnum  
 Inferio valuit quem pater ipse dedit.  
 Constringunt gelidum corpus nunc vincla sororum,  
 Atque tenent Stygi pallida regna Dei.  
 Spiritus at liber volucris petit æthera pennâ,  
 Gaudia quâ sortes justa piosque manent.  
 Tempora quâ lauro victus splendente valoris  
 Divinâ accipiet præmia clara manu.  
 Et quamvis clari perfectus terminus ævi,  
 Quem rapuit primo dextera flore necis.  
 Haud unquam ex animis tollent oblivia nostris  
 Lethæi haud flumen Martia facta lacus.  
 Sed velut Eois nuper deducta cavernis,  
 Vertice resplendens Indica gemma nitet.  
 Scilicet aut cælo pulcherrima stella corusca,  
 Per noctis vestem lumina clara vibrat.  
 Haud aliter vives, heros, quoque corde tuorum,

Tamque vale longum, carissime frater, amoris  
 Vox cecinit carmen pignora parva mei.  
 Sed volucres cervi dum florida gramina pascunt  
 Dum rapidi cursum fluminis unda tenet,  
 Sidera dum cœli celso regione rubescunt,  
 Phœbus et exsomnes arduus urget equos,  
 Laudibus illustris semper tua fama vigebit,  
 Temporis elapsâ non peritura fugâ.

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*Lines to the Memory of Sir PETER PARKER, Bart. Captain of his Majesty's Frigate Menelaus; killed in Action while storming the American Camp at Bellair, near Baltimore, on the 31st of August, 1814, ætat 23. By his Brother-in-Law, ROBERT CHARLES DALLAS, ætat 11. Inscribed to his dear and unfortunate Sister, MARIANNE LADY PARKER, in token of his affection for the departed Hero, and of his fraternal love for the lamenting Widow.*

*Non ille pro caris amicis  
 Aut patria timidus perire.*—HOR. Lib. 4. O. 14.  
 Nor fears for cherish'd friends to fall,  
 Or perish at his country's call.

*Trans. by R. C. D.*

How sleep the Brave, who sink to rest,  
 With all their Country's wishes blest.

*COLLINS.*

HAIL, hallow'd Grave, within whose sacred mould,  
 Now rest the ashes of the brave, the bold,  
 O'er thy green sod, and consecrated tomb,  
 The wreathy laurel shall unfading bloom!  
 Distracted, kneeling 'fore the awful bust,  
 Whose sainted image shrines her Husband's dust,  
 With broken sobs, and eyes which streaming flow,  
 An hapless Widow vents her madding woe;  
 While orphan Babies, with soft and lisping breath,  
 Mourn their fond Father, lock'd in icy death.\*

Weep, Britain, weep, and o'er brave PARKER's bier,  
 Heave the sad sigh, with many a gushing tear;  
 Bid thy bold Sons, with grief till yet unknown,  
 Effuse their sorrows o'er his marbled stone,  
 And kindly soothe, with fun'ral tribute paid,  
 And martial honours, his illustrious Shade:  
 Emblazon'd, streaming o'er the silent grave,  
 Let the bright Union, low'ring, drooping wave;

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\* Sir Peter Parker left three infant sons, Peter, Charles, and George.



Let the low dirge, in solemn music toll  
Its woeful Requiem for his fleeting soul ;  
Let trailing palls diffuse their mournful gloom,  
To match the horrors of the nodding plume ;  
Bid the dull drum, with hoarse and muffled knell,  
A nation's grief, a nation's anguish tell ;  
While pealing volleys loud resounding roar,  
Enwrapt in smoke along the echoing shore ;  
For, 'midst the ardour of a swelling soul,  
His daring spirit nobly spurn'd control ;  
Bent its sole aim t' enhance his Country's good,  
Firm, prompt to seal it with his martyr'd blood.  
What though his heart had erst most fully prov'd,  
His fond affection for the Wife he lov'd ;  
Though blest with peace, though blest with cherub boys,  
Sweet pledge of love—of all domestic joys !  
He burn'd to shine on Hist'ry's glorious page,  
The wonder, theme, of each succeeding age ;  
Fir'd by that wish, e'en 'midst the desperate strife,  
He laid no value on his gallant life ;  
Bade his high soul all fearful odds defy,  
Seek sole to conquer, or as nobly die ;  
Confronted danger, in the jaws of fate,  
And dared be valiant, while he dared be great.  
E'en when the ball his vital spark had found,  
While life's warm tide pour'd gushing from the wound,  
Though the chill hand of stern and ruthless death  
Was chaining fast the Hero's noble breath,  
His cheering voice strove still, in fate's despite,  
To urge his followers to the raging fight ;  
'Midst that dire scene, where shouts, and dying cries,  
With deaf'ning clamour sought the vaulted skies,  
'Midst thund'ring peals, 'midst dark and veiling smoke,  
Whose sable gloom the flash, bright flaring, broke,  
He bade them then, their Country's rights defend,  
Be Conqu'rors still—or boldly meet their end !  
Till weaken'd, fainting in receiving arms,  
His life expiring 'midst the fierce alarms,  
The gallant spirit wing'd its parting flight,  
To the bright regions of celestial light.

Lo ! Valour, weeping, spurns the glitt'ring brand,  
With stricken sorrow from his slacken'd hand ;  
O'er the cold clay where now his Relics lie,  
Entranc'd in grief, he heaves the pensive sigh ;  
While the soft murmur of the whisp'ring gale,  
His moans re-echoes through the silent vale.

See Beauty, deck'd in weeds of solemn woe,  
 Tear'd with pearl drops, which glisten as they flow,  
 Weeps her lov'd Idol, who, in valour's pride,  
 And youth, fair blooming, thus untimely died ;  
 While Vict'ry, wailing, though alas ! in vain,  
 With drooping accents mourns her Hero slain !

Yet cease your grief, for now his spirit brave,  
 Scorns the dark precincts of an earthly grave ;  
 On soaring wing to happier regions flies,  
 Thron'd 'midst the dazzling splendour of the skies,  
 Where, in the choir of Heavenly Saints enshrin'd,  
 Its just reward his daring soul shall find :  
 Where Valour's meed, and Glory's wreath shall twine,  
 With mutual lustre, round his brows divine ;  
 Where tuneful seraphs shall, with hallow'd praise,  
 Sing his bold feats, beyond all earthly lays,  
 His daring deeds, with deathless fame record,  
 And martyr'd Heroes his renown applaud.

Yes, much lov'd Shade ! though thus, in rip'ning bloom,  
 Chill death hath snatch'd thee to an early tomb,  
 With nobler lustre thy resplendent name,  
 Shall shine, emblazon'd, on the lists of fame ;  
 Thy matchless feats shall spread through ev'ry clime,  
 And Glory stamp them on the wings of Time ;  
 The Warrior's breast with noble warmth inspire,  
 To catch the ardour of thy glowing fire ;  
 The lisping mouths of new born babes shall tell,  
 How PARKER fought—how nobly PARKER fell !  
 So shall thy fame, till time shall be no more,  
 Undying flourish—and undying soar !

Sooth'd then, to peace, sweet Mourner, cease to grieve,  
 Let Britain's love thy heartfelt woes relieve ;  
 If kindred drops, and plaintive moans may join,  
 A weeping Brother mingles tears with thine ;  
 In thy dear Babes resembling beauty trace,  
 The blooming features of thy PETER's face,  
 Whose blessed Spirit, now supremely great,  
 On tow'ring pinions scorns the bolts of fate,  
 Whilst highly thron'd, 'midst happier worlds than this,  
 His manly virtues meet eternal bliss.



*Lines to the Memory of GEORGE PARKER, youngest Son of Sir PETER PARKER, Bart. and Nephew to the Author, who died of the Croop, at the early age of two years and nine months, after a short illness of only a few days, on the 13th of November, 1816; and whose Remains were deposited in the same Grave with his Father's, on the 4th of December following. Inscribed to his deeply afflicted Mother, by her sympathizing Brother, R. C. D. Etat XI.*

—————*Quem non virtutis agentem  
Abstulit atra dies, et funere meruit acerbo.*—VIR.

NEAR yonder spot, with verdure fair,  
Where willows bend their drooping shade,  
And sweetly blows the morning air  
Along the lone sequester'd glade.

Beneath the sod, whose grassy vest,  
Conceals the world's most lovely flow'r,  
A form too frail now lies at rest,  
Cut off by death's relentless pow'r.

Vain, vain, alas! was Venus' love,  
To soothe the tyrant's ruthless rage;  
Nor truth, nor innocence, could move  
That iron heart, nor love assuage.

But o'er his tomb with plaintive gale,  
Shall mournful zephyrs sadly blow,  
And infant grace shall weeping wail,  
The fate that laid her fav'rite low.

The little flower with placid eye  
That loves to gaze on beauty's grave  
And seems to mourn with fragrant sigh  
The charms of him no charms could save.

Beneath the waving cypress gloom  
Shall still adorn this sacred spot,  
And e'en in death its latest bloom,  
Shall sweetly breathe—"forget me not."

And though the tempest's raging breath,  
With furious blasts its blossoms tear,  
Like the fair form, which cold beneath,  
Enwraught in death lies buried there,

Yet while affection's gushing tear,  
Mourns for the soul which thus has fled,  
It still shall flourish o'er his bier,  
Or droop, in honour of the dead.

Rest thee, sweet Babe ! thy early doom,  
 Shall bring thee now to realms unknown ;  
 The fate which struck thy budding bloom,  
 Shall bid thee share thy *Father's* throne.

Yes, lov'd on earth, enshrin'd on high,  
 Thy blessed Spirit finds its meed,  
 And gains, amid an happier sky,  
 The palm, to hearts like thine, decreed.

Once more, with joy, thy *sainted Sire*,  
 Shall clasp thee to his beating breast,  
 And teach thee strike the living lyre,  
 Which lulls all sorrow, pain, to rest.

Farewell, till fate shall name the day,  
 Which bids my dust unite with thine,  
 And the same grave which shrouds thy clay,  
 Again shall ope to cover mine.

*Saint Margaret's, Titchfield,  
 Hampshire.*

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\*.\* We are sorry the necessity of publishing at an affixed day, would not admit of our waiting the return of the young author's proof ; the verses thereby will appear consequently less perfect than they would with his final corrections.

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### THE NIGER.

**H**AIL, wond'rous Niger ! whose mysterious course,  
 Twice led the gallant Park from native land ;  
 How doth thy rapid torrent waste its force ?  
 In ocean's bosom, or on desert sand.

Where did thy mighty stream convey the Man ?  
 Whose ardent courage led the bold emprise ;  
 No human scrutiny as yet may scan,  
 Where a sad relic of the Hero lies.

When hardships dire assail'd his little band,  
 And death relentless held its iron sway ;  
 A friend, a brother, died on either hand,  
 Yet still he kept his bold and vent'rous way.

And thou, brave Tuckey, with a kindred soul,  
 On Afric's coast a sacrifice became ;  
 But names like thine must grace time's muster roll,  
 And stand the brightest on the list of fame.

C.



# Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

(FROM 1793 to 1798.)

[Continued from page 344.]

WHITEHALL, JANUARY 15, 1794.

**T**HIS morning Sir Sidney Smith and Major Moncrief arrived at the office of the Right Honorable Henry Dundas, his Majesty's principal secretary of state for the home department, with despatches from Vice-admiral Lord Hood and Major-general David Dundas, of which the following are copies and extracts:—

*Victory, Hières-Bay, December 20, 1793.*

It is my duty to acquaint you, that I have been obliged to evacuate Toulon, and to retire from the harbour to this anchorage.

It became unavoidably necessary that the retreat should not be deferred, as the enemy commanded the town and ships by their shot and shells; I therefore, agreeable to the governor's plan, directed the boats of the fleet to assemble by eleven o'clock near Fort La Malgue, and am happy to say the whole of the troops were brought off, to the number of near 8000, without the loss of a man; and in the execution of this service I have infinite pleasure in acknowledging my very great obligations to Captain Elphinstone, for his unremitting zeal and exertion, who saw the last man off; and it is a very comfortable satisfaction to me, that several thousands of the meritorious inhabitants of Toulon were sheltered in his Majesty's ships.

I propose sending the Vice-admirals Hotham and Cosby, with some other ships, to Leghorn or Porto Ferrara, to complete their wine and provisions, which run very short, having many mouths to feed, and to remain with the rest to block up the ports of Toulon and Marseilles. Circumstances which had taken place made the retreat absolutely necessary to be effected as soon as possible, and prevented the execution of a settled arrangement for destroying the French ships and arsenal. I ordered the Vulcan fire-ship to be primed, and Sir Sidney Smith, who joined me from Smyrna about a fortnight ago, having offered his services to burn the ships, I put Captain Hare under his orders, with the Lieutenants Tupper and Gore, of the *Victory*, Lieutenant Pater, of the *Britannia*, and Lieutenant R. W. Miller, of the *Windsor Castle*. Ten of the enemy's ships of the line in the arsenal, with the mast-house, great store-house, hemp-house, and other buildings, were totally destroyed; and before daylight all his Majesty's ships, with those of Spain and the Two Sicilies, were out of the reach of the enemy's shot and shells, except the *Robust*, which was to receive Captain Elphinstone, and she followed very soon after, without a shot striking her. I have under my orders Rear-admiral Trogoff, in the *Commerce de Marseilles*, *Puissant*, and *Pompée* of the line, the *Pearl*, *Arethusa*, and *Topaze* frigates, and several large corvettes, which I have manned, and employed in collecting wine and provisions from the different ports in Spain and Italy, having been constantly in want of one species or another, and am now at short allowance.

Don Langara undertook to destroy the ships in the basin, but, I am informed, found it not practicable; and as the Spanish troops had the guarding the powder vessels which contained the powder of the ships I

ordered into the basin and arsenal on my coming here, as well as that from the distant magazines, within the enemy's reach, I requested the Spanish admiral would be pleased to give orders for their being scuttled and sunk ; but, instead of doing that, the officer to whom that duty was intrusted, blew them up, by which two fine gun-boats, which I had ordered to attend Sir Sidney Smith, were shook to pieces. The lieutenant commanding one of them was killed, and several seamen badly wounded. I am sorry to add, that Lieutenant Goddard, of the Victory, who commanded the seamen upon the heights of Grasse, was wounded, but I hope and trust not dangerously.

I beg to refer you for further particulars to General Dundas, respecting the evacuation of Toulon, and to Sir Sidney Smith as to the burning the enemy's ships, &c. on which service he very much distinguished himself ; and he gives great praise to Captain Hare, of the fireship, as well as to all the lieutenants employed under him.

It is with very peculiar satisfaction I have the honor to acquaint you, that the utmost harmony, and most cordial understanding, has happily subsisted in his Majesty's army and fleet, not only between the officers of all ranks, but between the seamen and soldiers also.

I herewith transmit a copy of Sir Sidney Smith's letter to me, with a list of the officers employed under him, and also a return of officers and seamen killed and wounded at Fort Mulgrave on the 17th.

I have the honor, &c.

*Hood.*

P.S. The list of the ships at Toulon that were burnt, and those remaining, has been received since writing my letter.

*Right Hon. Henry Dundas.*

MY LORD,

*Toulon, December 18, 1793.*

Agreeably to your Lordship's order, I proceeded with the Swallow tender, three English and three Spanish gun-boats, to the arsenal, and immediately began making the necessary preparations for burning the French ships and stores therein. We found the dock-gates well secured by the judicious arrangements of the governor, although the dock-yard people had already substituted the three-coloured cockade for the white one. I did not think it safe to attempt the securing any of them, considering the small force I had with me, and considering that a contest of any kind would occupy our whole attention, and prevent us from accomplishing our purpose.

The galley slaves, to the number of at least 600, shewed themselves jealous spectators of our operations: their disposition to oppose us was evident ; and being unchained, which was unusual, rendered it necessary to keep a watchful eye on them on board the galleys, by pointing the guns of the Swallow tender, and one of the gun-boats, on them, in such a manner as to enfilade the quay on which they must have landed to come to us, assuring them, at the same time, that no harm should happen to them if they remained quiet. The enemy kept up a cross fire of shot and shells on the spot from Malbousquet and the neighbouring hills, which contributed to keep the galley slaves in subjection, and operated in every respect favorably for us, by keeping the republican party in the town within their houses, while it occasioned little interruption to our work of preparing and placing combustible matter in the different storehouses, and on board the ships ; such was the steadiness of the few brave seamen I had under my command. A great multitude of the enemy continued to draw down the hill towards the dock-yard wall, and as the night closed in, they came near enough to pour in an irregular, though quick, fire of musketry on us from



the Boulangerie, and of cannon from the heights which overlook it. We kept them at bay by discharges of grape-shot from time to time, which prevented their coming so near as to discover the insufficiency of our force to repel a closer attack. A gun-boat was stationed to flank the wall on the outside, and two field-pieces were placed within against the wicket usually frequented by the workmen, of whom we were particularly apprehensive. About eight o'clock I had the satisfaction of seeing Lieutenant Gore towing in the Vulcan fire-ship. Captain Hare, the commander, placed her, agreeably to my directions, in a most masterly manner, across the tier of men of war, and the additional force of her guns and men diminished my apprehensions of the galley slaves rising on us, as their manner and occasional tumultuous debates ceased entirely on her appearance. The only noise heard among them was the hammer knocking off their fetters, which humanity forbade my opposing, as they might thereby be more at liberty to save themselves on the conflagration taking place around them. In this situation we continued to wait most anxiously for the hour concerted with the governor for the inflammation of the trains. The moment the signal was made, we had the satisfaction to see the flames rise in every quarter. Lieutenant Tupper was charged with the burning of the general magazine, the pitch, tar, tallow, and oil store-houses, and succeeded most perfectly; the hemp magazine was included in this blaze: its being nearly calm was unfortunate to the spreading of the flames, but 250 barrels of tar divided among the deals and other timbers, insured the rapid ignition of that whole quarter which Lieutenant Tupper had undertaken.

The mast-house was equally well set on fire by Lieutenant Middleton, of the *Britannia*. Lieutenant Pater, of the *Britannia*, continued in a most daring manner to brave the flames, in order to complete the work where the fire seemed to have caught imperfectly. I was obliged to call him off, lest his retreat should become impracticable: his situation was the more perilous, as the enemy's fire redoubled as soon as the amazing blaze of light rendered us distinct objects of their aim. Lieutenant Ironmonger, of the *Royals*, remained with the guard at the gate till the last, long after the Spanish guard was withdrawn, and was brought safely off by Captain Edge, of the *Alert*, to whom I had confided the important service of closing our retreat, and bringing off our detached parties, which were saved to a man. I was sorry to find myself deprived of the further services of Captain Hare: he had performed that of placing his fire-ship to admiration, but was blown into the water, and much scorched, by the explosion of her priming when in the act of putting the match to it. Lieutenant Gore was also much burnt, and I was consequently deprived of him also, which I regretted the more from the recollection of his bravery and activity in the warm service of Fort Mulgrave. Mr. Eales, midshipman, who was also with him on this occasion, deserves my praise for his conduct throughout this service. The guns of the fire-ship going off on both sides as they heated, in the direction that was given them, towards those quarters from whence we were most apprehensive of the enemy forcing their way in upon us, checked their career. Their shouts and republican songs, which we could hear distinctly, continued till they, as well as ourselves, were in a manner thunderstruck by the explosion of some thousand barrels of powder on board the *Iris* frigate, lying in the inner road without us, and which had been injudiciously set on fire by the Spanish boats in going off, instead of being sunk as ordered. The concussion of air, and the shower of falling timber on fire, was such as nearly to destroy the whole of us. Lieutenant Patey, of the *Terrible*, with his whole boat's crew, nearly perished; the boat was blown to pieces, but the men were picked up alive. The *Union* gun-boat, which was nearest to the *Iris*, suffered considerably, Mr. Young being killed, with three men, and the vessel shaken to pieces. I had given it in charge to the

Spanish officers to fire the ships in the basin before the town; but they returned, and reported that various obstacles had prevented their entering it. We attempted it together, as soon as we had completed the business in the arsenal, but were repulsed in our attempt to cut the boom, by repeated volleys of musketry from the flag-ship, and the wall of the battery Royale. The cannon of this battery had been spiked by the judicious precaution taken by the governor previously to the evacuation of the town.

The failure of our attempt on the ships in the basin before the town, owing to the insufficiency of our force, made me regret that the Spanish gun-boats had been withdrawn from me to perform other service. The Adjutant Don Pedro Cotiella, Don Francisco Rignelme, and Don Francisco Trusello, remained with me to the last; and I feel bound to bear testimony of the zeal and activity with which they performed the most essential services during the whole of this business, as far as the insufficiency of their force allowed it, being reduced, by the retreat of the gun-boats, to a single felucca and a mortar-boat, which had expended its ammunition, but contained thirty men with cutlasses.

We now proceeded to burn the *Hero* and *Themistocles*, two 74 gun ships, lying in the inner road. Our approach to them had hitherto been impracticable in boats, as the French prisoners, who had been left in the latter ship, were still in possession of her, and had shewn a determination to resist our attempt to come on board. The scene of conflagration around them, heightened by the late tremendous explosion, had however awakened their fears for their lives. Thinking this to be the case, I addressed them, expressing my readiness to land them in a place of safety if they would submit; and they thankfully accepted the offer, shewing themselves to be completely intimidated, and very grateful for our humane intentions towards them, in not attempting to burn them with the ship. It was necessary to proceed with precaution, as they were more numerous than ourselves. We at length completed their disembarkation, and then set her on fire. On this occasion, I had nearly lost my valuable friend and assistant, Lieutenant Miller, of the *Windsor Castle*, who had staid so long on board to insure the fire taking, that it gained on him suddenly, and it was not without being very much scorched, and the risk of being suffocated, that we could approach the ship to take him in. The loss to the service would have been very great, had we not succeeded in our endeavours to save him. Mr. Knight, midshipman of the *Windsor Castle*, who was in the boat with me, shewed much activity and address on this occasion, as well as firmness throughout the day.

The explosion of a second powder vessel, equally unexpected, and with a shock even greater than the first, again put us in the most imminent danger of perishing; and when it is considered that we were within the sphere of the falling timber, it is next to miraculous that no one piece of the many which made the water foam round us, happened to touch either the *Swallow* or the three boats with me.

Having now set fire to every thing within our reach, exhausted our combustible preparations and our strength to such a degree that the men absolutely dropped on the oars, we directed our course to join the fleet, running the gauntlet under a few ill-directed shot from the forts of Balaguier and Aiguillette, now occupied by the enemy, but, fortunately, without loss of any kind; we proceeded to the place appointed for the embarkation of the troops, and took off as many as we could carry. It would be injustice to those officers whom I have omitted to name, for their not having been so immediately under my eye, if I did not acknowledge myself indebted to them all for their extraordinary exertions in the execution of this great national object. The quickness with which the inflammation took effect on my signal, its extent and duration, are the best evidences that every officer



and man was ready at his post, and firm under most perilous circumstances; I therefore subjoin a list of the whole who were employed on this service.

We can ascertain that the fire extended to at least ten sail of the line, how much further we cannot say. The loss of the general magazine, and of the quantity of pitch, tar, rosin, hemp, timber, cordage, and gunpowder, must considerably impede the equipment of the few ships that remain. I am sorry to have been obliged to leave any, but I hope your Lordship will be satisfied that we did as much as our circumscribed means enabled us to do in a limited time, pressed as we were by a force so much superior to us.

I have the honor to be, &c.



Right Hon. Lord Hood, &c. &c. &c.

*A List of the Officers employed under the Orders of Sir Sidney Smith, Commander, Grand Cross of the Royal Military Order of the Sword, in the Service of burning the French Ships and Arsenal of Toulon, in the Night of the 18th of December, 1793.*

Captain Hare, Vulcan fire-ship; Captain Edge, Alert sloop; Don Pedro de Cotiella, adjutant, and Don Francisco Riguierme, lieutenants, Spanish navy; Don Francisco Truxillo, commanding a mortar-boat; lieutenants C. Tupper, John Gore, Mr. Eales, midshipman, Victory's boats; Lieutenants Melbush and Holloway, Alert sloop; lieutenants Mathew Wrench and Thomas F. Richmond, Mr. Andrews, master, Mr. Jones, surgeon, and Mr. Mather, gunner, Vulcan fire-ship; lieutenants Ralph W. Miller and John Stiles, Mr. Richard Hawkins, Mr. Thomas Cowan, and Mr. William Knight, Windsor Castle's boats; lieutenants Pater and Middleton, Mr. Matson and Mr. Valliant, midshipmen, Britannia; Lieutenant Hill, Swallow tender; Lieutenant Priest, Wasp gun-boat; Lieutenant Morgan, Petite Victoire gun-boat; Lieutenant Cox, Jeap Bart gun boat; Mr. Young, Union gun-boat, killed; Ensign Ironmonger, of the Royals; John Skrimger, boatswain's-mate, James Young, gunner's-mate, Thomas Knight, quarter-master, and Thomas Clarke, carpenter's-mate, of the Swallow tender, and who performed the service of preparing combustibles; John Wilson, advanced centinel.

*An Abstract of the Return of Officers and Seamen belonging to the Ships undermentioned, who were Killed, Wounded, and Missing, on the 17th Day of December, 1793, at Fort Mulgrave.*

*Victory.*—1 lieutenant, 1 midshipman, 2 seamen, wounded; 3 seamen, missing.

*Britannia.*—8 seamen, killed.

*Windsor Castle.*—2 seamen killed; 2 seamen wounded; 2 seamen missing.

*Princess Royal.*—1 midshipman, 8 seamen, missing.

Lieutenant Goddard, of the Victory, wounded.

Mr. J. W. Loring, midshipman, of the Victory, wounded.

Mr. A. Wilkie, midshipman, of the Princess Royal, missing.

*List of Ships of the Line, Frigates, and Sloops, of the Department of Toulon.*

In the Road where the English fleet entered Toulon:

SHIPS of the LINE.

*Now with the English Fleet.*—Le Commerce de Marseille, 120 guns; Le Pompée, 74.

*Burnt at Toulon.*—Le Tonnant, 80 guns; L'Heureux, 74; Le Centaur, 74; Le Commerce de Bourdeaux, 74; Le Destin, 74; Le Lys, 74; Le Heros, 74; Le Thémistocle, 74; Le Dougay Trouin, 74.

*Sent into the French Ports on the Atlantic, with French Seamen, &c.*—Le Patriote, 74 guns; L'Apollon, 74; L'Orion, 74; L'Entreprenant, 74.

*Burnt at Leghorn.*—Le Scipion, 74 guns.

*Remaining at Toulon.*—Le Genereux, 74 guns.

FRIGATES.

*Now with the English Fleet.*—Le Perle, 40 guns; L'Aretheuse, 40.

*Fitted out by the English.*—L'Aurora, 32 guns.

*Put into Commission by Order of Lord Hood.*—La Topaze, 32 guns.

*Remaining in the Power of the Sardinians.*—L'Alceste, 32 guns.

SLOOPS.

*Now with the English Fleet.*—La Poulette, 26 guns; Le Tarleston, 14.

*Burnt at Toulon.*—La Caroline, 20 guns; L'Auguste, 20.

*Fitted out by the English.*—La Bellette, 26 guns; La Proselite, 24; La Sincère, 20; La Mulet, 20; La Mozelle, 20.

*Fitted out by the Neapolitans.*—L'Emproye, 20 guns.

*Fitted out by the Spaniards.*—Le Petite Aurore, 18 guns.

*Sent to Bourdeaux.*—Le Pluvier, 20 guns.

Fitting out when the English fleet entered Toulon.

SHIPS of the LINE.

*Burnt at Toulon.*—Le Triumphant, 80 guns; Le Suffisant, 74.

*Now with the English Fleet.*—Le Puissant, 74 guns.

*Remaining at Toulon.*—Le Dauphin Royal, 120 guns.

FRIGATE.

*Burnt at Toulon.*—La Serieuse, 32 guns.

In the harbour, in want of repair.

SHIPS.

*Burnt at Toulon.*—Le Mercure, 74 guns; La Couronne, 80; Le Conquerant, 74; Le Dictateur, 74.

*Remaining at Toulon.*—Le Languedoc, 80 guns; Le Censeur, 74; Le Guerrier, 74; Le Souverain, 74.

*Unfit for Service.*—L'Alcide, 74 guns.

FRIGATES.

*Burnt at Toulon.*—Le Courageux, 32 guns; L'Iphigenie, 32; L'Alerte, 16. *Having on board the Powder Magazines, burnt at Toulon.*—L'Iris, 32 guns; Le Montreal, 32.

*Fitted out by the English as a Bomb-ketch.*—La Lutine, 32 guns.

*Remaining at Toulon.*—La Bretonne, 18 guns.



In commission before the English fleet entered Toulon.

## SHIP.

*In the Levant.*—La Duquesne, 74 guns.

## FRIGATES AND SLOOPS.

*In the Levant.*—La Sibille, 40 guns; La Sensible, 32; La Melpomene, 40; La Minerve, 40; La Fortunée, 32; La Flèche, 24; La Fauvette, 24.

*Taken by the English.*—L'Imperieuse, 40 guns; La Modeste, 32; L'Eclair, 20.

*At Ville Franche.*—La Vestale, 36 guns; La Badine, 24; Le Hazard, 30.

*At Corsica.*—La Mignone, 32 guns.

*At Cette.*—La Brune, 24 guns.

*In Ordinary at Toulon.*—La Junon, 40 guns.

*Building.*—One ship of 74 guns; two frigates of 40.

SIR,

*On board the Victory, Hières-bay December 21, 1793.*

In my letter of the 12th instant I had the honor to acquaint you, that from the 30th of November to that time, no particular event had taken place, and that the fire of the enemy was less frequent. During this period they were daily receiving reinforcements from every quarter, and both sides were busily employed, we in strengthening our posts, and the enemy in establishing new batteries against Cape Brun and Malbousquet, but principally against Fort Mulgrave, on the heights of Balaguier.

From all concurring accounts of deserters and others, the enemy's army was now between 30 and 40,000 men, and an attack upon our posts was to be daily expected. These, from their essential though detached situations, had been severally strengthened in the proportion their circumstances required, having such central force in the town as was deemed necessary for its immediate guard, and for affording a degree of succour to any point that might be more particularly attacked.

For the complete defence of the town and its extensive harbour, we had long been obliged to occupy a circumference of at least fifteen miles, by eight principal posts, with their several intermediate dependent ones; the greatest part of these were merely of a temporary nature, such as our means allowed us to construct; and of our force, which never exceeded 12,000 men bearing firelocks, and composed of five different nations and languages, near 9000 were placed in or supporting those posts, and about 3000 remained in the town.

On the 16th, at half-past two o'clock in the morning, the enemy, who had before fired from three batteries from Fort Mulgrave, now opened two new ones, and continued a very heavy cannonade and bombardment on that post till next morning. The works suffered much. The number of men killed and disabled was considerable. The weather was rainy, and the consequent fatigue great.

At two o'clock on the morning of the 17th, the enemy, who had every advantage in assembling and suddenly advancing, attacked the fort in great force. Although no part of this temporary post was such as could well resist determined troops, yet for a considerable time it was defended; but on the enemy entering on the Spanish side, the British quarter, commanded by Captain Conolly, of the 18th regiment, could not be much longer maintained, notwithstanding several gallant efforts were made for that purpose. It was therefore at last carried, and the remains of the garrison of 700 men retired towards the shore of Balaguier, under the protection of the other posts established on those heights, and which continued to

be faintly attacked by the enemy. As this position of Balaguier was a most essential one for the preservation of the harbour, and as we had no communication with it but by water, 2200 men had been placed there for some time past. On the night preceding the attack 300 more men had been sent over, and on the morning of the 17th, 400 were embarked still farther to support it.

When the firing at Balaguier ceased, we remained in anxious suspense as to the event till a little before day-light, when a new scene opened by an attack on all our posts on the mountain of Pharon. The enemy were repulsed on the east side, where was our principal force of about 700 men, commanded by a most distinguished officer, the Piedmontese Colonel de Jermagnan, whose loss we deeply lament; but on the back of the mountain, near 1800 feet high, steep, rocky, deemed almost inaccessible, and which we had laboured much to make so, they found means, once more, to penetrate between our posts, which occupied an extent of above two miles, guarded by about 450 men, and in a very short space of time we saw, that, with great numbers of men, they crowded all that side of the mountain which overlooks Toulon. The particulars of this event I am not yet enabled to ascertain, but I have every reason to think that they did not enter at a British post.

Our line of defence, which, as I have mentioned, occupied a circumference of at least fifteen miles, and with points of which we had only a water communication, being thus broken in upon in its two most essential posts, it became necessary to adopt decisive measures, arising from the knowledge of the whole of our actual situation. A council of the flag and general officers assembled. They determined on the impracticability of restoring the posts we had lost, and on the consequent propriety of the speediest evacuation of the town, evidently, and by the report of the engineers and artillery officers, declared untenable. Measures of execution were taken from that moment. The troops were withdrawn from the heights of Balaguier, without much interruption from the enemy, and in the evening such posts as necessarily depended on the possession of Pharon were successively evacuated, and the troops drawn in towards Toulon. The forts D'Artigues and St. Catherine still remained, together with the posts of Sublettes, Cape Brun, and Malbousquet, from which last the Spaniards withdrew in the night, in consequence of the supporting post of Neapolitans, at Micissey, having left the battery there established, and abandoned it without orders. Every attention was also given to insure the tranquillity of the town. In the night, the combined fleets took a new station in the outer road.

Early in the morning of the 18th, the sick and wounded, and the British field artillery, were sent off. In the course of the day, the post of Cape Brun was withdrawn into La Malue, the post of Sublettes was also retired, and the men were put on board. Measures were arranged for the final embarkation, during the night, of the British, Piedmontese, and Spaniards, who occupied the town, and of the troops of the same nations who were now at La Malue, amounting in all to about 7000 men, for the Neapolitans had by mid-day embarked.

Having determined with Lieutenant-general Gravina, commanding the Spanish troops, that, instead of embarking at the quays and in the arsenal of the town, our whole force should assemble near Fort La Malue, and form on the peninsula which from thence extends into the harbour, every previous disposition was made, and every care taken, to conceal our intention. The arsenal and dock-yard were strictly guarded. The troops were ranged accordingly on the ramparts, and the tranquillity of the town was much ensured from the time the enemy began to throw shells and shot into it; which they did from our late batteries at Micissey and Malbousquet,



About ten o'clock at night fire was set to the ships and arsenal. We immediately began our march, and the evacuation of the town, which it was necessary should be made with secrecy and expedition. The fort of St. Catherine having, without orders, been quitted in the course of the day, and possessed by the enemy. The consequent early knowledge of our march, had we taken the common route, through the gate of Italy, and within musket-shot of that fort, might have produced great inconvenience; we, therefore, by a sally post, gained an advanced part of the road, and without accident were enabled to quit the town, arrive at Fort La Malue, and form on the rising ground immediately above the shore. The boats were ready, the weather and the sea in the highest degree favourable: the embarkation began about eleven o'clock, and by day-break on the 19th the whole, without interruption, or the loss of a man, were on board ship.

The great fire in the arsenal, the blowing up of the powder ships, and other similar events which took place in the night, certainly tended to keep the enemy in a state of suspense and uncertainty.

As the security of this operation depended much on the protection afforded from the happy situation of Fort La Malue, which so effectually commands the neck of the peninsula, and the judicious use that should be made of its artillery, this important service was allotted to Major Koehler, with 200 men, who, after seeing the last man off the shore, and spiking all the guns, effected, from his activity and intelligence, his own retreat without loss.

Captains Elphinstone, Hollwell, and Mathews superintended the embarkation; and to their indefatigable attention and good dispositions we are indebted for the happy success of so important an operation. Captain Elphinstone, as governor of Fort La Malue, has ably afforded me the most essential assistance, in his command and arrangement of the several important posts included in that district.

It is impossible for me to express, but in general terms, the approbation that is due to the conduct and merits of the several commanding officers, and indeed of every officer, in every rank and situation. Troops have seldom experienced, for so long a time, a service more harassing, distressing, and severe; and the officers and men of the regiments and marines have gone through it with that exertion, spirit, and good-will, which peculiarly distinguish the British soldier. At Fort Mulgrave, Lieutenant Duncan, sen. of the royal artillery, was so essentially useful, that to his exertions and abilities that post was much indebted for its preservation for so long a time.

The general service has been carried on with the most perfect harmony and zeal of the navy and army. From our deficiency in artillery-men, many of our batteries were worked by seamen; they, in part, guarded some of our posts, and their aid was peculiarly useful in duties of fatigue and labour. In all these we found the influence of the superior activity and exertions of the British sailors.

It was the constant attention of Lord Hood to relieve our wants and alleviate our difficulties.

The Sardinian troops we have always considered as a part of ourselves. We have experienced their attachment and good behaviour, and I have found much assistance from the ability and conduct of the Chevalier de Revel, and from Brigadier-general Richler, who commands them.

Notwithstanding the undefined situation of command, I found every disposition and acquiescence in Lieutenant-general Gravina, commanding the Spanish troops, to execute every proposed measure which the common cause required.

The loss of the British on the 17th, at Fort Mulgrave, and on the heights of Pharon, amounts to about 300 men, of which, during the last four days, no exact account could be procured. And, as the troops, in embarking,

were put on board the nearest and most convenient ships, till they are again united in corps, I cannot have the honor of transmitting particular returns, nor even knowing the detail of circumstances that attended the attack of those posts.

It is now about three weeks that, from the unfortunate accident of General O'Hara being made prisoner, the government of Toulon devolved on me; my best exertions have not been wanting in that situation, and I humbly hope that his Majesty may be pleased to look upon them in a favorable light.

I beg leave to add, that the battalion of Royal Louis, and two independent companies of French chasseurs, raised at Toulon, have behaved, on every occasion, with fidelity and spirit. They embarked at La Mague, to the number of about 600 men, and are now with us.

I have the honor to be, Sir, &c.

*David Dundas,*

Right Hon. Henry Dundas, &c. &c. &c.

Lieut.-gen.

SIR,

December 21, 1793.

After every inquiry, the enclosed is the most distinct report that can be obtained of the loss of the British troops on the 17th of December; that of the other troops in the same posts, who greatly exceeded them in number, I do not know, but I have reason to think was infinitely smaller in proportion.

*D. Dundas,*

Right Hon. Henry Dundas, &c. &c. &c.

Lieut.-gen.

*Return of the Missing of the British Forces, on the Morning of the 17th of December, 1793.*

*Attack of Fort Mulgrave.*

Royal Artificers.—3 rank and file and seamen.

Royal Artillery.—25 rank and file and seamen.

2d Battalion of Royals.—1 serjeant, 1 drummer, 18 rank and file and seamen.

18th, or Royal Irish Regiment.—1 ensign, 2 rank and file and seamen.

30th Regiment.—1 captain, 1 lieutenant, 5 serjeants, 3 drummers, 140 rank and file and seamen.

Marines.—2 lieutenants, 2 serjeants, 2 drummers, 56 rank and file and seamen.

Royal Navy.—1 midshipman, 28 seamen.

*Attack of the Heights of Pharon.*

11th Regiment.—1 lieutenant, 1 serjeant, 15 rank and file and seamen.

18th, or Royal Irish Regiment.—1 serjeant, 5 rank and file and seamen.

Marines.—1 lieutenant, 15 rank and file and seamen.

*Officers' Names Missing.*

11th Regiment.—Lieutenant Knight.

18th, or Royal Irish.—Ensign Minchin.

30th Regiment.—Captain De Vaumorel, Lieutenant Cuyler.

Marines.—Lieutenants Williams, Barry, and Lynn.

Royal Navy.—Mr. Alexander Wilkie, midshipman.



*Officers' Names Wounded and Present.*

Royal Artillery.—Lieutenant Duncan, sen.

Royal Navy.—Lieutenant Goddard, Mr. J. W. Loring, midshipman.

*Thos. Hislop,*

Dep. Adj. Gen.

The fate of the above officers and men, returned missing, is not, nor cannot be known; but, from all the intelligence that can be gained, it is much to be apprehended that they fell before day-break, gallantly defending the post they were entrusted with, when abandoned by other troops.

*D. Dundas,*

Lieut.-gen.

[To be continued.]

## NAVAL HISTORY OF THE PRESENT YEAR 1817.

*(April—May.)*

## RETROSPECTIVE AND MISCELLANEOUS.

**R**ESPECT to our gallant countrymen, who in the late expedition to Algier, so nobly risked their lives in the cause of suffering humanity, and especially to their heroic chief, restrained us in our animadversions on the probable instability of the conditions exacted from the Barbary Chiefs. To lessen, however, the disappointment which we then foresaw, we declared our apprehensions of the frailty of the treaty, and a most flagrant instance has recently occurred, to prove our apprehensions founded, not, certainly, in any supernatural foresight, but in a natural course of reasoning from historical precedent, and from the known character of those with whom we had treated.

Infractions of the treaty, had been reported soon after it was signed, the truth of which we have not ascertained, but that we now allude to is doubtless.

Three Moorish corvettes have been seen in the North Sea with a captured vessel: and the Ganymede frigate is recently arrived in the Downs from a fruitless pursuit of them.

The fact seems to be, that the Moors are pirates by necessity. Whether they want the inclination or ability to derive from their country the means of a regular commerce, it seems evident, that Algiers does not afford an exportable superfluity of its productions; or at least, to so trifling an extent, as to be far from affording sufficient occupation; and they are thus driven to piracy. They have not within themselves even the materials for ship-building, so that when they have procured new wood for the main timbers of a ship, they avail themselves of their piracy to supply the rest. Under such circumstances, we are told, that each corsair or pirate forms a small republic, of which the rais or captain is the Bashaw, and with the officers under him forms a kind of douwan, and determinés every thing relative to the vessel in an arbitrary way. Over these petty republics, the

Dey seems to have but small authority, or perhaps convinced of the necessity of their proceedings, has little inclination to forbid them.

Are then the nations of Europe to be bound by their necessity? Are they to be the prey of necessitous pirates? To such questions there can be but one answer. Is it then to be believed that such a system is to be abolished by treaty? We again confess that we have no such faith.

It has been reported, that Lord Exmouth has had an interview with Sir Sydney Smith, and if the report be true, it would induce us to suppose that Sir Sidney's plan\* for the suppression, or at least an effectual resistance of barbarian piracy, may be at last adopted; it is our opinion, that nothing but such a system of opposition, with such minor arrangements as might, on a farther consideration of it, be thought necessary, can have any durable efficiency.

The Spanish insurgent privateers are now extending their depredations to the very shores of the mother country. Several vessels have been fitted out at Cadiz to cruise against them, but they keep hovering about the coast, and seem afraid of venturing to sea.—It would appear as if they were neither very well manned, nor their crews of the best spirit. The *Madrid Gazette* contains a proclamation, complaining of the "scandalous desertion" prevailing in the Marine Department; and in an article from Teneriffe, it is remarked with surprise, that Insurgent Privateers of the smallest size, are daily capturing the largest and best equipped ships of the King. In the mean-time, it would seem as if the Spanish Insurgents, though at deadliest war with Old Spain, were not indisposed to espouse her quarrel with Portugal—more, we should suppose, however, from predatory designs, than any thing else. A Lisbon letter, dated the 26th ultimo (quoted in the Paris papers), states, that a Portuguese ship, the Sao-Joao Protector, very richly laden, from Bahia, had been captured by a Spanish Insurgent privateer, when about 50 leagues from the mouth of the Tagus.

Letters from Cadiz mention, that the whole of the Spanish navy has put to sea! The ship Asia, frigate Venganza, and brig Cazador, had left Cadiz, and entered the Straits of Gibraltar, with a view to visit the Bay of Algeiras, there to take on board stores, and afterwards proceed up the Mediterranean, some say to act against the Algerines, and others on a secret service.

Late accounts from Leghorn, and different ports in Italy, state, that several British vessels have been obliged to return with their cargoes, the new import duties being so heavy as to render them equal to a prohibition of English goods.

The Esk sloop of war has been at Port-au-Prince, with a demand, couched in strong terms, from the Governor and Admiral of Jamaica, for the Pilot Negroes who had fled from Kingston, and taken refuge in Hayti, to be free from slavery. President Petion, we understand, declared it to be out of his power to give them up, as they had touched a land of liberty, but made the owner, who was on board the Esk, a present of a sum of money as a compensation for his loss.

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\* Vide B. C. vol. xxiv. p. 244, and 325.



## A METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From the 24th of April, to the 24th of May, 1817.

| 1817.   | Winds.           | BAROMETER. |       |        | THERMOMETER. |      |      | Evap.<br>in In.<br>&c. | Rain<br>in In.<br>&c. |
|---------|------------------|------------|-------|--------|--------------|------|------|------------------------|-----------------------|
|         |                  | Max.       | Min.  | Med.   | Max.         | Min. | Med. |                        |                       |
|         |                  | In.        | In.   | In.    |              |      |      |                        |                       |
| Apr. 25 | N.E.             | 30.36      | 30.52 | 30.340 | 50°          | 36°  | 43°  |                        |                       |
| 26      | N.N.E. to N.N.W. | 30.27      | 30.15 | 30.210 | 55           | 42   | 48.5 |                        |                       |
| 27      | E.N.E.           | 30.30      | 30.10 | 30.200 | 56           | 34   | 45   | .40                    |                       |
| 28      | W.               | 30.33      | 30.28 | 30.305 | 62           | 44   | 53   |                        |                       |
| 29      | W.               | 30.18      | 30.05 | 30.115 | 59           | 41   | 50   |                        |                       |
| 30      | N.               | 30.02      | 29.95 | 29.985 | 56           | 40   | 53   | .25                    |                       |
| May 1   | N.               | 30.13      | 30.03 | 30.080 | 56           | 37   | 46.5 |                        |                       |
| 2       | N.               | 30.16      | 30.14 | 30.150 | 61           | 35   | 48   |                        |                       |
| 3       | W.               | 30.10      | 30.02 | 30.060 | 67           | 42   | 54.5 | .40                    |                       |
| 4       | W. to N.W.       | 30.19      | 30.00 | 30.095 | 65           | 37   | 51   |                        | .02                   |
| 5       | S.S.E. to W.     | 30.27      | 30.25 | 30.260 | 60           | 39   | 49.5 |                        |                       |
| 6       | W. to S.E.       | 30.57      | 30.31 | 30.340 | 69           | 43   | 56   |                        |                       |
| 7       | E. to S.E.       | 30.40      | 30.17 | 30.285 | 70           | 49   | 59.5 | .50                    |                       |
| 8       | S.b.E. to N.E.   | 30.02      | 29.95 | 29.985 | 70           | 45   | 57.5 |                        |                       |
| 9       | E. to W.         | 29.92      | 29.89 | 29.905 | 63           | 48   | 55.5 |                        |                       |
| 10      | S. to W.         | 29.75      | 29.61 | 29.680 | 64           | 38   | 51   |                        | .06                   |
| 11      | N.W. to S.       | 29.73      | 29.63 | 29.680 | 58           | 39   | 48.5 | .70                    | .08                   |
| 12      | W. to S.W.       | 29.67      | 29.55 | 29.595 | 58           | 39   | 48.5 |                        | .10                   |
| 13      | W. to S.         | 29.95      | 29.90 | 29.925 | 60           | 40   | 50   |                        |                       |
| 14      | S.W.             | 29.88      | 29.81 | 29.845 | 61           | 38   | 49.5 |                        | .06                   |
| 15      | S.W. to S.       | 30.10      | 29.97 | 30.035 | 62           | 40   | 51   | .60                    |                       |
| 16      | S. to S.E.       | 30.15      | 30.12 | 30.135 | 60           | 44   | 52   |                        |                       |
| 17      | S.E. to W.       | 30.04      | 30.00 | 30.020 | 65           | 47   | 56   |                        | .04                   |
| 18      | N.W. to S.E.     | 29.81      | 29.67 | 29.740 | 70           | 47   | 58.5 |                        | .04                   |
| 19      | N. to N.E.       | 29.67      | 29.64 | 29.655 | 50           | 41   | 45.5 | .30                    | .80                   |
| 20      | N.E.             | 29.62      | 29.61 | 29.615 | 59           | 42   | 51   |                        | 1.14                  |
| 21      | N.W. to W.       | 29.66      | 29.61 | 29.635 | 51           | 39   | 45   |                        | .26                   |
| 22      | W.               | 29.66      | 29.64 | 29.650 | 61           | 43   | 52   |                        | .05                   |
| 23      | W. to N.W.       | 29.65      | 29.65 | 29.640 | 63           | 39   | 51   |                        |                       |
| 24      | S.W. to S.E.     | 29.68      | 29.66 | 29.670 | 64           | 45   | 54.5 | .45                    | .11                   |
|         |                  | 30.40      | 29.52 | 29.961 | 70           | 34   | 51.1 | 5.60                   | 1.76                  |

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

## RESULTS.

Inches.

BAROMETER { Maximum.. 30.40 May 7th, Wind E.  
Minimum.. 29.52 Ditto 12th, Ditto W.

Mean barometrical pressure 29.961

Greatest variation in 24 hours .43

Range ..... .88

Number of Changes..... 17

THERMOMETER { Maximum.. 70° May 7th, Ditto S.E.  
Minimum.. 34° April 28th, Ditto E.N.E.

Mean thermometrical heat.... 51.1

Greatest variation in 24 hours 28

Range..... 36

Evaporation during the period 5.60 Inches.

Rain and hail, ditto 1.76 Inch.

WINDS variable; for the first part of the period, Northerly, and non-electric; and for the latter part, Westerly, interrupted a few days by reverse currents.

## REMARKS ON THE WEATHER.

APRIL 25. The sky overcast all day and night, and a strong breeze from the N.E.

26. Morning as the preceding: P.M. fine, with various modifications of clouds.

27. Sun and clouds early: at 8 A.M. a few drops of rain, and a strong breeze from the N.E. a fine day, with *cloud-capped* clouds till sun-set; the night clear and serene,

28. Calm and overcast till 10 A.M.; afterwards fine, with linear *cirri* from the west.

29. As the early part of yesterday morning: at 9 A.M., *cumuli* inosculating with the *cirrostratus* clouds: P.M. *cumulostratus*, which at sun-set passed through several tints, as red, orange, dark-blue, and copper-colour.

30. A fine morning, with *cumuli* and *cirrostrati*, and a breeze from the North: at 1 P.M. a dash of rain and hail from a large crowned *nimbus*, which was preceded by a gust of wind: the afternoon nearly as the preceding. Here we see the blossom partially blighted, perhaps from the prevalence of North and N.E. non-electric winds, and want of refreshing showers.

MAY 1. Overcast early, and a fresh Northerly breeze: at 8 A.M. much *cirrostratus*: a fine day; the sky clear after sun-set.

2. A fine serene day, with summer-like clouds, and an increase in the temperature of the atmosphere: P.M. as the preceding, the ground in a dusty state for about three inches in depth.

3. The early part of the morning as the preceding, and a sinking barometer: at 9 A.M. fine, with *cirrocumulus*, passing to *cirrostratus*: P.M. *cumulostratus*.

4. A shower early this morning: this is the first measure of rain (see the foregoing Table): we have had from the pluviometer since the 30th of March, a period of 35 days: a fine day, with *cirrostratus*, and a clear night.

5. A grey sky and calm, with *cumuli*, and horizontal *cirri* from the S.W. the night as the preceding.

6. A little dew this morning, and fine, with *cirrocumulus*, which dispersed by 9 A.M.: *cumulostratus* from 10 till 3 P.M., then sunshine: after sun-set, a blush in the western sky, produced by haze in that quarter: a clear night.

7. A transparent atmosphere through the day and night, with light airs from the East.

8. Fine and calm, with linear *cirri*, and a succession of *cirrocumuli*, forming a beautiful sky till noon: at 1 P.M. *cumuli*, which rose high in the north, while a gentle breeze blew from the south: soon after the sun had passed the meridian, the temperature at three different places on the same floor 12 feet from the garden ground, was ascertained with three thermometers, and is as follows—within doors 68°; without, in the shade, the aspect being northerly, 70°; and in the rays of the sun, 100°; so that the temperature without doors exceeded that within by 2°: between 8 and 9 P.M. several flashes of red lightning from the South.

9. Fine till 10 A.M., when the sky became suddenly overcast, and continued so all day and night, with a sinking barometer: there were a few drops of rain at noon.

10. Overcast (*cumulostratus*) and a brisk wind: P.M. gentle and refreshing rain.



11. Fine, with *cirrocumulus* above *cirrostratus*, followed by a few drops at 8 A.M.; at 11, a large *nimbus*, from which a heavy shower of hail fell for five minutes; the hail-stones had icy *nuclei*, and were generally a  $\frac{1}{4}$  of an inch in diameter lengthways, their bases being triangular, and their upper parts conical: P.M. windy, and an inoculation of clouds, followed by rain.

12. A strong breeze from the west, with *cirrostrati*: from 11 A.M., till 2 P.M., several large *nimbi*, with smart but short showers of hail and rain: at 5, very lofty *cloud-capped* clouds moving eastward with the wind: the night cloudy and fine.

13. A fine day, with *cirrostrati*, *cirri*, and *cumulus* clouds: the night as the preceding.

14. A shower early, and a breeze: the day as the preceding: a rapid descent of haze into the lower atmosphere after sun-set: at 10 P.M. an overcast sky, and rain at midnight.

15. A serene morning, with much *cirrostratus*: P.M. horizontal *cirri* in an azure sky, and a faint appearance of a solar halo for a short time.

16. A copious fall of dew in the night, and dense haze below from 6 till 8 A.M., when the air became transparent: at 10, *cumuli* in the N.E.: at 1 P.M. *cirri* in the S.E. which by 5, had passed to *cirrocumuli* in close flocks: at 6 *cirrostratus* filling the sky in large flocks; those in the west passed through most of the prismatic colours on the sun's sinking below the horizon.

17. A shower early: and at 10 A.M. *cirrocumulus*: at noon, distant *cumuli*, capped in the West and North: P.M. plumous *cirri*: a fine day: the crescent of the new moon very conspicuous in the west after sun-set, and Jupiter rising in the S.E.

18. A.M. the sky overcast, and at noon a deep yellow corona round the sun: at 2 P.M. steady rain, and at 5, extensive shoots of *cirrostratus*, below light *floculi*, and a light breeze.

19. The early part of the morning as the preceding: a steady rain from 10 A.M. The *maximum* temperature of this day is  $20^{\circ}$ , and the *medium*  $13^{\circ}$  lower than that of yesterday,

20. Overcast, and a breeze from the N.E.: P.M. steady rain. The N. and N.E. winds during the last two days, have not had their usual effect upon the barometrical column: for instead of rising, it has been rather depressed, owing to the highly saturated state and consequent weight of the atmosphere.

21. Steady rain till 2 P.M.—the quantity fallen during the last 20 hours, is 1.40 inch, which with the later rains, has penetrated a considerable way into the ground: at 4, linear and plumous *cirri* from the East, and *cirrostrati* from the West, both modifications moving rapidly in these directions.

22. A.M. overcast with dense *cirrostratus*: P.M. sunshine and light showers from the West, producing a succession of faint rainbows.

23. A fine serene day and night, with *cirrocumulus*, and abundance of *cumuli* and *cirrostrati*.

24. As yesterday: at 7 P.M. curved bands of *cirrus* from the S.E., which, with a slow motion, produced lunar coronas, and then passed to *cirrostratus*, followed by rain and wind at midnight. The mean thermometrical heat of this period, exceeds that given in our last Meteorological Table by  $3.8^{\circ}$ .

N.B. For the definitions of the different modifications of clouds, see our Number for February, page 174.

Erratum—In the last line but one, page 351 of our last Number, for in the definitions, read for the definitions.

## Promotions and Appointments.

## Captains, &amp;c. appointed.

Captain Richard Dacres, late Governor of the Royal Naval Asylum, at Greenwich, has been placed on the list of retired post-captains, with the rank of rear-admiral.

Captain Henry Collins Deacon, is promoted to the rank of post-captain; Capt. W. Fitzmaurice, to the Congo; Capt. Hill, to the Towey; *vice* Capt. Stewart, dismissed; Capt. Reynolds, to the Conway; Lieut. P. Parkins, is appointed to act as captain of the Bacchus.

Rev. Thomas Morgan, late chaplain of the Royal Hospital at Haslar, is appointed chaplain of the dock-yard at Portsmouth; *vice* Dr. Scott, dismissed.

The Lords Commissioners of the Admiralty have superseded Dr. Scott, as chaplain of his Majesty's dock-yard at Portsmouth.

## Lieutenants, &amp;c. appointed.

Lieutenant Thomas Wentworth Buller, is promoted to the rank of commander; W. Glasscock, to the Ganymede; Granville Thompson, to the Larne; Thomas Penberthy, to the Lee; W. P. Croker, to the Pigmy; John Little, to the Hind, Revenue cutter; Alfred Matthews, to the Drake.

Mr. Thomas Edge, and Mr. S. J. Fabian, are promoted to the rank of lieutenants.

Lieutenant Wentworth Parsons Cooke, to command the Pigmy cutter.

Mr. Rooke, to act as lieutenant of the Bacchus; Mr. Neville, to act as lieutenant of the Magicienne; Lieut. Wm. Cuppage, to be flag lieutenant to Sir Richard King.

## Masters appointed.

M. James Allen, to the Albon; William Smith, (2) to the Severn; Henry Jackson, to the Sydney surveying vessel.

## Surgeons, &amp;c. appointed.

Michael Quin, to be assistant surgeon of the Sealark; Mr. John M'Kinsley, to the Congo; Mr. Jackson, surgeon of the Comagis, is appointed to the Orlando; Mr. Montgomery, assistant-surgeon of the Orlando, appointed to act as surgeon of the Conway.

## DEATHS.

On the 28th February, at Halifax, aged 40 years, Esther, the wife of Dr. Rowlands, surgeon of the royal naval hospital, after a very sudden and short illness of two days. Her remains were followed to the grave by a respectable and numerous assembly of friends and mourners.

On the 17th April, at Charlton Kings, near Cheltenham, Peter Aplin, Esq. admiral of the white squadron of H.M. fleet, aged 64 years. Date of commission as admiral of the blue, 31st July, 1810.

On the 25th April, at his apartments in Downing-street, in a fit of apoplexy, Wm. W. Langford, Esq. many years consul-general at Tripoli, and brother of Captain George Langford, R.N.

On the 29th April, at Brighton, deeply lamented and regretted by all who knew her, Mrs. Brisbane, relict of John Brisbane, Esq. admiral of the red squadron.

On the 6th May, Lieut. Lane, R.N., was killed by a fall from his horse, whilst riding in Lanesborough park, Waterford.

On the 8th May, aged 83 years, Major Arthur Hill Brice, brother to the late Admiral Sir Robert Kingsmill, Bart. of Sidmonton, in the county of Hants.

Lately, at Exeter, Wm. Stackpoole, Esq. of Instowe House, brother of the late gallant Captain Stackpoole, of the Statira frigate.

Lately, at Portsea, Miss Eddington, niece of the late Admiral Cooper.

Lately, at Clifton, the Right Honourable Lady O'Brien, wife of Captain Lord O'Brien, R.N.



BIOGRAPHICAL MEMOIR  
OF  
CAPTAIN WILLIAM LAYMAN,  
OF THE ROYAL NAVY.

---

His genius, ever for the event prepared,  
Rose with the storm, and all its dangers shared ;  
And though full oft, to future perils blind,  
With a skill superior glow'd his daring mind,  
Through snares of death, the reeling bark to guide.  
When midnight shades involve the raging tide.

FALCONER.

**I**N the course of our Biography, it has been too frequently our unpleasant duty to record the discouraging instances of merit struggling with misfortune ; skill, courage, and activity, fruitlessly exerted ; or if justly patronized, the patron's influence rendered ineffectual by the machinations of secret enmity, or unexpected accident, or unseasonable application.

To such instances, the following Memoir of Captain Layman's professional life presents a disgraceful addition, in a series of zealous and essential services, almost invariably deprived of their due reward by one or other of the causes above stated. High talent, and acute sensibility, are generally concomitant, and disappointed Genius is thus doubly distressed, by the more lively sense of disappointment, and of its relative injustice.

The services of the illustrious character by whom the interests of Captain Layman was patronized, should have insured success to his commendation, although the object of it had been totally unknown to those who were to give effect to it. Merit is always the best judge of Merit, and of so high a description was that of Captain Layman's patron, that it would have warranted an implicit

reliance on his recommendation ; and even had the merit of Captain Layman been less worthy of it, gratitude for the incalculable services of his great friend, should have induced a ready compliance with his wishes ; but a perusal of Captain Layman's professional history will leave no doubt on the reader's mind, that the friendship of his patron was not unworthily bestowed, and that his final testimony of it ought not to be rendered the less effectual by the resignation, almost immediately after, of his valuable and devoted life, in the service of his country. Had he lived, we are certain he never would have rested until he had seen Captain Layman restored to his due standing ; until he had seen all errors respecting him rectified, all misconstructions obviated, and compensation made for labours so long lost.

How far the *projects* of Captain Layman may be really eligible, we do not take upon ourselves to decide, they have certainly the appearance of great utility—they at least prove him to be a man zealous in the interests of his country, of an active and ingenious mind, and emulous of distinction by the most honorable means.

Having premised the above remarks, which, on a perusal of the biographical documents, we have thought due to the respectable subject of them, we shall proceed to lay these documents before our readers under the following arrangement.

As they consist wholly of Memoranda relative to professional and otherwise public services, with the correspondence incidental thereto, we are unable to give any particulars of the birth-place, or family, of Captain Layman. The period at which he commenced his naval career was that of the American Revolutionary war, and so rapid were his professional attainments, that he had charge of a watch at the age of 17 years ; and when in the *Amphion*, on the West India station, was twice applied for by his Royal Highness the Duke of Clarence, then commanding the *Pegasus* ; to which the late Admiral John (then Captain) Brown replied, he could not spare him. It is evident also, that his reputation as a naval officer kept pace with the progress of his services ; for on offering them to



Earl St. Vincent\* toward the close of the first French revolutionary war, he received the following answer :

" I desired Captain Grey to assure you, that I should be happy to have you in the ship with me ; and if there is nothing to detain you longer a-shore, by shewing this letter to the captain of any ship of war under my orders coming to this rendezvous, you will be sure to receive all the attention due to your character, and the very laudable spirit which inspires you to serve under

*St Vincent*

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*Royal George, before Brest,  
9th August, 1800.*

On the then expected promotion of Captain (now Admiral Sir Edward) Thornborough, that gentleman was intended by Lord St. Vincent to command the in-shore squadron before Brest, where his Lordship informed Mr. Layman there was every prospect of coming to action, from the indication shewn by the French ; and Sir Edward having very handsomely offered him the situation of first lieutenant, he expected to be appointed to the Mars, from the answer to his inquiry of Sir Thomas Troubridge, † then captain of the Channel fleet, who, in his letter, says :—

" DEAR SIR,

*" Ville de Paris, Oct. 19, 1800.*

" Was I captain of a private ship, I should be happy in having you as first lieutenant. The accounts we have, say the list of the promotion was to be presented to his Majesty on Wednesday last, at the Levee ; if approved by his Majesty, it will most likely come out in the Gazette of yesterday. I know Lord St. Vincent expects Captain Thornborough will hoist his flag ; if so, the Mars is his ship, and he will of course, if he applies, get you with him, which I make no doubt he will do. I shall on all occasions have great pleasure in forwarding the views of so zealous an officer when it lays in my power. Lord Nelson has not yet arrived in England, and between ourselves I do not think he will serve again.

*Thornborough*

\* For memoir and portrait of this nobleman, vide *B. L.* vol. iv. p. 1.

† For portrait and memoir of Sir Thomas Troubridge, vide *B. L.* vol. xxiii. p. 1.

The promotion, however, did not come out when expected: in the mean time, Lord Nelson\* returned to England, and his bright trophy of the 14th of February, 1797, the *San Josef*, was ordered to be fitted for his Lordship's flag; and for that ship Mr. Layman unexpectedly received his appointment. Thus circumstanced, it was very difficult to choose; in either case there was great risk of offence. Mr. Layman felt very much flattered by Sir Edward Thornborough's kind intention, and Lord St. Vincent signified to him his preference to that offer; but on the other hand, the promotion did not take place, and Sir Edward had no flag, whilst a ship was fitting for Lord Nelson, who having handsomely applied to the Admiralty for Mr. Layman, it would have amounted nearly to insult had he declined the appointment; and as under his Lordship the want of active service was not to be apprehended, he joined the *San Josef* at Plymouth, although in so doing it is probably owing that he is not now higher in the service.

On the *San Josef's* being fitted out, and a rupture with the Northern Powers evident, a squadron was ordered for the Baltic, and at first intended to be commanded by Lord Nelson; but from a particular circumstance,† it was placed under Sir Hyde Parker;‡ the *San Josef* being considered as drawing too much water for that service, Lord Nelson's flag was shifted to the *St. George*, in *Tor-bay*, into which ship Mr. Layman removed.

As the *St. George* was ordered round to *Yarmouth Roads*, Lord Nelson evinced the greatest anxiety in the despatch and care of the ships. On the *Warrior's* getting aground in going out of the Downs, on the 4th March, 1801, Mr. Layman was sent to her assistance; and on his returning next morning to the *St. George*, Lord Nelson observed, "You deserve credit, and I have written to the Admiralty in your favor."—"I am much obliged to you, my Lord, replied Mr. Layman, but I cannot think that what I did last night deserves it."—"But I do," replied his Lordship, "the loss of one line-of-battle ship might be the loss of a victory." There was no occasion for explanation, a victory may be con-

\* For portrait and memoir of Lord Nelson, *vide* *B. C.* vol. iii. p. 167.

† The circumstance, as reported at the time, was, that Earl Spencer (then at the head of the Admiralty) signified his intention of appointing Lord Nelson to the command, to Earl St. Vincent, who proposed Sir Hyde Parker, then second in command in the Channel Fleet.

‡ *Vide* portrait and memoir of Sir Hyde Parker, *B. C.* vol. xx. p. 327.



sidered as half gained, when a commander goes into action with a determination to conquer or die.

On the arrival of the *St. George* in Yarmouth Roads, on the 6th March, Lord Nelson went on shore to pay his respects, as he called it, to the new-appointed Chief, Sir Hyde Parker, where he had occasion for more than ordinary patience; it required the temper of a stoic, which Lord Nelson never had; but his love of glory, and the good of his country, got the better of his feelings,\* on the reception he met with from the Chief—who scarcely noticed him.

On Lord Nelson's returning on board, the delay of the fleet caused him great anxiety, as he said it only gave the Northern Powers time to increase their force, and that the loss of each day would occasion the loss of 100 men. At length the old chief and his young wife, who were living on shore, having announced a splendid ball to be given, Lord Nelson represented to the managing Lord of the Admiralty the consequence of delay, in an enterprise which depended so much upon promptitude; and down came an express, ordering the fleet to sea, which sailed on the 12th of March.

It has been remarked in another place, that great events are

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\* Nature probably never formed a man with seemingly more opposite traits of character than Lord Nelson. During the temporary peace, Mr. Layman spent some days at Merton, with Sir Alexander Ball, and Sir Samuel Hood. One day after tea in the drawing-room, Lord Nelson was earnestly engaged in conversation with Sir Samuel. Mr. Layman observed to Sir Alexander, that Lord Nelson was at work by his countenance and mouth, that he was a most extraordinary man, possessing opposite points of character; little in little things, but by far the greatest man in great things he ever saw: that he had seen him petulant at trifles, and as cool and collected as a philosopher when surrounded by dangers, in which men of common minds, with clouded countenances, would say, "Ah! what is to be done?" It was a treat to see his animated and collected countenance in the heat of action. Sir Alexander remarked this seeming inconsistency, and mentioned, that after the battle of the Nile, they (the captains of the squadron) were desirous to have a good likeness of their heroic chief taken; and for that purpose employed one of the most eminent painters in Italy: the plan was, to ask the painter to breakfast, and get him to begin immediately after: breakfast being over, and no preparation made by the painter, Sir Alexander was selected by the other captains, to ask him when he intended to begin; to which the answer was, "Never." Sir Alexander said, he stared, and they all stared, but the artist continued, "there is such a mixture of humility with ambition in Lord Nelson's countenance, that I dare not risk the attempt."

often produced by apparently trifling causes, of which the following instance is a convincing proof :

Mr. Layman had mentioned the superiority of North Sea fish over all those on the western coast of England, except the John Dory ; and instanced the fine turbot they caught on the Dogger Bank, when he was on the Northern station, after the American war : this being a mere casual remark, nothing more would have been thought of it, had not Lord Nelson, after shewing great anxiety in his inquiries when we should be on the Dogger Bank, significantly said to Mr. Layman, " Do you think we could catch a turbot ? " The answer was, " I don't know, my Lord, but we can try. "—" To be sure," said his Lordship, " there is no doing any thing without trying ; " and overboard went the trawl, but the beam was upset in the first instance, and it did not succeed much better at the second haul, although at last a small turbot was caught ; Lord Nelson appeared delighted, and called out, " Send it to Sir Hyde. " His orders not being promptly complied with, and something said about the risk of sending a boat, from the great sea, lowering weather, and its being dark, his Lordship said with much meaning, "*I know the Chief is fond of good living, and he shall have the turbot.*" That his Lordship was right appeared by the result, as the boat returned with a note of compliment and thanks from the good-living Chief.

The turbot having opened a communication, its effect was wonderful.\* When the fleet arrived in the Categat, and the Chief was brought to the question of " What is to be done ? " he anchored, and proceeded to negotiation with the governor of the fort. At length Lord Nelson was signaled to attend on board the London ; and as he could not, from the loss of his right arm, steer the gig,

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\* At Merton, Mr. Layman told Lord Nelson, that a man eminent in the naval profession had said to him, " Do tell me how Parker came to take the laurel from his own brow, and place it on Nelson's ? "—" What did you say ? "—" That it was not a gift, as your Lordship had gained the victory by a turbot. "—" A turbot ! "—" Yes, my Lord, I well-recollect your great desire to catch a turbot, and your astonishing many, by insisting upon its being immediately sent to Sir Hyde, who condescended to return a civil note ; without which opening you would not have been consulted in the Categat ; and without such intercourse your Lordship would not have got the detached squadron ; without which there would not have been any engagement, and consequently no victory. "—Lord Nelson, smilingly, said, " you are right. "



Mr. Layman was desired to accompany him. On board the Chief's ship, the heads appeared very gloomy ; the Chief, in his negotiations, had been insulted by a pert Danish officer, who told him, if his guns were not better pointed than his pens, he would not make any impression against Copenhagen. On addressing himself however to a high-spirited officer of the rifle corps, he was properly answered—" I suppose," said the Dane, " by your dress, you belong to the cavalry ; where are your horses ? " —" We intend to get them *on shore*," replied the officer ; which took the popinjay so completely a-back, that he was glad to make off. As Mr. Vansittart had arrived from Copenhagen alongside the London, nearly at the same time as Lord Nelson, and witnessed the truth of his Lordship's assertion, that the delay would enable the Danes to increase their force, which had been done, by greatly adding to their line of defence within the last few days ; Mr. Vansittart was of opinion, that " if the fleet proceeded to the attack, *it would be DEFEATED* ; " and the attempt was in danger of being relinquished. The c——n of the fl——t observed to Mr. Layman, that the Danes were too strong to attack. Mr. Layman said, " we must have a better story to go back with than that." On negotiation being mentioned, Lord Nelson curled up his lip, and emphatically said, "*beat the enemy first, and negotiate afterwards.*" The formidable force of the Danes, as represented on board the London, having produced a torpor verging to despondency, Lord Nelson on the following day wrote a most patriotic, spirited, and sensible address to Sir Hyde. Whilst others had been dismayed at the account of the preparations made by the Danes, Lord Nelson, as he was wont to call interrogatories " *bringing people to the post*," not only questioned those just arrived from Copenhagen, as to the force, but the position ; and having learnt that the great strength of the enemy was in the head of the line, supported by the Crown battery, his Lordship emphatically observed, that to begin the attack there, would be " *like taking a bull by the horns* : " he therefore suggested an attempt at the tail ; but before this attempt could be made, it was said we had to pass Cronberg Castle, which was considered as tremendous ; and although, on the next day, the 25th, the wind was fair and strong, the fleet remained at anchor. However, the sentiments not only

of Lord Nelson, but most of the officers of the fleet, being now pretty public, and the evils which must obviously result from such delay, in not only enabling the Danes to increase their means of defence, but allow of the Russian squadron from Revel, and the Swedish from Carlscrona, joining their forces, the fleet got under sail on the 26th, not to pass the *terrible* Cronberg Castle, but, as it was said, to take the Daues in flank, by going round Zealand by the Great Belt, but irresolution commanded, and the British fleet had not proceeded far, ere it returned, and anchored. Such were the motions of the fleet. The Chief on the next day, 27th, commenced a correspondence with the governor of Cronberg, to know if he would fire at the fleet in passing the Sound; and an answer in the affirmative arrived next day. Lord Nelson, from the St. George drawing too much water, had shifted his flag to the Elephant, in which he now offered to attack the Danes with only 10 sail of the line. On the 29th, the bombs were placed, and orders given to enter the Sound. Fortunately a favorable breeze springing up next morning, the 30th, the fleet at last passed the Sound, without a single shot reaching any ship, from the supposed tremendous castle of Cronberg, or the Swedes firing a single gun: it anchored off the island of Huin.

Immediately after, Lord Nelson, whom the Chief, &c. accompanied, proceeded to reconnoitre in a lugger, but from the day being far advanced, and not from the enemy's fire, little could be done. On the 1st of April, the reconnoitring commenced, in the Amazon, but as the frigate got aground, it could not be completed on that day. The penetrating eye of Lord Nelson had, however, discovered sufficient to verify his former ideas, that although the crown and head of the Danish line of defence were truly formidable, yet the tail was more vulnerable; he therefore being on a *shooting* party, determined to visit the Danes, *sans ceremonie*, by the back entrance. The reconnoitring and buoying of the middle channel being completed soon after noon on the 1st of April, Lord Nelson made the signal for the squadron placed under his immediate command, consisting of the Edgar, Bellona, Elephant, Ganges, Monarch, Defiance, and Russel, of 74 guns, Ardent, Agamemnon, and Polyphemus, of 64 guns, Glatton and Isis, of 50 guns, Amazon, Desirée, Blanche, and Alcmena frigates,



and of Jamaica 20 guns, to weigh, which was instantly obeyed, and the ships proceeding along the outer verge of the middle ground, anchored off *Draco* point just before dark.

The effect produced on every person's countenance, and the enthusiastic joy expressed by every one in this squadron, when the signal was made to weigh, is indescribable ; it seemed to say, the spirit of Nelson has gained the ascendancy, and we must succeed. At this time, as the squadron had passed without the Danish line, the enemy conceived it was bound up the Baltic, and had only come to for the night ; as, however, it was within mortar-range, they tried two shells, one of which went close over the *Isis's* mizen-mast, and had they plied this single mortar at very little less range during the time the squadron was at anchor at night, if the ships had not been blown up they would have been rendered *hors de combat*. The intended plan of attack was a noble specimen of human courage and ingenuity ; and in this case fortune did fully favor the brave ; the calm of the night was succeeded on the morning of the 2d of April by a most favorable breeze from the southward ; and after breakfast (it having been proved, as on the 1st of June, 1794, that Englishmen fight best with a full belly) the Danes were unexpectedly attacked from the southward. The engagement commenced five minutes after ten, and the ships were to weigh,\* in succession, and anchor by the stern ; but unfortunately, the *Bellona* and *Russel*, 74's, by keeping too near the middle ground, ran a-shore, and the *Agamemnon*, 64, not weathering the tail of the middle ground, reduced the effective part of the squadron to 5 ships of 74 guns, 2 of 64, 2 of 50, 4 frigates, and 1 ship of 20 guns, to contend not only with the Danish line of defence, consisting of 20 ships and 2 vessels, but also the Crown batteries, by which the *Monarch* and *Isis* were particularly cut up. It had been originally arranged, that when Lord Nelson attacked the Danish line to the southward, Sir Hyde was, with the ships immediately under him, to support the advanced squadron ; they did actually weigh with such seeming intention ; and although they had a beating wind, two of the 74's had wrought up nearly within

\* Lord Nelson afterwards mentioned that he had committed a great error on this occasion ; and addressing Sir Richard Strachan, said, " If you ever command a squadron so circumstanced, don't wait to weigh, but cut." This, however, was of much less consequence than not knowing that the deepest water was nearest the enemy's line.

gun-shot of the enemy, when the signal, 39, to *discontinue the action*, was made from the commander-in-chief's ship. From this unfortunate signal,\* the advanced squadron was deprived of all assistance; but it had no effect on Lord Nelson; when the signal was reported to him, he said it was impossible; for if the Chief wished such a thing, he would send a boat, and not make such a signal public; and on being assured that No. 39 was flying, he said, "Well, *I cannot see it.*" Some time afterwards, jocosely adding, as on a former occasion, on the 14th February, "Ah! I knew they could but hang me." At this period the action was extremely severe; Captain Walker, of the *Isis*, which was exposed to two line-of-battle ships, said he was a lieutenant on the 1st of June, and commanded a ship in the Dutch action under Lord Duncan, and that this was hotter than the two together; therefore, if Lord Nelson had discontinued the action at the time, not only the ships aground, but the greater part of the squadron, would have fallen to the Danes. The resolution of the bright star of Britain reversed the prospect. After the Danish fire had in part been silenced, Lord Nelson had an opportunity to put in practice the advice he had given, "*to beat the enemy first, and negotiate afterwards;*" for, in order to save the ships aground, he addressed a letter "*To the brave Danes, the brethren of Englishmen,*" and desired to have a light, that he might seal it; there was no light, it was said, and a wafer was proposed. "No," said the Hero and Negotiator, "*the seal will be worth more than the letter;*" and on a lanthorn being brought with a light, from the light-room, the large seal, with his well-earned blazoned arms, was affixed, and the letter despatched. The effect of this letter was as Lord Nelson had foreseen—the Danes not only expressed the greatest surprise at his coolly writing a letter during an engagement, but his deliberately sealing it, saying it was in vain to contend with such a man.† The result of this negotiation is

\* It is due to the memory of Sir Hyde to state, that this unfortunate signal does not appear to have emanated from himself; nor, as it is stated from a person on the spot, did he give his assent to have it hoisted, till after being urged a full hour to do so.

† When Lord Nelson went on shore at Copenhagen to dine with the Crown Prince, he was walking with some Danes, and addressing the one who appeared to be of the greatest consequence, said, "How could you be such fools as to go to war with the English;" which even an old courtier could not stand, as it proved to be the minister, Count B——, who had been the chief promoter.



well known to have produced an armistice for 14 weeks, which Lord Nelson observed to Mr. Layman, would give time to destroy the Russian squadron at Revel, but which, from the Emperor Paul's being deposed, terminated in a peace.

After the battle of Copenhagen, when Lord Nelson had returned to the *St. George*,\* he sent for Mr. Layman into his cabin, and expressed his displeasure that all promotion had been made from Sir Hyde's ship, the *London*, which was not in the engagement, adding, "I have no other way but to write to the Earl (St. Vincent) and to Troubridge (late Sir Thomas), at the Admiralty, and tell them the part you bore in the action."

One part of the plan of attack at the battle of Copenhagen, being to storm the Crown batteries, Mr. Layman volunteered his services, with a party of the rifle corps; the flat-bottom boats were to go in under cover of the ships, and Mr. Layman being ordered to the *Isis*, there found sufficient employment, without going farther, as appears by the following letters:—

MY DEAR SIR,

Merton, March 1, 1802.

I have been favored with your letter, requesting I would state the nature of the services you had been employed in from the *St. George*; that you were always ready to go on every service I am sure, for the *only* favor† you ever asked of me was, to be sent on all services of danger and difficulties, and I always understood you acquitted yourself as an able seaman and officer. You were in the *Isis* at the battle of Copenhagen, and Captain Walker gave me a high character of the conduct of the officers and men of the *St. George*. Believe me, Mr. Layman, fully sensible of all your merits;

\* A ludicrous *jeu d'esprit* took place on Mr. Layman's returning to the *St. George*, to which ship several Danish officers had been sent. At supper an officer had dastardly insulted a Danish officer, who, justly irritated, said, "Who are you?—The English are only the bastards of the Danes."—"Never mind," good humouredly replied Lieutenant (now Captain) P. Lyne, "we have improved the breed."

† The following is the request alluded to:—

"MY LORD,

*St. George, March 12, 1801.*

"I beg leave to state, that in the event of boat duty, for either boarding, towing off the enemy's fire-ships, carrying down our own, &c. your Lordship will do me the favor of employment. And as the best concerted plans often miscarry from one man being made to depend on another, should the nature of any service require but one lieutenant, and I have the honor of engaging in the undertaking, it will be an additional favor conferred on, my Lord, your's, &c.

Vice-admiral Lord Nelson.

W. Layman."

and I have no scruple in saying, that if your interest does not get you promoted, in any future time when I may be employed, I shall be happy in receiving you : for I am, your sincere friend,

*Nelson B. Bronte*

The other letter is from Lieutenant-general the Hon. William Stewart, who commanded the land forces employed on this service :—

SIR,

*Charles-street, St. James's, May 26, 1802.*

I do not hesitate to state it as my opinion and firm belief, that very important services were rendered by you on the 2d of April last year, on board of his Majesty's ship *Isis*, during the action off Copenhagen. I may venture, too, with less presumption, to give this opinion to the world, when I accompany it by Captain Walker's avowal of the fact, and by the general admiration of your conduct on the occasion, by the officers and men of my regiment, who were so fortunate as to be under Captain Walker's command, and to be immediately employed by you on the *Isis's* lower-deck, at the period of the action, when, from five guns only working, you, by great exertions, manned and replaced the whole of the larboard battery, and that under a fire from the enemy, which the state of the *Isis*, after the battle, fully bore testimony to the weight of. Not having been on board the same ship with you on that memorable day, I have only to state my firm reliance on the accuracy of every degree of honor which was attributed to you ; and after having heard but one general opinion in the Baltic fleet on the subject, it is with regret, as well as surprise, that I have now to learn, from your letter, that the Noble Lord at the head of the Admiralty considers your services, which were great as well as voluntary on the occasion in question, as but of small importance. My information, as well as the general opinion at the period, must have widely erred, if such a subsequent review of your conduct can now prove to be a correct one, or what is merited by you. With every expression of wish for your future success in your profession, I beg leave to subscribe myself, &c. &c.

*W. Stewart.*

During the delusive peace, the subject of the abolition of the African Slave Trade being renewed, and Mr. Canning having given notice in the Commons of a motion respecting the cultivation of Trinidad, Mr. Layman observed, that the most effectual manner of doing away the slave trade was, to render the work done by free men more profitable than that done by slaves, as well as to remove the inconvenience and loss arising from the capital sunk in the purchase of slaves, by allowing to free men a proportion of the produce of their labour ; and remarked, that there was not in



the known world a class of men so admirably adapted for this purpose as the Chinese husbandmen, being inured to a hot climate, habitually industrious, sober, peaceable, frugal, and eminently skilled in the culture and preparation of every article of tropical produce, which was indisputable, from the effects which have been produced by them in the different countries to which they have been able to emigrate. This communication was honored with that attention from Mr. Vansittart which was to be expected. Mr. Layman was introduced to several conferences with the then members of administration, and *at the particular desire* of the secretary of state for the colonial department, explained the details of his plan, and the means of putting it in execution. Although the principle of this measure met with the unqualified approbation of his Majesty's ministers, the deviser was told that the carrying it into effect could not be proceeded on until an official report should be made by the commissioners appointed for Trinidad.

After Mr. Layman had explained the particulars of his plan to Lord Hobart, when Mr. Sullivan was present, he received the following letter from Captain (afterwards Sir Samuel) Hood :\*—

DEAR SIR,

Sunday, 10th October, 1802:

Colonel Fullerton and myself have read some papers of yours, delivered to the secretary of state. If you could make it convenient to meet us at the Treasury at ten o'clock on Tuesday morning, we shall be extremely obliged; it is that we may have some conversation on your hints, &c. respecting Trinidad.

Your's, very faithfully,



Captain Layman being aware that the unpleasant termination of the commission at Trinidad, owing to the disagreement between Colonel Fullerton, and Colonel (afterwards Sir Thomas) Picton, had prevented the possibility of any report being made, he supposed, of course, that no measures had been taken towards the execution of the project for introducing Chinese into the West Indies, having been assured by the Earl of Buckinghamshire (then Lord Hobart), secretary of state for the colonial department, that his Lordship should not think of carrying the plan into effect,

\* Vide portrait and memoir of Sir Samuel Hood, R. E. vol. xvii. p. 1.

unless Mr. Layman would also complete it by the execution: he was also assured by the Right Hon. John Sullivan, formerly of the Company's service, at Madras, but then under secretary of state, that he might depend upon being honorably dealt with in *this* transaction. What then was the surprise of Mr. Layman, who originated the plan, to see in the public papers, that a ship called the *Fortitude* had been freighted at Calcutta for 7,500*l.* to convey 200 Chinese to Trinidad; to this report, from the assurances given to the proposer, and his relying on the honor of Lord Buckinghamshire, no credit was at first given; but on mentioning it to a gentleman in Berners-street, he observed, "I believe the honor of Lord B. may be relied on; but if you had heard my neighbour Parry's (an East India Director) account of the now Right Hon. Gentleman's concern, for which he was mulct at the India House, no one would be surprised at any transaction in which the Right Hon. Gentleman was connected." This leading to farther inquiry, it appeared, that during the time Mr. Layman was on service with Lord Nelson, a correspondence had been carried on from the Colonial Department, where the Right Hon. Gentleman was the manager, with the secret committee of the East India Directors, and a person of the name of M<sup>r</sup> Queen sent out, who, through the agency of a Portuguese, obtained in all about 200 men, chiefly the refuse Lazzaroni of that degraded settlement who were conveyed to Prince of Wales's Island, from whence they were sent to Bengal, where, after being cured of the leprosy and other filthy diseases, they were to be conveyed to Trinidad, with a cargo of *piece goods*, in the ship *Fortitude*, for 7,500*l.* And such was represented to be the advantages of this smuggling concern, that Mr. Windham, then secretary of state for the Colonial Department, informed Captain Layman, that he had received voluminous papers on the subject from Mr. R. T. Farquhar, who was Lieutenant-governor of Prince of Wales's Island, when the agent was sent out to carry the original plan into effect. All the advantages to be derived from this scheme were published in a pamphlet, by Mr. Farquhar; but as, shortly after, on the arrival of the expedition at Trinidad, the contraband cargo and ship were seized and condemned, and the greater part of the 193 males landed, *without females to form a colony*, proved such a sample



of Chinese, as Falstaff's gang would be of Englishmen; they were soon sent back at the expense of the public, who were also saddled (as appears from papers presented to the House of Commons) with the amount of ship and cargo. The whole of this transaction was, with great indignation, pronounced a vile job by Mr. Windham, who was a strenuous advocate for the introduction of Chinese *husbandmen* into the West Indies, and which would probably have taken place when he was at the head of the Colonial Department, had it not been retarded by the radical errors committed in the whole progress of this ill-judged undertaking; the particulars of which, together with the substance of the original plan, the proposer found himself called upon to publish, in "An Outline of a Plan for the better Cultivation, Security, and Defence of the British West Indies: being the original suggestions for providing an effectual substitute for the African Slave Trade, and preventing the dependence of those Colonies on America for supplies."—Perhaps a concerted plan for the discouragement of the above project could not have been laid down more likely to have defeated the object, than the mistaken and ill-judged manner in which it was attempted to be carried into execution. There were, however, discriminating individuals, who saw the great benefits that would result from such a measure being properly carried into effect. Lieutenant-general the Hon. Thomas Maitland, with that sense and energy which distinguished him as governor of Ceylon, introduced Chinese into that island, an account of which was transmitted to Captain Layman by letter from a nephew of Judge Le Blanc:—

DEAR LAYMAN,

October 1st, 1810.

My brother, who has lately returned from Ceylon, tells me, that upon his arrival there he was surprised to find the ship surrounded by boats, loaded with vegetables of all kinds, for sale at moderate prices, and particularly so, as on a former voyage not a cabbage or pumpkin could be procured. On inquiry, it appeared that this circumstance was owing to the industry of the Chinese. General Maitland, the governor, being desirous of having a large morass cleared and drained, had some time before applied to some of the natives of Ceylon, who had given in an estimate of the expense and time within which they would undertake, with 100 men, to complete it. The general, not satisfied with this, applied to some Chinese, and having agreed to give them *the produce of the soil* for a certain number of years, *TWENTY-FIVE of them cleared and drained the morass, and converted it into a productive garden, in less time than the ONE HUNDRED natives had proposed.*

My brother went over the garden with the governor, and nothing could be more complete. The Chinese had fenced it, and built houses; had divided it into different allotments amongst themselves, and, by turns, guarded it by night. They were peaceable and orderly to a degree; they worked in the gardens, and the women regularly took the produce to market for sale.

I have thought this would be interesting to you, knowing what your mind is employed upon. I talked to my brother about introducing Chinese into the West Indies, and he has no doubt it would answer. His ideas of their indefatigable industry, agricultural talents, and disposition to emigrate, are precisely the same as yours. General Maitland is encouraging them to make sugar in Ceylon, which is in some progress.

I am, dear Layman, your's sincerely,

Captain Layman, R.N.

*William Le Blanc.*

On receipt of this letter, Captain Layman took an early opportunity of calling on Mr. Faulkener, who had shewn himself a steady advocate for the object proposed, and stating that he had received a letter on the subject, which he conceived the minister ought to see, said, "Will you take an opportunity to put it into Mr. Perceval's hand, when he can read it?" Which Mr. Faulkener readily complied with, and reported that it had made the favorable impression intended. Soon after, Mr. Barham, the member for Stockbridge, who had voluntarily offered to procure provision and settle Chinese at Jamaica, and who had, with Captain Layman, attended the committee of the privy council several times, to give information on the subject, expressed his determination to move for a committee of the Commons, to inquire into the practicability and expediency of supplying our colonies in the West with free labourers from the East. A committee was appointed, and during the inquiry a very extraordinary pretension was made by the Right Hon. John Sullivan, claiming whatever merit might be attached to the principle of the plan, as emanating entirely from himself, not from any experience or personal observation of his own, but from the reading of Mears's Voyage, in which it was stated, that some Chinese embarked with him (as from a superabundant population they do in every ship they can) to the north-west coast of America; and that Captain Layman had only been called in to give some information in detail. To expose the falsity of such pretensions, Captain Layman put into the hands of Mr. Barham the following letters from Sir Samuel Hood and Mr. Vansittart, which were



answers to applications made by Captain Layman, in consequence of Mr. Windham's having said to him, that although he believed the original plan was his, yet as attempts were making to rob him of the merit, he recommended his substantiating the fact.

SIR,

Centaur, September 3, 1806.

I have to acknowledge the receipt of your letter, on the subject of a plan you submitted to government in 1802, for the cultivation of Trinidad by Chinese, which was referred by the secretary of state to the then commissioners in England for that island; in consequence of which you met us by appointment at the Treasury, and that you were informed by the under secretary of state, that the execution of the measure only waited an official report of the commissioners. The termination of the commission certainly prevented the report, and as you state it is unknown to his Majesty's present ministers in whom the idea first originated, I have great pleasure in telling you, *I always understood the plan of introducing Chinese into the West Indies was first suggested by you*, and your plan was referred to the commissioners at Trinidad, whilst I was one of them; and I must, Sir, do you the justice to say, I never heard of any other persons. Your's, &c.



Captain Layman, Royal Navy.

The other letter from the present Chancellor of the Exchequer, will shew how the plan became known to Mr. Sullivan:—

SIR,

Great George-street, 11th December, 1806.

I have been favored with your letter of yesterday, and beg leave to state in answer, that I have no difficulty in confirming the *fact* of your having made the first proposition to government which came within my knowledge, for conveying Chinese labourers to the West Indies. You were introduced to me as you state, by Mr. Wilson, and I believe by a letter from Lord Nelson (though I am not sure of the time when I received it); and the proposition seemed to me so deserving of attention, that *I immediately mentioned it to Mr. Sullivan*. Whether Mr. M'Queen's employment was in consequence of your suggestions, or arose from any other cause, is not within my knowledge, nor do I ever recollect hearing of it, until it appeared by a communication to the Board of Trade last summer, that a great progress had been made in the execution of the plan.

So far as this testimony can be of service to you, you are at perfect liberty to use it; and I shall at all times be ready to confirm it as a member of the committee of council, with any additional circumstances which may come to my recollection.

Your's, &amp;c.

Captain Layman, R.N.

N. Vanoittart.

On these testimonies being submitted to the committee of the House of Commons, the pretensions of the Right Hon. Gentleman were dismissed, and the committee reported, "That your committee are fully impressed with the important advantages which might, under *proper arrangements*, be expected to result to the West India Islands, from the introduction of a class of free people, *so distinguished by their orderly and industrious habits.*"

(To be continued.)

## NAUTICAL ANECDOTES AND SELECTIONS.

IN our xxxvth Volume, page 286, was given a List of Pensions to the Flag-Officers, Captains, &c. of the Royal Navy, for wounds, and loss of limbs, in the service of their country; we here give in continuation the names and pensions of such officers as have been since added to the List:—

### PENSIONS TO CAPTAINS, COMMANDERS, AND LIEUTENANTS OF HIS MAJESTY'S NAVY, FOR WOUNDS, LOSS OF LIMBS, &c.

| Officers' Names and Rank. |       | On what Occasion granted. | Date of Order. | SUM. |       |
|---------------------------|-------|---------------------------|----------------|------|-------|
|                           |       |                           | Captains.      | £    | s. d. |
| Rowland Money             | ..... | Wounds                    | 16 Feb. 1816   | 250  | 0 0   |
| Sir Robert Mends          | ..    | Loss of a limb            | 4 April        | 300  | 0 0   |
| Jos. Packwood             | ....  | Do.                       | —              | 300  | 0 0   |
| George Morris             | ....  | Do.                       | —              | 300  | 0 0   |
| John M'Kerlie             | ....  | Do.                       | —              | 300  | 0 0   |
| Geo. Fras. Seymour        | ..... | Wounds                    | 28 May         | 250  | 0 0   |
| John Williams             | ....  | Do.                       | —              | 250  | 0 0   |
| John Allen                | ..... | Do.                       | —              | 250  | 0 0   |
|                           |       |                           | Commanders.    |      |       |
| Geo. Bignell              | ..... | Wounds                    | 16 Feb. 1816   | 150  | 0 0   |
| Geo. Robinson             | ....  | Loss of a leg             | 8 May          | 200  | 0 0   |
| D. M'Dowall Grant         | ..... | Loss of an arm            | 29 June        | 200  | 0 0   |
| Chas. Henry Crooke        | ..... | Wounds                    | 16 Feb.        | 150  | 0 0   |
| Joseph Tullidge           | ....  | Do.                       | 4 April        | 150  | 0 0   |
| Edwd. O'Shaughnessy       | ..... | Do.                       | 4 —            | 150  | 0 0   |
| H. E. Thompson            | ..... | Loss of a limb            | 4 —            | 200  | 0 0   |
| Thos. Gill                | ..... | Do.                       | 8 May          | 200  | 0 0   |
| George Tyler              | ..... | Do.                       | —              | 200  | 0 0   |
| Lord John Hay             | ....  | Do.                       | —              | 200  | 0 0   |
| James Huggins             | ....  | Wounds                    | 28 —           | 150  | 0 0   |
| William Miller            | ....  | Do.                       | 29 June        | 150  | 0 0   |
| Charles Beercroft         | ..    | Do.                       | 29 —           | 150  | 0 0   |



Officers' Names and Rank. - On what Occasion granted. Date of Order. SUM.

*Lieutenants.*

|                     |                |              |        |
|---------------------|----------------|--------------|--------|
| Richard Waller      | Loss of a leg  | 4 April 1816 | 91 5 0 |
| William Cuppage     | Do.            | Do.          | 91 5 0 |
| William Rivers      | Do.            | Do.          | 91 5 0 |
| Geo. Albt. Rix      | Loss of an arm | 8 May —      | 91 5 0 |
| Richard Crossman    | Loss of a leg  | Do.          | 91 5 0 |
| Abraham Garland     | Do.            | 28 Do.       | 91 5 0 |
| John W. Rouse       | Do.            | Do.          | 91 5 0 |
| William Simkin      | Do. of an arm  | Do.          | 91 5 0 |
| James Adair         | Loss of an arm | Do.          | 91 5 0 |
| Christopher J. Bell | Loss of a leg  | Do.          | 91 5 0 |
| William Hewett      | Loss of an arm | Do.          | 91 5 0 |
| Reuben Payne        | Wound          | Do.          | 91 5 0 |
| Edmund Jas. Piper   | Loss of a leg  | Do.          | 91 5 0 |
| Charles T. Sutton   | Do.            | 18 June —    | 91 5 0 |
| Geo. Hessey         | Do.            | Do.          | 91 5 0 |
| Richard Millett     | Wounds         | 29 Do.       | 91 5 0 |
| Thomas Saunders     | Do.            | Do.          | 91 5 0 |
| Henry Moore         | Do.            | Do.          | 91 5 0 |
| E. Robinson         | Do.            | Do.          | 91 5 0 |
| Howard Moore        | Do.            | Do.          | 91 5 0 |
| John O'Reilly       | Loss of an eye | Do.          | 91 5 0 |
| Thomas Williams     | Loss of an arm | Do.          | 91 5 0 |
| John H. Bond        | Loss of a leg  | 1 July —     | 91 5 0 |
| Geo. Gray           | Loss of an arm | Do.          | 91 5 0 |
| James Fuller        | Wounds         | Do.          | 91 5 0 |
| Robert R. Marley    | Do.            | 12 Aug. —    | 91 5 0 |
| George C. Greenway  | Do.            | Do.          | 91 5 0 |
| Richard Jones       | Loss of a leg  | 20 Sept. —   | 91 5 0 |
| John Mason          | Do.            | Do.          | 91 5 0 |
| Samuel Jago         | Loss of an arm | 16 Oct. —    | 91 5 0 |
| M. H. Sweney        | Wounds         | Do.          | 91 5 0 |

PENSIONS TO OFFICERS OF THE ROYAL MARINES, FOR WOUNDS, LOSS OF LIMBS, &amp;c.

*Colonel.*

|               |        |             |         |
|---------------|--------|-------------|---------|
| John Fletcher | Wounds | 6 Nov. 1782 | 250 0 0 |
|---------------|--------|-------------|---------|

*Lieutenant-Colonels.*

|                |                |              |         |
|----------------|----------------|--------------|---------|
| Francis Lynn   | Wounds         | 12 Feb. 1796 | 250 0 0 |
| James Wemyss   | Loss of an arm | 14 June 1806 | 300 0 0 |
| Palms Westroop | Do.            | — —          | 300 0 0 |

*Majors.*

|                   |        |                                |         |
|-------------------|--------|--------------------------------|---------|
| Charles B. Money  | Wounds | 27 Oct. 1794                   | 150 0 0 |
| Christopher Noble | Do.    | 18 Aug. 1813                   | 150 0 0 |
| Edward Nicolls    | Do.    | 28 Dec. 1815                   | 250 0 0 |
| John Robyns       | Do.    | { 5 Jan. and }<br>16 Oct. 1816 | 150 0 0 |

*Officers' Names and Rank. On what Occasion granted. Date of Order. SUM.*

*Captains.*

|                       |                      |               |     |   |   |
|-----------------------|----------------------|---------------|-----|---|---|
| Thomas Young .....    | Wounds .....         | 18 March 1803 | 100 | 0 | 0 |
| Samuel Perrott .....  | Loss of an arm ..... | 26 Nov. 1804  | 100 | 0 | 0 |
| Wm. Henry Craig ..    | Do. ....             | 26 Dec. —     | 100 | 0 | 0 |
| Robert Hall .....     | Do. ....             | 26 Jan. 1805  | 100 | 0 | 0 |
| William Clements ..   | Wounds .....         | 21 June 1806  | 100 | 0 | 0 |
| Alexander M'Kenzie    | Do. ....             | 9 Sept. 1808  | 100 | 0 | 0 |
| C. H. Ballingall .... | Do. ....             | 9 March 1812  | 100 | 0 | 0 |
| J. R. Hore .....      | Do. ....             | 15 Aug. 1814  | 100 | 0 | 0 |
| James Short .....     | Do. ....             | 7 June 1815   | 100 | 0 | 0 |

*Captain-Lieutenant.*

|                    |              |              |     |   |   |
|--------------------|--------------|--------------|-----|---|---|
| William Sims ..... | Wounds ..... | 29 Nov. 1800 | 100 | 0 | 0 |
|--------------------|--------------|--------------|-----|---|---|

*First Lieutenants.*

|                       |                         |               |     |   |   |
|-----------------------|-------------------------|---------------|-----|---|---|
| Charles Bourne .....  | Wounds .....            | 10 Sept. 1781 | 70  | 0 | 0 |
| William Wightman ..   | Do. ....                | 8 — 1789      | 70  | 0 | 0 |
| J. Campbell .....     | Loss of a leg .....     | 17 — 1794     | 70  | 0 | 0 |
| Charles Rea .....     | Loss of an arm .....    | 16 Dec. 1797  | 70  | 0 | 0 |
| Geo. G. Chambers ..   | Loss of both legs ..... | — —           | 140 | 0 | 0 |
| John Humphries .....  | Wounds .....            | 8 Dec. 1804   | 70  | 0 | 0 |
| Thomas Peebles ....   | Do. ....                | 21 April 1806 | 70  | 0 | 0 |
| Bertrand Cabuac ..    | Do. ....                | — —           | 70  | 0 | 0 |
| James Cuthbertson ..  | Loss of an arm .....    | 21 June —     | 70  | 0 | 0 |
| Samuel John Payne ..  | Wounds .....            | 22 Dec. 1809  | 70  | 0 | 0 |
| John R. Coryton ..    | Do. ....                | 18 Aug. 1810  | 70  | 0 | 0 |
| Robert John Little .. | Loss of an arm .....    | 4 March 1811  | 70  | 0 | 0 |
| James Jackson .....   | Wounds .....            | 9 March 1812  | 70  | 0 | 0 |
| Henry Lewis .....     | Loss of a leg .....     | 24 April —    | 70  | 0 | 0 |
| Humphry Moore .....   | Wounds .....            | 3 Oct. —      | 70  | 0 | 0 |
| Thomas Robert Pye     | Do. ....                | 5 May 1813    | 70  | 0 | 0 |
| John S. Haswell ..... | Do. ....                | — —           | 70  | 0 | 0 |
| Bart. Sullivan .....  | Do. ....                | 4 Aug. —      | 70  | 0 | 0 |
| William Clarke .....  | Loss of a leg .....     | 25 April 1814 | 70  | 0 | 0 |
| Ambe. A. R. Wolridge  | Wounds .....            | 16 Feb. 1815  | 70  | 0 | 0 |
| Alexander Day .....   | Do. ....                | — —           | 70  | 0 | 0 |
| Robert Webb .....     | Do. ....                | — —           | 70  | 0 | 0 |
| Benj. G. Beynon ..... | Do. ....                | 5 Jan. 1816   | 70  | 0 | 0 |

*Second Lieutenants.*

|                       |                     |              |    |   |   |
|-----------------------|---------------------|--------------|----|---|---|
| Walter Tait .....     | Loss of a leg ..... | 20 June 1801 | 50 | 0 | 0 |
| R. Hawkey .....       | Wounds .....        | 11 July 1811 | 50 | 0 | 0 |
| George Roch .....     | Do. ....            | 19 Oct. 1812 | 50 | 0 | 0 |
| Samuel Pytherch ..    | Do. ....            | 4 Nov. 1813  | 50 | 0 | 0 |
| Robert G. Atkinson .. | Do. ....            | 27 June 1815 | 50 | 0 | 0 |
| Edward J. Blake ..... | Do. ....            | 28 July —    | 50 | 0 |   |
| Wm. Rd. Flint .....   | Do. ....            | 30 Nov. —    | 50 | 0 | 0 |
| John Bloomfield ..... | Do. ....            | — —          | 50 | 0 | 0 |



## PENSIONS TO MEDICAL OFFICERS OF THE NAVY.

| NAMES.               | On what Occasion granted.                        | Date of Order. | SUM.     |
|----------------------|--------------------------------------------------|----------------|----------|
| Peter Wright .....   | Wounds .....                                     | 25 March 1765  | 47 11 7  |
| Dr. Gilbert Blane .. | Impaired health .....                            | 18 May 1784    | 400 0 0  |
| George Mure .....    | Loss of sight .....                              | 30 Nov. 1800   | 50 0 0   |
| George Magrath ....  | Loss of an eye .....                             | 13 June 1816   | 91 5 0   |
| Dr. Thomas Trotter   | Impaired health .....                            | 4 June 1802    | 182 10 0 |
| Wm. Perry .....      | { Infirmities and great<br>length of service.. } | 20 June 1804   | 91 5 0   |
| Wm. Pettigrew .....  | Do.                                              | Do.            | 91 5 0   |
| Wm. Blamire .....    | Do.                                              | 11 July —      | 91 5 0   |

PENSIONS TO WARRANT OFFICERS, &c. OF THE NAVY, FOR WOUNDS,  
LOSS OF LIMBS, &c.*Masters.*

|                      |                                             |               |          |
|----------------------|---------------------------------------------|---------------|----------|
| Murdo Robertson ..   | Wounds .....                                | 25 Jan. 1805  | 91 5 0   |
| J. L. Thompson ....  | Loss of an arm .....                        | 7 May 1810    | 91 5 0   |
| Richard Hildyard ..  | Wounds .....                                | 22 Aug. 1811  | 91 5 0   |
| Robert Duncan ....   | Loss of a leg .....                         | 9 March 1812  | 91 5 0   |
| John King .....      | Do. ....                                    | 22 Sept. 1813 | 45 12 0  |
| William Main .....   | { Severe wounds, and<br>loss of an arm .. } | 12 Nov. 1814  | 182 10 0 |
| Thomas W. Griffiths  | Wounds .....                                | 28 May 1816   | 91 5 0   |
| Richard Johns .....  | Loss of a leg .....                         | 29 June —     | 91 5 0   |
| Richard Collins .... | Loss of an arm .....                        | 9 Aug. —      | 95 5 0   |

*Purser.*

|                      |                     |             |        |
|----------------------|---------------------|-------------|--------|
| J. M. Hoffmeister .. | Loss of a leg ..... | 28 May 1816 | 50 0 0 |
|----------------------|---------------------|-------------|--------|

## REVOLUTION IN THE BRAZILS.

His Majesty's ship *Tigris*, of 42 guns, Captain Henderson, has arrived at Portsmouth in 42 days, from the Leeward Island station, bringing despatches for government from Rear-admiral Harvey, announcing a Revolution in the Brazils, which took its rise on the 7th March, in the province of Pernambuco, but has since extended to the adjoining six provinces of Rio-grande, Para Siara, Marignan, Paycaba, and Tamara. The cause of this commotion is ascribed to the universal discontent that had prevailed for some time both among the troops and the militia, and among the people: the former from receiving no pay, nor even the means of existence; and the latter from the heavy contributions and excessive conscriptions which had been rigorously levied for the meditated conquests in Paraguay, and on the Rio de la Plata, with which they not only had no concern, but esteemed inimical to their interests. The court of Rio Janeiro had intelligence of conspiracies in different districts of the Northern provinces; and 150 leading individuals, civil and military, in those parts, were ordered to military execution. An accident precipitated the execution of the meditated revolution. A colonel of a regiment having accused one of his officers on

parade of being a traitor, the latter, who was really implicated in the conspiracy, imagining that he had been discovered, and that this was the signal for the massacre, drew his sword, and laid the colonel dead at his feet. The bells were then rung, and the population of the place, as well as the troops, rose, with one consent, and seized the shipping in the river, which they stripped of their guns and ammunition. A strict embargo was laid on the foreign ships in the harbour, which was evaded only by the ship *Rowena*, an English vessel, which effected her escape, and brought the news to the Leeward Islands. The governor of Pernambuco retired to the fort, where he was compelled next day to surrender, and afterwards allowed to depart for Rio Janeiro. The country people were pouring into the town of Pernambuco, enthusiastic in the cause, which had been previously organized with considerable address and ability. A Congress was called; but in the mean time a committee of government, headed by Signor Domingo Martines, took charge of affairs. The intended constitution was already promulgated, the basis of which was, that these provinces should be governed like the North-American States; liberty of conscience, and unbounded freedom of trade, being the leading principles. This great event was brought about without any effusion of blood, except that of nine or ten individuals, who fell in the first moment of the insurrection.

#### PLOT AT LISBON.

By the Duke of Kent packet, Captain Cotesworth, which arrived at Falmouth in six days, from Lisbon, information has been received of a very unexpected event; being no other than the discovery of a most extensive plot at Lisbon, which had for its object the arrest, if not the murder of Marshal Beresford, and the British officers belonging to the Portuguese army, and the overthrow of the existing government. So urgent was the necessity of conveying the intelligence to the British Cabinet conceived to be, that the packet was despatched from the Tagus without being allowed to wait for the mail. The following are all the particulars which we are able to collect:—

The day before the packet sailed, a vessel arrived in the Tagus, on board which some letters were discovered, containing information that led to the discovery of a conspiracy, in which a great number of the Portuguese nobility, and officers of the army, were engaged. The whole was organized, and was to have been carried into effect on the 5th of June, on which day Marshal Beresford and the British officers, the members of the Regency, &c. were to be arrested, and in case of resistance, put to death. A new government was to be established; but the ulterior objects of the conspirators are not stated. A number of arrests had taken place, and amongst them were those of two of Marshal Beresford's aids-de-camp, and several Portuguese noblemen. The causes assigned for this extensive plot, are the jealousy entertained of British influence by the Portuguese; their dissatisfaction at the conduct of the Regency, and at the absence of the King, whose policy respecting South America they wholly disapprove, supposing that it is his object to impoverish Portugal, in order to establish a foreign empire. The recent intelligence from Brazil had, it appears, a considerable



influence in inducing the conspirators to determine on carrying their plans into execution, before more troops should be embarked for South America.

Such is the substance of the intelligence we have received, and which, as to the main points, we believe may be depended on.

#### JEAN-BART.

THE French newspapers mention, that a Mr. HENRY JEAN-BART, of Dunkerque, descended from the famous seaman of this name, has had the honor of being presented unto the King. The grandfather of Mr. H. Jean-Bart, commanding the *Danaë* frigate, was slain on board his ship in 1759, with his eldest son, in an obstinate fight, honorably sustained against three English frigates. The King deigned to receive with benevolence, in the person of Mr. H. Jean-Bart, the last scion of a family distinguished in the annals of the French marine.

#### FURTHER PROCEEDINGS OF THE ALCESTE FRIGATE AT CHINA.

THE last despatches from Captain Maxwell, of the *Alceste* frigate, at Canton, communicate very important geographical information. It appears that after the ships under his direction quitted the gulf of Petche-tee, they stood across the gulf of Latong; saw the Great Wall winding up one side of steep mountains, and descending the other, down into the gulf, and instead of meeting with the eastern coast of Corea in the situation assigned it in the several charts, they fell in with an Archipelago, consisting of at least one thousand islands, amongst which were the most commodious and magnificent harbours; and the real coast of the Corean peninsula they found situated at least 120 miles farther to the eastward. Captain Maxwell from hence proceeded, with the other ships, to the Leion-Kieon islands, where they met with a harbour equally as capacious as that of Port Mahon, in Minorca, experiencing from the poor but kind-hearted inhabitants of those places the most friendly reception.

#### NATIONAL MONUMENTS.

THE Committee of Taste appointed by Parliament to decide upon the designs for the Grand National Monuments, held their final meeting at the house of the Earl of Aberdeen. Mr. Wilkins's estimate for the Waterloo Monument is 200,000*l.* and Mr. Smirke's Naval Trophy is to cost 100,000*l.* It is intended that both should be immediately begun, with the view of employing a multitude of workmen in the metropolis, at present without the means of gaining their subsistence.—The situations for placing these National Monuments are said to be Greenwich for the former, and Portland-place, in the circle next the New-road, and facing the Regent's Park, for the latter.

#### RELICS OF THE ROYAL GEORGE.

THE wreck of the *Royal George* has lately been examined several times in the diving-bell, so that the most decided judgment may be formed as to the best means to adopt for breaking her in pieces. It appears, on an

inspection of her more interior parts, that her timbers, which have fallen in collapsed, and prevented the constant action of the tides upon them, have so strongly imbibed the more corruptive ingredients of the water and mud, that they are reduced to a fungus state, and emit the most offensive smell. One of the channel and chain-plates have been brought up, and conveyed to the dock-yard.

BUONAPARTE.

It is again reported, that there is a very deep-laid and widely-extended plot to effect the escape of Buonaparte. There are said to be enormous deposits in the banks of every government in Europe, belonging to Bonaparte himself, his brothers, sisters, relatives, and adherents of various descriptions, and under different names, which it is added, are intended to be employed in every possible way to deliver him from his present situation, and to embroil all Europe in the attempt to restore him to all his former power.

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CORRESPONDENCE.

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*On our Commercial Relations and Difficulties.*

MR. EDITOR,

21st March, 1817.

WHILST I admired the general strain of Mr. Brougham's arguments, in the able, although very sombre picture which he drew in the House of Commons, on bringing forward his motion on this deeply interesting subject, it was with much disappointment I observed, that the *last* resolution being purely *one of party*, defeated the good effects of all the rest, as it put it entirely out of the power of ministers to support, or countenance them; although they admitted (for who can deny it) the stagnation which prevails; and professed to be inclined to go into a committee on the subject. I sincerely hope some other member (and I think it falls to Mr. Robinson, the Vice-president of the Board of Trade) will renew the question, and let it go to a committee of the House, composed of men acquainted with business, accustomed to great commercial dealings, and anxious to forward the re-establishment of our trade, on such a system, as our new state of intercourse in peaceable times seems to dictate and point out. Mr. Brougham thinks a revision of our present system *absolutely necessary*; and asserts, that the old is perfectly incompatible with the new state of things. I confess I am of opinion, that *many* alterations are necessary, and that *much* might be done by the appointment of a committee; and I shall, after such admissions on the part of ministers, be greatly disappointed, if one is not moved for *by them*: the good effects of such a motion would be obvious, as it would encourage the mercantile world, and shew the British merchants how much alive government was to their present difficulties. If we are quietly, or if not *quietly*, if we are *obstinately and blindly to wait*, in hopes the times will mend of themselves,



I greatly fear we shall be deceived, and have *longer* to wait than we are able to endure; and that if we do not set about a new commercial system *immediately*, much and permanent mischief will ensue. Mr. B. has proved, that foreign powers have *no money*, but *abundance of produce* to exchange with us, if permitted by our excise and other enactments. We again are sensible that we have, just now, too much *money*, for which there is no vent, as trade is so greatly depressed; it therefore stands to reason, that *some change* may be safely and prudently adopted, in our commercial relations with France, &c. With South America it is certain we *might*, if *allowed*, carry on a most profitable and extensive trade; but we are unfortunately treated by Spain as *aliens*, not friends.

Our East and West India, and Mediterranean trades, will both, I trust, continue to improve, and to extend, in spite of the rivalry of the Americans.

I shall only farther observe, that at this moment ship-owners and merchants are greatly and notoriously at a stand; and surely Parliament will not rise without going *more* into the detail of our commercial distresses, and endeavouring to find *some* remedies for them. A committee will, I hope, be appointed, at any rate, to consider of them.

Alfred.

On the insufficient State of our Navy.

MR. EDITOR,

Hitchin, Herts, May 4th, 1817.

IT is with reluctance I again introduce myself to the public, through the medium of your pages; but as those who are better qualified seem to neglect the subject, I am determined to raise my voice, feeble as it is, in an endeavour to call the attention of the country to a state of things of the highest importance, and on which our very existence as a nation mainly depends. You will readily perceive, Sir, that I allude to the navy, the keystone of our power; and I trust you will agree with me in thinking, that every thing connected with it is of such paramount interest, that no information should be disregarded, no advice despised, however humble the parties from whom it is received, provided their communications appear to be given with sufficient delicacy, and have a tendency to promote the honor and glory of so material a part of our force.

Having premised thus much, I will, without any circumlocution, enter upon my task, and will *endeavour* to confine myself to that part of it which embraces the means now using to keep the navy upon a respectable footing, and in supplying those deficiencies which of course will in time arise. Referring to the list for March, I find the ships building as under:—

|                  |               |
|------------------|---------------|
| 5 three-deckers. | 4 of 60 guns. |
| 3 of 80 guns.    | 1 of 50 —     |
| 9 of 74 —        | 12 of 46 —    |

And some smaller vessels.

It appears, then, that we have only 17 sail of the line on the stocks, which I think a number much too small, if we mean (which I believe we

all do) zealously to assert and maintain, in good style, our hitherto undisputed title of Lords of the Ocean. This number, compared with the last two years' decrease of our ships, will, without a man's being a very able mathematician, convince any one that our navy is at present diminishing. What avails 17 sail of the line building, to contend with such formidable enemies as old age, hard service, or lying in muddy harbours (I know not which is worse); to say nothing of that still more inexorable antagonist, dry rot. I confess I have no means of ascertaining the number of ships sold out of the service in the last two or three years, but I feel some alarm upon the recollection of many names now glancing upon my mind as having been launched but a short time since, and which are, alas, now consigned to the ship-breaker. This, added to our want of ships of an increased tonnage in *every* class, makes me fear that we are not quite so active as we ought to be, or sufficiently alive to the proceedings of our trans-atlantic neighbours. I hope some one who is in the secret will be able to contradict me, as I cannot see what excuse government can plead, for such a political suicide as neglect of the navy. Was there ever a more favorable time for building? Timber *much* reduced in price, copper, iron, and I believe all naval stores, the same; and labour equally so, so much so, that the employing a few hundred shipwrights would be an act of charity; and if care was taken to select those whose conduct had been most exemplary, it might be a wholesome lesson to others, and induce a more regular behaviour at some future period, when the utmost exertion may be necessary. It may be argued by some, that we cannot do more, consistent with the public and universal call for economy: if so, I reply, that nothing will so clearly tend to reduce our national debt, and to right the good old ship again, as a considerable duration of peace; and that nothing is so likely to keep us at peace as a *Navy*, on the best possible footing, of such magnitude, that the surrounding powers, seeing our attitude, may *fear* to enter into a contest with us, for that feeling, more than love, will regulate their conduct. Need we look far to find one, who will most gladly take advantage of any weakness we may exhibit, and sacrifice even her better interests, if there should but appear a favorable opportunity of taking us by surprise, and diminishing our well-deserved fame. Of this, however, I am one who think there is no danger, if those at the head of the department to which I allude will but look about them, and devote their attention zealously to the subject; let them recollect, that our national motto ("England expects every man to do his duty") is not to be confined to one branch of the service, but is applicable to *all*; let them recollect of what momentous importance is that branch of the service they superintend; let them recollect, that it will be in vain we encourage our manufactures, commerce, or agriculture, if they neglect their duty: without the Trident we must sink into comparative insignificance; let them do *their* duty in providing efficient ships, and I have no hesitation in saying, that our officers, seamen, and marines, will make our name respected in every quarter of the globe; but this can only be done by taking especial care to provide, now we are in a state of peace and leisure, against any sudden emergency, a sufficient number of *capital* ships: I will not be contented with saying



equal to any in the world, for I think we ought to have them *superior*; and I trust that nothing short of this will satisfy the country. With the science, the practical knowledge, and wealth of this empire, are we to allow ourselves to be surpassed in any thing relative to naval affairs; the very base upon which we build our pre-eminence, the true cause of our greatness, and, if I may be allowed the expression, the very lever of Archimedes, with which we may *again* have to raise up a prostrate world? Do we see any thing in the conduct of other powers to warrant our inactivity? Quite the contrary. One of them has, in about three years, although at peace, nearly doubled *her* navy, and seems to be disposed to proceed at the same ratio; but I forget that the people I allude too are allowed to act as they please, without comment, reproof, or inquiry;\* and circumstances nearly equal to the embroiling of two nations in former times, have been passed over without the slightest notice or question about them. On this subject I will say no more, considering that there is a sort of armed truce between the two countries, each party endeavouring to acquire fresh vigor to renew the contest; when we shall, no doubt, perform wonders, with hussar officers, and colonels of local militia at the helm.

If I am not intruding too much upon your pages, I wish to say a few words respecting the ships that are building. In the first place, of five three-deckers, two of them are large ships, the other three small ones of their class; then follows three of 80 guns; so far very well; but I must object to the remaining nine sail of the line being small ships, *mounting* no more than 74 guns. Now, I wish to ask those who ordered the laying them down, what ships (in case of war) they mean to send to look after the American 74's? If I am correctly informed, they will throw, or are intended so to do, a heavier broadside than our first rates; so that we shall be in the same predicament with our line-of-battle ships, that we were last war with our frigates; with this difference, that we are now sinning with our eyes open: there might be some excuse then, there can be none now. Let us then not cease to represent these things to those in power, in a respectful way, until we arouse their attention: the honor of the nation is at stake, and the public good (the ultimate consequence of it) requires our perseverance. Of ships intended to meet the large American *frigates*, as they are called, we have but four on the stocks; and as the *Leander* and *Newcastle* must necessarily soon cease to exist, I have no doubt a very few years will see us outnumbered in this class; and of the remaining twelve frigates, not one is to exceed 46 guns: now, unless their tonnage is such as to admit of 24-pounders, they will be nearly useless. Thus, Mr. Editor, it appears to me we are bound by some fatal spell, that prevents us from improving our navy in the same proportion that other nations are doing; and I cannot at the same time help pleading the cause of our gallant seamen, who are to be seen bewailing their hard case, in having their country's honor committed to their keeping, without adequate means of

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\* Amongst others, look at the American treaty with Algier, or the capture of the Company's cruiser in the East Indies, although the American was told of the peace.

defending it. On the score of humanity, arguments are not wanting; let any one place himself (in thought) for a moment, in the situation of the crews of our ships, contending most gallantly, but hopelessly, against ships double their force; is it not cruel, is it not a wanton expenditure of our best defenders, to appoint them a task utterly beyond all human powers? Let us then unite, Sir, in reiterated attempts to prevail on those whose department it is, to give them a fair chance: they ask no more, and the English nation will not, can not be satisfied with less. Trusting that some of your able Correspondents will back me, I remain, your humble servant,

J. C.

*Comparative Statement of the European Navies.*

MR. EDITOR,

18th April, 1817.

**A**T a time like the present, when united Europe has finally succeeded, after a long, painful, and for a time, hopeless struggle, in crushing the unbounded and gigantic power of France, a nation which was continually endeavouring to acquire military glory, and territorial possession, under their great hero, Napoleon, and striving not only to raise herself to the supreme sovereignty of the earth, but desirous also of establishing her flag over the ocean, to the total exclusion of all other nations. At a period, then, like the present, when this stupendous fabric of her ambitious mind has been entirely overthrown, and peace has again established her sway over the face of the globe, it cannot be otherwise than an interesting task to take a retrospective view of the naval strength and power of the various nations of Europe, as they were about the beginning of the present century, and compare them with what they are at present, we shall thereby plainly perceive what effect this great project of France has had, as well over her own naval power as that of the other European states. The difference which will appear must necessarily be attributed to the above-mentioned cause, inasmuch as France was the main spring which put into motion the other nations, and forced them into a continued series of wars among themselves, which for the most part proved destructive to them; while France, on the contrary, reaped the most material benefits, weakening, as it did, the maritime strength of her rivals, and rendering her, if not the first, certainly the second greatest naval power on the ocean. She has, however, at last fallen in the common wreck, and left Great Britain the unrivalled mistress of the seas.

I have, therefore, sent you a list [as correct as I could collect] of the maritime forces of several nations, as they were a little before 1800. Hoping that some of your readers will, through the medium of the *Naval Chronicle*, give a corresponding list of the present force of their navies, including the United States, a nation which, having all the means, and inclination, promises to be in a short time a very great naval power.

If the decrease of all other navies is in the same proportion as that of Spain, the difference will indeed be very striking; she having at present only one ship of the line, five frigates, and a few smaller vessels.



*France*.—Line, 75; frigates, 74; corvettes, 28; galleys, 36; cutters, 28; bombs, &c. 19.—Total, 260.

*Denmark*.—2 of 90; 1 of 80; 11 of 70; 12 of 60; 7 of 50: 10,964 seamen; 5,600 marines.

*Holland*.—Line, 40; frigates, 40; cutters, 10.

*Papal Forces*.—Frigates, 2; galleys, 5; feluccas, 13.

*Portugal*.—18 ships, carrying from 40 to 80 guns; 10 from 38 to 40; 12,500 seamen and marines.

*Russia*.—Line, 60; frigates, 60; and a large number of galleys: 40,000 seamen and marines.

*Sweden*.—Line, 30; frigates, 10; galleys, 60; and some smaller vessels: 15,200 seamen, &c.

*Naples and Sicily*.—Line, 4; frigates, 4; xebecs, 12; galleys, 3; galliots, 4.

*Spain*.—Line, 74; frigates, &c. 56; many smaller vessels: 104,896 seamen, marines, officers, &c. &c.

*Turkey*.—Line, 40; frigates, 20; galleys, 40; galleots, 100: 50,000 seamen, &c.

*England*.—11 ships of 1st rate; 23 of 2d; 153 of 3d; 441 under 64 guns, including frigates, sloops, &c. Total, 628: 112,000 seamen, &c.

#### SMALLER STATES.

*Tuscany*.—3 or 4 frigates, and some galleys.

*Genoa*.—4 galleys, and several armed cutters.

*Malta*.—4 galleys; 3 galliots.

*Ragusa*.—Several ships, from 10 to 40 guns.

*Monaco*.—2 small vessels.

*Sardinia*.—Total ships of war of all kinds, 32.

*Venice*.—12 ships, 18 galleys.

*Juvenal.*

#### *On Captain Layman's Naval History.*

MR. EDITOR,

April 22d, 1817.

I BEG leave to return my thanks to "A Member of the Royal Institution," who has obligingly communicated, in one of your late Numbers, his knowledge of the progress of Captain Layman's *Naval History*, a work which, I agree with him in thinking, is of great importance to the naval profession, and to the country in general; and it is to be hoped will receive, as it deserves, the countenance and protection of the Admiralty, and of his Majesty's government. From the way, however, in which this gentleman adverts to this subject, I am afraid some doubt is entertained as to this being the case; more especially as, I am sorry to observe, the gallant Captain (who is, I believe, an *élève* of the immortal Nelson) was passed

over in all the late promotions of post captains, although he commanded a ship in the Mediterranean in the beginning of the late war.

I am inclined to hope, however, that the period of *narrow-minded and illiberal jealousy* is over, and that no feelings of that kind are now allowed to operate or prevail at that respectable Board, more especially amongst its naval members. If the work has merit, and I am convinced it will not be deficient, from the circumstances already detailed respecting it, surely it is the business of the Board to patronize it, as well as its author, who is thus serving the public as zealously in time of peace as war. The Secretary of that Board is *himself* a literary man, an elegant scholar; nor is it surely incompatible with the character of a captain in the navy to be so also, although "nursed in the breeze, and cradled in the storm." In the navy, there are, much to its honor, several elegant, and many useful writers, and good scholars; nor will it, I trust, operate to their prejudice as officers; with men of liberal minds it cannot do so; and during a period of peace, in my opinion, government ought rather to invite, than keep back, their literary communications. I am convinced, also, that the encouragement of marine surveying, and nautical discoveries, ought in times of peace to be particularly attended to, as recommended by one of your correspondents, in a recent number of the N. C. Hoping, then, that Captain Layman's work, and others of a similar nature, will receive every encouragement, both from the Board of Admiralty and the public, I am, &c.



*Neptunus.*

*Instances of a Mild System of Command.*

MR. EDITOR,

April 28, 1817.

I OBSERVE with sincere pleasure the efforts making to *discountenance and repress* that harsh and severe system of command, which has been allowed to continue since the days of St. Vincent, and in many cases had become one of absolute tyranny, oppression, and barbarity. I know that these could be proved, but my object being to hold up the lamp of benevolence and kind treatment, and to shew the esteem and respect which it gains, not only from a ship's company, but the world, I gladly lay before you *two* striking instances, in the examples of Admiral Sir Eliab Harvey, and Captain Sir Thomas Lavie; saying to all young officers—"Go and do likewise." Dr. Halloran, in dedicating his poem of Trafalgar to the worthy Admiral E. Harvey, thus addresses him:—"When, on the ever-memorable 21st of October, I saw you place the *Temeraire* between *two* of the enemy's ships, and take them *both*, I exultingly said to myself, '*this is truly a BRAVE MAN.*' When, at various courts martial which I have attended, I have invariably seen you at the utmost pains to investigate truth, and to shew every possible degree of mildness and humanity to the unfortunate prisoners. I have on such occasions, from my heart, exclaimed, '*this is truly a BENEVOLENT GOOD MAN.*'"

Sir Thomas Lavie had the misfortune to lose the *Blanche* frigate, off Brest, in 1807: he thus describes the attachment of his crew—"I remained by



the wheel until she divided amid-ships, and fell over to-seaward; the men were all on one side, and hauled me up to them; it was pleasing to observe the attention they paid me, even to the last; they caressed me *as their father*." After getting ashore, with the loss of forty men, they were sent to Verdun, Sir Thomas saying, he *would* not leave his people, were freedom offered him, nor his young midshipmen, whom he meant to put to school whilst in France.

Here, Mr. Editor, are *two*\* noble examples of what British naval officers in general, especially captains, *ought* to be, exhibiting the strongest proofs of attachment and reverence on the part of the men, to officers who treat them as men. Were such conduct not only enjoined, but *enforced*, *throughout the navy*, I have no doubt whatever, that NESTOR and ALBION's assertions would be found correct, and that the service of the royal navy would become one of *choice*, more than of necessity. I trust this happy æra is at hand.

Triton.

On Retirement.

MR. EDITOR,

30th April, 1817.

YOUR Correspondent, "A Friend to Naval Merit," has, I observe, taken much pains to inculcate upon the minds of our naval rulers, the propriety and justice of forming new retirements for the classes of officers who at present have none, and extending those which have *already* lists of that description. Observing that a retirement is in preparation for a certain number of pursers and masters, it does indeed appear to me surprising (as well as to that gentleman, whose observations bear strongly on the point), why retirements should be granted to pursers and masters, and denied to commanders, of whom *none* have yet been allowed to retire with the rank and pay of post captains: what is granted as a boon to one class, *ought* to be given, and to extend to all, and comprehend a certain number of post captains, with retirement as admirals, masters and commanders as post captains, and lieutenants as commanders, all being unable to serve afloat; the number of lieutenants ought to be at least doubled, and, I agree with a Friend to Naval Merit in thinking, that during peace, small annual promotions from the top of the commanders' and lieutenants' lists, would give great satisfaction; or if lists of meritorious services, still unrewarded, were kept or prepared, it would lead to the advancement of many excellent officers, who consider themselves at present as neglected, or *unlucky dogs*. There is no doubt whatever that an amended system for promotion would give great satisfaction; and during the present period of peace it ought to be formed. The present First Lord has now acquired great experience, and has unquestionably made many excellent alterations and improvements; but others of no less magnitude are yet wanting: to satisfy *all* is impossible; but to redress grievances, and do away pernicious systems, will always go a great

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\* And many others could and ought to be given.

way towards conciliating the minds of both officers and men, and will promote the best interests of the country, and its naval service.

*Mentor.*

*Lords Commissioners of the Admiralty visiting Naval Arsenals.*

MR. EDITOR,

20th April, 1817.

I AM happy to observe, that as the Seven Lords are to be continued at the Admiralty Board during peace as well as war, they are not inattentive to the duties of their office, and that quarterly or half-yearly visits are to be made to the dock-yards, by a deputation of their number, to inspect *personally* into the state of our ships in ordinary, the progress of repairing and building, and the state of all public works connected with the Admiralty or Navy Boards. I am convinced of the propriety and utility of such visits, and such inspections, and of the advantage which will be found to arise from our possessing, *as soon as possible*, a very large and effective naval force of every description, which will, in the first place, enable us, in case of war, to fit out very speedily a great many fine and well manned ships; and in the next, supposing that we have a considerable superabundant number *in reserve*, which I hope we shall have at no very distant date, it enables the king's yards to repair only, without building new ships, until the war is over, if short; and would effectually do away the necessity of employing merchant builders, except for small ships. The advantage would be great, and manifest; and, I am confident, save the country many millions of money; supposing that our new ships now building are of good and durable materials—every thing will depend on this.

*Alfred.*

*On the Patronage of the NAVAL CHRONICLE.*

MR. EDITOR,

May 1st, 1817.

IN former letters, I have wished to shew my high approbation of your Work, so every way calculated to be useful to the Royal Navy in particular, by recommending it to the superior officers who can afford to subscribe; and I now beg leave to suggest also to the inferior officers of the Royal Navy on full pay, that as the Naval Chronicle is so generally read, and contains so much useful and scientific information, which it is desirable and even necessary for them to be possessed of, as well as many important suggestions for the good and improvement of the naval service, it could, I think, be no hardship on the ward-room officers, especially of line-of-battle ships and frigates, to take the monthly numbers regularly, if not from its original commencement, at least from the period of the ship they serve in being commissioned. In large ships it would not amount to 4s. per annum, nor in small ones to above 6s. or 7s. to each, certainly a sum much too trifling for any commanding officer to think too high for possessing a work so entirely devoted to the service, and which depends on officers of the Royal Navy,



and East India Company's service mainly, for its protection and patronage. I trust this hint will not be given in vain, and that this work will continue to receive, as it merits, the countenance of the officers of the navy, who are undoubtedly under great obligations to you, Mr. Editor, for the great interest you take in their affairs, and the invariable support you have always given to their claims, which are in general well founded, and many of which have been attended to, perhaps in no small degree through the publicity given to them, and the arguments used in their favor, through the medium of the N. C. I am hopeful, that any appeal made to British naval officers, therefore, on this head, will not be made in vain, convinced that, in patronizing the Naval Chronicle, they are supporting a zealous friend to the naval service.



*Gracchus.*

*On Sailors being supplied with Flannel Shirts.*

MR. EDITOR,

3d May, 1817.

**H**AVING, from long experience and observation, been perfectly convinced of the excellent effects to be derived from the use of flannel shirts, particularly in warm climates, I would seriously beg leave to recommend it to the notice of government, as being henceforth adopted as part of our seamen's and soldiers' dresses; and that they shall be required to be as regularly possessed of two flannel shirts a man, as of linen ones. On service, it has proved the best safeguard from cold and fever, absorbing the perspiration, and preserving health. Should I be incorrect in these statements, some of your medical correspondents will no doubt say so; but it is on their authority, as well as my own observation, I send this communication.



*Mentor.*

*On constructing Royal Dock Yards in Scotland and Ireland.*

MR. EDITOR,

6th May, 1817.

**D**URING the late long and arduous war, which we had to maintain with almost every power in Europe, at one time or other of the contest, I believe considerable inconvenience and delay was very often experienced by our naval commanders, from the want of any proper places of equipment on the coasts of Scotland and Ireland; as, however extraordinary it may be, considering the great maritime strength, and fine naval arsenals of Great Britain, these arsenals have hitherto been *solely* confined to England. In time of war, the delay of sending men of war from Leith Roads to Sheerness, and from Cork to Plymouth, to be refitted, revictualled, or paid, is great, and often attended with the greatest inconvenience to the service; both stations are allotted to flag officers, and both are of considerable extent and importance: it is surely, therefore, very desirable, that docks and dock-yards should be constructed at the most convenient place

in these countries, for the building and repairing, fitting up, &c. of our men of war, comprehending at least frigates and sloops. I believe the want of a convenient harbour was so much felt on the east coast of Scotland last war, that docks for men of war were ordered to be made out at Leith, and surveys *actually* made for that purpose, and estimates given in. The Chancellor of the Exchequer's plan for lending two millions to parishes, corporations, and public bodies, for the purpose of giving employment and subsistence to the labouring poor, much as the necessity is to be lamented, must meet with the approval and support even of the most obstinate opponent of ministry; and here, Mr. Editor, I beg to remark, that *much* of this necessity has undoubtedly arisen from the intemperate and importunate calls for reduction, both in the navy and army, which has in the short space of eighteen months thrown *above half a million of men*, soldiers, sailors, marines, and militia men, loose, and idle, almost *at the same moment*, on the country; there is no question, that our reduction should, if possible, have been a work of *gradation*, and not a *sudden*, and as it has proved, an ill-advised measure of economy: the consequences are now too obvious. Whilst I admit, that many manufacturing districts have suffered, and do suffer, most severely, yet I maintain, that no small part of the distress, and of the want of work, has been produced by this immense discharge of men from our fleets and armies. Therefore, Sir, under such circumstances, when government, after making such reductions all at once, *more* to satisfy the clamour and demand of the country, than in compliance with their own conviction of the policy of such *sudden* measures of disarming, are compelled to step forward (as it is undoubtedly their duty to do) in behalf of the suffering classes of the community, who depend on the labour of their hands for their subsistence; surely it will not be denied, that the present must be the time for government to carry on public works *itself*, as well as to lend funds to parishes and corporations for that purpose; and therefore I hope the Breakwater at Plymouth, and the works at Sheerness and Pembroke Docks, will not be abandoned; nor the establishment of similar conveniences and suitable accommodations for our ships of war at Leith and Cork, if judged the most proper stations, neglected; they may be constructed at present at much less expense than during war; they will be ready *against* the time they may be wanted, and by carrying on these public works now, the ends of government are attained at less expense, the population of the country is employed in this *unexampled hour* of distress and suffering from the calamities of war. I would now beg leave again to suggest the propriety of our reinforcing our squadron in the Mediterranean; at the present moment there seems an obvious necessity for doing so: whilst the Americans, Russians, and Algerines are all *moving* in that direction, surely it will not be said that we should not have a sufficient force there to pre-serve our ascendancy, and to keep them in awe. I trust also that the rebuilding and repairing our navy will continue to form one of the first and greatest considerations of the Board of Admiralty; and it is of great consequence that the materials should be good and durable. I should be glad to see some of ORION's suggestions on this subject acted



upon, as it is no less desirable to render our naval force both powerful and durable, than, if possible, to encourage the shipping interest of the country, now so greatly depressed, and every day sinking lower.

*Britannicus.*

## TO THE CAPTAINS OF THE BRITISH NAVY.

### *On the Duties of Command.*

" 'Tis true, I am a King in this good ship :  
Honor and glory, too, have been my aim ;  
But though I dare face death, and all the dangers,  
Which furious war wears in its bloody front ;  
Yet would I choose to fix my fame, by peace,  
By justice, and by mercy ; and to raise  
My trophies on the blessings of mankind ;  
Nor would I buy the empire of the world,  
With harshness to the people whom I sway ;  
Or forfeit of my honor and my name."

I AM well aware that the following observations *on the duties of command* are, to *many*, unnecessary, because these duties *have* been long well known and practised by *many* distinguished officers on the list of captains of the British navy ; but there *are others*, who *have* followed a different *rule* of conduct, and a *very* different system of command ; there are others also, young and inexperienced, who may, and I hope will, attend to them, if on perusal they appear calculated to promote *their own honor, the good of their country, and the happiness of their ships' companies* : to these, then, they are addressed, in full confidence of their promoting these great objects of noble-minded ambition, if implicitly followed ; and if the effect shall be doubted, I refer to the example of England's ablest and most gallant officers, to that of *Nelson*, of the late *Sir Samuel Hood* (an ornament to his profession), and many others, who *were* the FATHERS of their crews, and the best and boldest defenders of their native shores.—A captain, on assuming the command of his ship, if before in commission, will make it his *first* business to acquaint himself with the system, mode of discipline, and management, of his predecessor ; and, if it is consistent with his own sense of propriety, and good government, he will find it most for his own dignity, the good of the service, and his crew, to continue it : if, however, there appears manifest *error* and *defect* in *that* system, he should not hesitate to change it, but in a manner as little hurtful to the feelings of his officers and ship's company as possible. Many captains, it is well known, conceive it incumbent on them *immediately* to change the whole plan of command pursued by their predecessors, *merely* to shew their officers and crew, on their arrival, that *they* are now commanding officers ; very often, I fear, much to the detriment of the service, and to the happiness and comfort of all on board. When a captain joins his ship, it is natural for him to wish to make a favorable impression on his officers and men, and therefore he

should not put on *that air of haughtiness and pride*, so disgusting to all men, and so well known to be the index of *little* minds, intoxicated with that deference and respect paid to them by their subordinates in rank; he will only assume that becoming dignity of an officer, who never loses sight of the gentleman, which will not fail to gain him the respect and esteem, both of his officers and men, and lead them to obey his orders with *pleasure and alacritu*. I regret to think that many captains of the navy pay so little attention to cultivating a good understanding with their officers; let me only observe, that *this error* has been *fatal* to the reputation of many an otherwise good officer, and stopped his career in the naval profession. I forbear to point out examples; but some of modern date will occur to THE MINDS of most naval officers.

A captain, on taking command, naturally feels desirous to become acquainted with the state and condition of each department in his ship, and will be cautious to express himself with propriety, so as to convince the officers and men that he knows his *own* duty, and from their answers, he will be able to ascertain whether they are attentive to, and completely conversant with *their's*; he will also be desirous to find out the abilities and merits of each, so as on future occasions to turn their services to the best account, for their own credit and that of the ship; but he will guardedly form his opinions from *his own* observations, and not trust entirely to any secondary reports of any man's character; much evil has arisen from believing *all* that is told; this ought to be discouraged. A captain will do well not to give his orders *rashly*, or without due consideration, as he knows, that not only the good of the service, but his own character and credit, may suffer; but when once issued, he ought to see them carried into *exact* execution, to convince those under his command, that he will have duty carried on with spirit and strict subordination. He ought, therefore, always to display a *good example*, and to enforce steadiness and regular discipline, by an abstinence from all passionate conduct towards either officers or men, not breaking out into oaths, mean language, or any indecency of behaviour, so justly reproachful, and so highly unbecoming in a commanding officer, or in any officer, as the habit becomes infectious, and will very soon pervade the whole crew: it may be impossible entirely to repress a seaman's "Oath of Command," but the practice ought to be discouraged, both by precept and example.

A captain, when he comes on deck (except from any very sudden call of duty) should always be decently, and not shabbily or dirtily dressed; he ought to appear in a proper naval uniform, with an agreeable as well as commanding dignity, becoming his character as the governor of the floating garrison committed to his charge; and where he should be equally feared and beloved. He should therefore be always ready to listen to the grievances of his men, and to interpose his authority to redress them, when in his power; or to soften and alleviate them, when the nature of the service, and his duty, prevent his entirely removing them; but although the incidents attending a cruise or expedition may often interfere, to make it impossible for a captain to grant their requests, it ought to be remembered, that if the refusal is couched in gentle words, and delivered in good nature,



the men will seldom fail to respect and admire their commander, and to esteem him their friend and protector, as he ought always to be. Here think it above all important to recommend to every captain not to punish frequently, in no case can this be necessary; with a *good crew*, punishment is not often required, and with an *indifferent one*, it will fail to have the effect, except inflicted for the sake of example *only*: a captain ought never to shew too great an inclination to punish because he has the *power*; but to make his humanity conspicuous, even in his chastisements; and when these *are* necessary, let them, if possible, fall on people of bad character, and on men who have *often* transgressed; for first offences, except most flagitious ones, pardon will in general be attended with the best effects, and save good men from future transgression, while, if severely punished for a first offence, they would, after such disgrace, no longer have the inducement of preserving character, to withhold them from a repetition, while despair and agony of mind would, as has often happened, destroy the happiness and usefulness of many a brave seaman.

Punishment, especially corporeal punishment (now greatly disused in the army), is of much too serious a nature to be wantonly inflicted, or made too free with, on every light occasion; but when correction is judged necessary, on mature consideration, for the general good, let it be given in a regular, exemplary manner, without passion, and according to the rules of war, and of the naval service; yet forgiveness, even at the moment of preparation, has sometimes an happy effect; and let it never be forgot, that a gentle reproof often reclaims, whilst to punish with the utmost rigour is *brutality*, and not justice. To his officers, a captain should never use reproachful language; he ought to check his natural temper, if passionate, nor in consequence of slight transgression, adopt, at sea, the very last alternative, of confining them to their cabins: this, however, I regret to say, has too often been practised in the British service, on very trifling occasions, and for very trivial errors; and on foreign stations, I hesitate not (except for mutiny, treason, murder, or insanity) to pronounce it absolute tyranny, and the most unjustifiable oppression. It is surely a weighty consideration, to deprive an officer, not only of his liberty, but it may be, and has been, to endanger his life, by too close a confinement, when the ship itself is very confined; a suspension from duty is, therefore, sufficient; and I need not say, that the Admiralty sanction nothing more *now*, except in *very* urgent cases, which seldom have, and seldom I hope will occur in the service. If the captains and officers would but recollect how each must alternately expose himself in the course of a public trial, they would certainly never permit their passions and prejudices to carry them to such lengths, but rather allow their calmer thoughts to operate, which would often produce a generous reconciliation; I would therefore caution *both* to recollect, and take as a lesson, for public as well as private life, that the gentleman and officer should *never* be separated.

A captain ought to set a good example to his crew, in the performance of religious duties on Sundays; and when there is no chaplain, ought to either read prayers himself, or make an officer do so; and ought always

to shew his attention to sympathy for the sick and wounded on board of his ship.

A captain may properly be styled the father of his ship's\* company (a most comprehensive and endearing appellation); and it is his indispensable duty to see that the seamen be neither wronged of their due, nor the service on board carried on by noise, strife, or blows (these ought not to be permitted by the A——ty); a method so inhuman, so unlike an officer, and so contrary to all true discipline, ought to be suppressed by the captain as soon as attempted; else murmuring, complaint, and finally, *desertion* (of which I have seen instances), will assuredly follow; and I entreat the attention of all naval officers to this fact. The men, on the contrary, ought to be indulged and encouraged, as far as possible; manly amusements and recreations should be, and in general is, allowed and enjoined them, such as may promote their health and comfort at the same time; where, and when, leave can be granted, it ought to be given, *without surety* (a hellish practice, making the innocent suffer for the guilty, and the device of refined cruelty, in my opinion): the ship ought to be made as unlike a prison as possible, and all possible liberty, consistent with the duties of the service, allowed to the men, as well as officers. I need not say, that the St. Vincent system has done more than any thing else ever did, to alienate the minds of our seamen from the service of the royal navy. I believe, and hope, *that* system has now been abandoned, and will soon expire, and I trust be followed by a better one, more worthy of a free country.

A captain must, of course, very frequently, live in the company of his officers; therefore, when he invites them to his table, or goes to their's, he ought to consider himself in no other light than as one of the company; they are his guests, or he their's; this speaks all; this will lead to a freedom of conversation, and to that mutual complaisance and politeness, which should be always promoted and kept up by the commander, with the obliging good manners of equality for the time; his officers will follow his example to the midshipmen (who ought to be his peculiar care †), and thus the best effects will follow, in diffusing harmony and concord through the community, which is so essential to the happiness of all societies, especially on board ship. During these periods of social intercourse, a captain will have opportunities of becoming acquainted also with the various acquirements, talents, and opinions of his officers, and enabled exactly to appreciate their characters, abilities, &c.: he will thus be at no loss to make his selection, when he has occasion to employ an officer of skill, address, or daring enterprise.

On this subject, allow me also to remind you, that when active duty and important service comes to be performed, a captain who is on *bad* terms

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\* I think, if men could be allowed to continue with the captain they enter with, it would be extremely desirable, and bring many volunteers.

† A schoolmaster in large ships and frigates ought to be provided by government, or paid by the young men of rank and family.



with his officers, will very often feel his situation far from pleasant ; and that, in consequence, the service will suffer, as it has often done before. A captain is expected on all occasions, to set the best and noblest example ; and in the British navy, few indeed (I speak it to their honor) are the instances of their not doing so ; in presence of the enemy, he is expected at all times to preserve that self command, and presence of mind, so absolutely necessary for the good and safety of the whole ; he is naturally looked up to, and will, he may rest assured, have many eyes on him. To you, Gentlemen, I need not add a single sentence on *this* subject, as the gallant deeds of British naval officers have spoken volumes, and clearly demonstrated how well they *knew* and *did* their duty in *presence* of the enemy. Let me, therefore, merely add, that a captain ought never to put his officers and men on such duty, or hardships, as may be attended with too much improbability of success, or hazard of their lives, where the good and safety of all are not immediately depending. I question whether the plan of *cutting out* has not been carried too far, and has not led sometimes to a useless and unprofitable loss of valuable lives ; it is often proper and praiseworthy, but there is a medium in all things, and therefore a captain ought to weigh, and consider *well*, before he gives his orders, so that he may not expose himself to the censure of some, and just indignation of others, who may suffer from rash, ignorant, or imprudent conduct, on the part of their commander. In the distribution of such posts, or stations, on board of your ship, as may happen to be at your disposal, the preference ought always to be given to the *most deserving*, for where merit preponderates, no interest or private partiality ought to be allowed to set aside its just claims ; by doing so, a captain will always do an injury, not only to the service, but to himself, as commander of the ship, for the conduct and credit of which he is responsible.

A captain will find also, that it is no less his duty, than his interest, to excite a laudable emulation amongst his officers of every rank and degree, by setting a full value on their services, and giving them due praise and reward, not only before their shipmates, but also in bestowing on them, or recommending them for preferment, when opportunity offers ; thus will you justly obtain the love and esteem of *all*, and establish a permanent character, which will give you that weight and consequence in the service, which every officer is more or less ambitious of obtaining, and which every captain ought especially to be : for let him be assured, that *by no other means* can this character be obtained or preserved ; and I beg earnestly to warn every young officer, and to call his serious attention, to this most important point.

I believe it is almost unnecessary for me to say, that every captain will find it incumbent on him to make himself perfectly master of a seaman's duty ; for he is expected by the crew, as their commander, to be a first-rate seaman and navigator ; therefore, if he is ignorant, when danger approaches, or an enemy is in sight, if he is then incapable of working and managing his ship in a seaman-like style, and of doing his duty as captains of British men of war in general do, he both ruins his own character, and endangers the safety of those under his command ; therefore, let no officer

believe he can be ignorant, or negligent, and escape disgrace; it is impossible; and he will do well to *know* his duty *first*, before he assumes command. These observations comprise, I think, the most material points of a captain's duty to those on board his ship. I need scarcely recommend it to him to attend particularly to his instructions, and to the orders of his commanding and superior officers: he ought never to forget the great trust committed to his charge, nor for a moment allow any unworthy motives to interfere with his public duty. The command of a British man of war is a truly great and noble command; it is of the greatest importance to this country, and has ever formed the object of just ambition to noble minds, as it affords the means of often promoting the glory of his country, and of his sovereign; and at the same time acquiring laurels for himself, and an honorable name amongst Britain's naval heroes.

As, therefore, no command can be *more* honorable, so I am bound to tell every captain in his Majesty's navy, none can be more difficult to fill, and to execute with fidelity and propriety: it is no light matter to have charge of the lives, the happiness, and comfort of hundreds of men; as it is an highly responsible situation, therefore, as well as a most honorable and important one, I would earnestly entreat the captains of the British navy to bear these circumstances constantly in their minds, and to recollect, that such a command imposes on them *many* duties, both towards their king and country, and their fellow men; and that according as these are well executed, so will the good of their country, and their fellow men, be promoted, their own characters upheld, and the approbation of their own hearts obtained, which will well repay their earnest and unremitted attention to the performance of all the duties I have severally pointed out, and enlarged on, in the course of this letter. I have not the presumption, Gentlemen, to think, that I can have done *full* justice to this important subject; but my attempt will not be vain, if I can persuade men of honorable minds now in command, to *reflect* on the *importance of their trust*, which will be that of many others now on half-pay, when war shall again call forth our gallant heroes of the ocean; and shall allow their ready services to be again accepted in defence of their king and country.

I have endeavoured to *warn* and to *advise all*, without meaning to give, or I think possibly conveying, offence to *any*: if my endeavours are in the least successful, I shall rejoice; if I have failed, I shall hope that some more able pen may soon be wielded on the same subject, and be content to have led the way, and call forth powers of mind more equal to the task, although not more zealous in behalf of *all* that concerns the good of the service, or the welfare and prosperity of our naval officers and seamen, than your's, &c.

*Nestor.*



MR. EDITOR,

IN looking over the Naval Chronicle, I find, in Number 219, a reference to the appellations of the clouds ; but as, in my opinion, it is somewhat difficult to understand the bare explanation, I take the liberty of suggesting a copper-plate, to represent the various modifications.

I am, &amp;c.

*A Clerk of the Weather-Office.*



• *On the Renewal of Barbaric Piracy.*

MR. EDITOR.

Hitchin, Herts, June 2d, 1817.

IT must surely appear somewhat singular, that after the chastisement so liberally bestowed on one of the piratical states in the Mediterranean, that the next upon the list should so soon exhibit a degree of audacity far surpassing any of their former deeds. I do not know that the first appearance of these marauders off Orfordness would have been of sufficient importance to have occasioned my troubling you upon the subject ; but a second edition of their enormities, committed in sight of Dover, seems to shew such a malice prepense, such an intended affront, and such a determined spirit of contempt to us, and of indifference to all laws, human and divine, that I can no longer forbear, but must take this early opportunity of calling the attention of the country to the circumstance.

It is not my intention to fatigue your readers with long quotations from any of the writers upon Marine Law, as connected with this business ; as I am of opinion, that whether with or without the authority of law, our government will best acquire the love and esteem of the world, and strike a dread into the hearts of these barbarians, by prompt and vigorous measures ; my creed is, hang them first, and search for the authorities afterwards ; or at least draw their teeth, by completely disarming them, and sending them home jury-rigged. At all events, if any thing like negociation is to take place, let us keep them safe here pending the decision, which, should it last until the autumn, may give them a chance of a winter's passage to the southward. I may, perhaps, be wrong in my opinion, but I cannot see any necessity for our acting with any thing like delicacy with a set of robbers, whom no law but force can control, no treaty but that written with the sword can bind ; as to a treaty, as well write it upon the sand of the sea-shore, and expect it to remain after a spring-tide, as form the most distant idea that they will respect it ; as well form bonds of peace with the bloody tyger, as with the unprincipled and no less bloody Corsair. Other reasons may be given why we should keep these people in order : as the first maritime power in the world, it becomes us to crush all such vermin ; as regards our commerce, it surely behoves us to keep clear from any obstructions the different channels of communication with other powers : there may be some difficulty in accomplishing this in remote regions, but no doubt can arise as to our ability, or as to the propriety of so doing, within

soundings upon our own coasts. If we are not to be swayed by our interests, may I not, Mr. Editor, be excused for my present alarm on the score of humanity? The unoffending Hanseatic, and others, natives of countries unable to defend them, have been excluded from all lawful exertion many years, by the state of universal war in which Europe has been plunged; wars in which they had no concern; and now that a general peace has happily taken place, shall we have any pretension to call ourselves either good or great, if we quietly look on upon the common highway of mankind, and see the weak, the inoffensive, the unprotected merchant of these little communities, plundered and insulted, and that by a people of no common ferocity, whom we neither fear, or love. Should it be objected, that we ought not to be actuated by the feelings of interest or humanity in this case, I have no hesitation in saying, that we must espouse the cause of these unfortunates, if we wish to be thought even consistent. Have we not been a party in addressing a note to Portugal, remonstrating against her late silly attack upon the Spanish settlements on the River Plate? If we were correct in so doing, are we not equally bound to interpose in this case, which affects us infinitely more than that transaction. What claim has Spain upon our affections, that the Hanse Towns cannot equally boast of? If Portugal acted morally and politically wrong, which no one seems to deny, why not apply the same terms to Tunis? After having interfered to prevent the continuation of crime, and to assist a nation who for centuries has been our enemy, and who *ought* to be able to defend her own rights, shall we err much in protecting those who have generally been our friends, who are nearly of the same religion, and who have it in their power to assist us in times of scarcity with supplies of corn, &c. a thing of itself of considerable importance to us.

As somewhat relative to this subject, I am inclined to think that the peculiar aspect of affairs in the western hemisphere demands our most zealous attention to every thing passing on the ocean, as connected with commercial transactions: from that quarter are issuing forth swarms of privateers, under flags as yet not acknowledged or recognised by the powers of Europe; their ostensible object is the capture or destruction of Spanish ships; but as we all know what privateersmen are, and as we are informed they are chiefly manned with renegade Americans (and perhaps English), whose only views are plunder and rapine, it is more than probable that they will, by their lawless acts, embroil themselves with us: by way of a lesson, then, to all this class of people, I hope to hear that government have taken it up seriously, and will proceed to confiscate the two pirates, forwarding at the same time a notice to Tunis, that a repetition of such an offence will be considered as a formal declaration of war. I am the more disposed to recommend this conduct, as I think one firm, though severe act, may possibly prevent future squabbling with the powers now aiming at their independence, in Spanish America and Brazil, by convincing them of our inflexibility in all matters relating to our commerce; if we do not, so widely extended as it is, and so unprotected, from the great reduction of our navy, we must expect to see our trade with different countries very much annoyed.





1 E 1813

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PCCCLXXXVII

Bulwark

*Pembroke Castle, entrance to Falmouth.*

As to the Tunisians, any further observations respecting them are unnecessary, as I perceive, by the newspapers of to-day,\* that they are sent away, under the care of the Alert sloop of war, who is to see them out of the Channel. Trusting we shall hear no more about them.

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

J. E.

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PLATE CCCCLXXXVII.

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*Pendennis Castle, Falmouth.*

FOR the drawing from which the annexed plate is engraved, we are indebted to Lieutenant J. E. and for the illustration of it we avail ourselves of "Cook's Topography of Great Britain," who, in his account of Cornwall, says of Falmouth, that it is "so called from its situation at the mouth of the river Fal, is in the hundred of *Kerrier*, and distant from London 269 miles. The principal street runs parallel with the sea-beach, for upwards of a mile in length, below the eminence that commands the harbour; and at the entrance of the town from Penryn, there is a terrace or row of very respectable private houses, delightfully situated. The town is governed by a mayor and aldermen, but is not a parliamentary borough, although, in every point of view, it is a place of the most consequence in Cornwall. The establishment of the packet boats here, for Spain, Portugal, and the West Indies, and the facilities these vessels afford to commerce, have tended very much to improve the town, which is now become the residence of many opulent families. The pilchard fishery, and the import of iron and timber, for the use of the mines, are also great sources of the present prosperity of Falmouth.

The harbour is unquestionably the finest in the kingdom, and so commodious, that ships of the greatest burthen may come close to the quays; it has lately, during the last summer, been surveyed by Commissioner Bowen, for the purpose of ascertaining its capability of accommodating part of the Channel fleet during the winter months; and buoys have been laid down for the reception of sixteen sail of the line at one time. A communication will be constantly kept up with the remainder of the fleet off Ushant, by which means our ships will be enabled to pursue the enemy escaping from Brest, without loss of time. A depôt of naval stores has been formed at Falmouth, and a store-keeper, a master-shipwright, and master-attendant, with proper officers under their directions, have been appointed. This improvement is intended to obviate the necessity of ships going to Plymouth to refit. The town of Falmouth will derive an infinite advantage from the arrangement. Leland, in his Itinerary, describes this place as 'a haven

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\* June 3d.



very notable and famous, and in a manner the most principal of al Brytaine. The town itself is large, and more populous than any borough in the county. The number of inhabitants returned under the population act, was, 4,849. The church is a modern building, dedicated to King Charles; the parish having been taken out of St. Gluvias, by act of parliament, during the reign of Charles the 2d.

"About a mile from Falmouth, at the extremity of a peninsula, which constitutes the south-west boundary of the bay, stands Pendennis Castle, a most magnificent fortress, defending the west entrance of the harbour. The fortifications were originally erected by Henry the VIIIth; but were improved to their present degree of strength in the reign of Queen Elizabeth, and at times was the residence of the governor. They extend nearly a mile in circumference. On the opposite side of the harbour is the Castle of St. Mawes, which in every respect is inferior to Pendennis.

Dr. Maton found the shore of Falmouth abounding with shells, some of uncommon species. The packets for the West Indies sail twice a month from Falmouth, soon after the arrival of the mails from London, on the Saturday evening; and for Lisbon every Saturday morning, if a packet be in the harbour. There is also a packet which sails from Falmouth soon after the arrival of the mails on the Saturday evening, for Halifax, Quebec, and New York; and goes and returns by way of Halifax, to and from New York, every month, except November, December, January, and February."

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## OFFICIAL LETTERS OF JAMES DUKE OF YORK, LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

[Continued from page 400.]

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GENTLEMEN,

*Hampton Court, 12th                      , 1662.*

**B**Y the look I lately sent you (containing the duties of the several officers of his Majesty's ships and yards), the pursers are required, when the ships to which they belong go to sea, to demand from the surveyor of clerks of the survey, and officers of the ordnance, true copies under their hands, of all indentures and proportions of stores by them issued for the present service, and supply of the ship, to the boatswain, gunner, and carpenter, and to keep a journal, or compter-book, of the expense of the said provisions. Now in regard the King's service may receive prejudice by the pursers being absent from their duties, in giving their attendance for the said copies, and the intent of the said directions may be as well performed by the pursers, taking copies of the indentures, and proportions from the boatswain, gunners, and carpenters; I think fit to direct, that you dispense with the pursers from attending for receiving copies of the said indentures and proportions of the officers of the ordnance, surveyor, or clerk of the survey, and order them to take copies of the same from the

boatswain, carpenter, and gunner of the ship to which they belong, attested under their hands respectively; and, by the same, trace them in their accompts.

I am, your affectionate friend,

To the principal Officers, &c.

*James.*

GENTLEMEN,

July 18th, 1662.

Whereas I understand, that in pursuance of my letter of the 7th of June last, you have considered touching the taking security of the several pursers of his Majesty's ships, and upon conference had with the victuallers of his Majesty's navy, have agreed, that the several sums hereafter mentioned be the penalties, in which each purser, with his security, shall become bound, according to the rate of the ship to which he shall be appointed purser; viz. For the ships of the first rate, six hundred pounds; and of the fifth and sixth rate, two hundred pounds, with the condition following:—

That if the within bound ..... shall well and truly discharge the place of purser in his Majesty's ship ....., unto which he is appointed purser, according to such instructions as are at the sealing whereof given him, sealed with the seal of the Navy Office, and attested by the clerk of the Acts; and shall, within ten days' time after the paying off the said ship, and at all other times when duly required, render and give up, by himself or his steward, a true account of his said employment, and of all the victuals, provisions, and monies, that are or shall be committed and intrusted to his charge: that then this present obligation to be void and of none effect, or else to remain in full force and virtue.

I do hereby approve of the said penalties and condition, and do direct that you observe them, and no other, in preparing of the said bonds; which being duly signed and sealed by the pursers and their securities, as aforesaid, you are to cause them to be safely laid up amongst the rest of the records of your office; and you are also to take care, that before any warrants be issued out, as well to pursers, as boatswains, gunners, carpenters, or other officers of the ships and yards, that a copy of what instructions I already have, or hereafter may establish, be read to the respective officers to whom they relate, and he having given promise of ready obedience, that the same be delivered unto him, attested by the clerk of the Acts, and the seal of your office, to the end he may not pretend ignorance in any future neglect of his duty.

And whereas, in some of his Majesty's ships there are not allowed three officers in ordinary, whereby each may lie on board every third night (according as is directed by the book I sent you), I think fit to direct, that the respective officers borne in ordinary on his Majesty's ships, be ordered to lie on board by turns, so as one of them may lodge on board constantly every night:

I am, your affectionate friend,

To the principal Officers, &c.

*James.*



GENTLEMEN,

*St. James's, August 29th, 1662.*

Though by instructions lately sent to you, I directed that the victuals should be dressed on board the respective ships in ordinary, which was intended for the better keeping on board the officers and seamen belonging to them for their guard on float; yet, understanding the inconveniencies and dangers which may arrive by the observation of the order in the wet dock at Deptford, where there is not the same reason to be solicitous to have the men kept on board as on float elsewhere, I have thought fit to dispense accordingly with the pursers of the several ships, as to that clause of their duty, but also to cause some fitting place to be prepared on shore, where the victuals for the ships in the wet-dock there may be dressed.

I am, your affectionate friend,

*To the principal Officers, &c.**James.*

GENTLEMEN,

*St. James's, September 1st, 1662.*

There having been no establishment made for the number of officers and mates to be borne on his Majesty's ships at sea since his Majesty's return unto his kingdoms; and considering how fit it is, not only that it should be settled by authority derived from his Majesty, but also, that thereby doubts may be prevented, which may arise from variety of practices, when none are founded on any just authority; I have thought fit to recommend it to your care to take it into your consideration, and to make a table of the officers and mates to be allowed to the ships of several rates, distinguishing the number for war and peace, and for foreign service, or the Narrow Seas; and when you shall have perfected it, to present it unto me; in which I would have you wholly to omit midshipmen in the Narrow Seas, and to regulate the number of them in foreign service; for that there being no probability of such service, and the Dutch war, that caused their first institution, there remains no reason to keep so many of them on the ships, to the increase of the King's charge; and where there is any doubt of the pay belonging to the officers and mates in the respective ships, through variety in your books, I desire you to consider of a fitting establishment; but if no such doubt or variety be, it may remain as it is, until farther order.

I am, your affectionate friend,

*To the principal Officers, &c.**James.*

GENTLEMEN,

*Whitehall, October 13th, 1662.*

His Majesty's ship the Satisfaction having lately been cast away upon the coast of Holland, and the commander, and divers others of the officers and mariners belonging to her, being preserved alive, his Majesty, in consideration that the disaster (as it appeareth) happened not by any default or miscarriage on their parts, and in commiseration of their condition, hath been pleased, out of his great bounty, to appoint that they should be paid the one-half of their pay, to them respectively due, for their services done

on board the said ship (although in such cases it is unusual); I therefore desire you forthwith to give order for their speedy payment accordingly.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*

GENTLEMEN,

*Whitehall, January 13th, 1662.*

Understanding from yourselves, that some doubts are lately risen in your office, whether the captains and lieutenants of his Majesty's ships should be paid from the date of their commissions, or from the time the ship enters into sea-pay, I think fit to direct, that (in regard the captains and lieutenants of the King's ships do usually attend the despatch of their ships during the time they are fitting, in order to the hastening of them out, whereby his Majesty's service may be much advanced, and also that in so doing they are necessitated to be at as great, or greater charge, than when the ship is at sea) for their better encouragement, they be allowed pay from the date of their respective commissions; and I desire you will take order therein accordingly.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*

GENTLEMEN,

*St. James's, August 22, 1662.*

By the good success of some voyages which his Majesty's ships have performed with fewer men than their ordinary complement in time of peace, I am encouraged to believe, that some charge might be abated in the Narrow Seas; and in convoys for the fisheries, and the like ordinary services, by abating, during the time of peace, some men upon the establishment; yet so, that the former regulation may remain upon your books, with the addition of one of the lowest number fitting to be allowed; that so according to occasion, recourse may be had to any of them. As I shall always be very desirous to embrace all expedients for saving the King's treasure, and amongst others this, when upon good consideration it shall be resolved on, so I cannot on the other hand think the manning of the King's ships a slight consideration; and therefore I desire you to enter upon it, and afford it your most serious consultation. And that you may proceed by such steps as may best lead you to a good resolution, I would have you first to ascertain the number of servants to be borne at sea in such a ship, of which some are to be allowed, both as an encouragement to the officers, and for a mean to breed up young seamen. When that shall be settled, you may the better come to a resolution of the whole number to be allowed, especially if you likewise take into consideration the number of guns for each ship, the excess whereof at present doth but occasion charge to the King, and weaken the ships; in which also I would have your advice. As the peace which we at present enjoy, makes such regulations fit for practice, so the present leisure in the navy makes this a fit season for your taking this into consideration, and therefore I again recommend it to you for your most mature deliberation.

I am, your affectionate friend,

*To the principal Officers, &c.*

*James.*



GENTLEMEN,

November 30th, 1663.

The Lords of his Majesty's Privy Council, taking notice that divers masters of English ships, who have gone into, and towards the Mediterranean, have neglected the taking of his Royal Highness's passes, and thereby have not only hazarded their own safeties, but given a pretence to those of Algiers to infringe the peace lately made with them; although the masters have incurred the hazard by their own neglect, yet his Majesty and the Council have been so tender of them, as to take into consideration which way they may be best secured; and therefore have been pleased to order, that some blank passes should be sent (for present use) to foreign parts, where there is most likelihood of their want, to be filled up and dated. To which end I give you this present trouble, to desire you, when any shall demand the said passes, that two of you at least would join in the consideration of the fitness of it, and that you would not deliver any until the master or owner of the vessel have first made oath according to the intent of the enclosed copy (*mutatis mutandis*), which I send you for your direction, being the usual form upon which they are granted in England. The form will shew you, that it is designed to prevent the passes falling into the hands of foreigners, for which you will as well judge the consequence as I can tell you, and therefore I shall not doubt of your care therein.

When you shall find no more need of the passes, or that they are all distributed, I shall desire you to send me home the affidavits, that so I may keep them amongst those taken here.

The number of passes which I send you is twenty, for which I desire you to receive for me, upon each pass you deliver, one pound and five shillings, they being the fee they pay here.

The passes I have caused to be antedated, that so there may be the more probability of there being delivered in England, as indeed they ought; and upon this necessity the council have given way to this expedient.

I shall not enlarge any further upon this matter, because I know I write to persons of judgment and integrity, who will be very careful in this matter; which, though it may appear small, the consequence may be great. His Majesty is preparing a fleet to come over speedily into the Mediterranean, which I hope will set all right again at Algiers; in the mean time we must expect that the perfidiousness of those of Algiers will put a damp upon our trade; I wish it prove not fatal to some particular persons who have stocks abroad, without knowledge of the practice of those pirates.

I am, your affectionate friend and servant,

*William Coventry.*

*Directed to Mr. Pendarvis, Mr. Rives,  
and Mr. Guyne, and sent to Malaga,*

[To be continued.]

## HYDROGRAPHY, PILOTAGE, &amp;c.

MR. HYDROGRAPHER,

8th June, 1817.

IN the hopes that it may prove amusing and edifying to your nautical readers, I have herewith enclosed you the copy of a letter addressed to the First Lord Commissioner of the Admiralty, upon a subject which appears to me to be highly interesting; and which I am informed was received by that Nobleman with peculiar marks of his approbation.

I remain, Mr. Hydrographer, your very obedient servant,

Thessaly.

*To the Right Honorable Robert Lord Viscount MELVILLE, First Lord Commissioner of the Admiralty for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c. &c. &c.*

MY LORD,

As the country in which we have the felicity to live, preserves its commerce, power, and prosperity, by the degree of perfection to which it hath brought the various branches of nautical science, every attempt to extend such useful knowledge and improvement, has a humble claim to be received and examined with candour.

Our nation has, during a long succession of years, cultivated with distinguished success, both the theory and practice of navigation; and by the skill and intrepidity of its seamen, founded a naval power far surpassing whatever has arisen in any other age or country; and as your Lordship presides at the head of that department with so much honor to yourself and the corps, I most respectfully beg leave to submit to your Lordship's consideration, the few following important facts, an elucidation of which is very deserving of (and entitled to) your Lordship's patronage and encouragement.

Being instigated by no ordinary desire to aid in improving the sciences, I am induced, for the honor of my Sovereign, and the benefit of our great maritime nation, to propose to your Lordship a more perfect research into the cause and effects which produce such unequal *tides* in various parts of the globe; a subject deeply interesting to the seamen of the United Kingdom, as well as to the world at large, and is a point of nautical erudition that becomes truly worthy of your distinguished attention, because some of our most celebrated navigators have left observations on record, relating to the flux and reflux of the sea, for which the *lunar* system appears incapable of accounting.

1st. Our immortal Newton was compelled voluntarily to acknowledge, "that there must be some other mixed cause, than the joint attractions of the two great luminaries, for the periodical return of the *tides*, with which we are still unacquainted."

2d. In the Atlantic Ocean, there are daily two tides of six hours.



3d. Mr. Wales, the astronomer who accompanied Captain Cook, says, "that in the middle of the Pacific Ocean the tides fall short two-thirds at least of what might be expected from theory and calculation; and that curious and even unexpected circumstances offered themselves for future consideration."

4th. In the bay of Karakakoo, in the Sandwich Islands, the tides are regular, flowing and ebbing six hours each.

5th. At the town of St. Peter and St. Paul, in Kamtschatka, the tides are very regular every twelve hours—a deviation from our Atlantic tides.

6th. Also in the southern parts of the South Sea, and in Otaheite, coast of New Holland, New Britain, Island of Massafuero, Streights of Sunda, and at Tonkin, in China, there is daily one tide of twelve hours?

7th. At Nootka Sound, on the north-west coast of America, the tides are *unequal* and irregular, rising and falling *eight* feet nine inches by day, and *ten* feet nine inches by night, regulated by day and night tides.

8th. During the summer of the southern hemisphere, the tides take a contrary course to all the laws of the lunar system; for from the tenth degree of north latitude, where Europe and America approximate, the tide runs south by the coast of America, and east by the coast of Africa, the whole circuit of the gulph of Guinea, and is perfectly opposed to the *lunar* system, as will be seen in the next comment.

9th. In the Indian Ocean, the current flows six months towards the east, and six months towards the west, which half-yearly current cannot be ascribed to the *course* of the *sun* and *moon*, as these luminaries always move from east to west; and I can produce proof, that a similar half-yearly current exists in the Atlantic, seldom taken notice of by any of our modern navigators.

10th. Our countryman Dampier informs us, that the highest tide he observed on the coast of New Holland, did not take place till three days after the full moon; and he affirms, like all the navigators of the south, that the tides rise very little between the tropics; that their greatest height in the East Indies is only five feet, and only one and a half on the coasts of the South Seas.

11th. Captain Byron states, that the *tide* runs twelve hours to the north, and then flows back twelve hours to the south, in the roadsted of the island of Massafuero; this diurnal tide and its course is contrary to all the laws of the lunar system.

12th. If the laws of attraction have any existence, they seem only to act in the Atlantic Ocean; for in most other parts of the globe, the regularity and the irregularity of the *tides* have no relation to the phases of the moon; for instance, if the moon acted by her attraction on the tides of the ocean, her influence would be general and extended to mediterraneans and lakes: but this is positively not the case, for these have no lunar tides, consequently an important question remains to be solved; but if the moon do attract the waters, it is not by partial means; for no philosopher in his reason will presume to assert, that the Almighty God acts by *partial* and not by *general* laws. Moreover, the tranquillity of many parts of the seas,

when the moon passes over their meridian, makes the doctrine of her attraction more than suspicious.

13th. Captain Carteret observes, that at the English creek on the coast of New Britain, at the fifth degree of south latitude, and 152d degree of east longitude; the tide has only a flux and reflux once in twenty-four hours.

14th. Captain Cook being at the Bay of Islands in New Zealand, in the month of December, 1769 (the summer of that hemisphere), states that the flood-tides set in from the south; therefore the moon can have no influence in the direction of these tides.

15th. At the mouth of Endeavour river, in New Holland, where Captain Cook relitted his vessel after having run a-ground, neither the flood-tide nor ebb was considerable, except once in twenty-four hours; as he had found while the ship was fast on the rock, June, 1770.

16th. At the entrance of Christmas harbour, in Kerguelen's land, the flood-tide came from the south-east, running two knots in an hour; it appears this was a diurnal tide, that is, of twelve hours, and runs and falls about four feet.

17th. At the islands of Otaheite and Ulitea, Captain Cook observed that the tide never rose higher than *twelve or fourteen* inches at most, and that it was high-water nearly at noon, as well at the quadratures as at the full and change of the moon, December, 1777. It would appear from Captain Cook's table of the tides, from the 1st to the 26th day of November, 1777, that there was only one tide a day, which in the whole course of the month was at its mean height between eleven and one o'clock. It is thereby evident, that tides so regular at such different epochs of the moon, can have no relation to the phases of that luminary.

18th. On the coast of America, in the latitude of  $49^{\circ} 36'$  north, and  $126^{\circ} 48'$  east longitude; it is high-water on the days of the new and full moon, at 20 minutes past 12; and here are two tides a day, or semi-diurnal, on the side opposite to our hemisphere, as on our own coasts. Whereas it appears that there is only one tide in the southern hemisphere. Further, these semi-diurnal tides differ from ours in this—that they take place at the same hour, and exhibit no increase till two or three days after the full moon; this is a phenomena inexplicable by the laws of the lunar system.

19th. At the entrance of Cook's river, on the coast of America, in latitude  $57^{\circ} 51'$  north, he says, "there was a strong tide setting to the southward out of the inlet; it was the ebb, and ran between three and four knots in an hour, and it was low-water at 10 o'clock; the strength of the flood tide was three knots, and the stream ran up till three in the afternoon, 1778. In another part of the inlet, where it was only four leagues broad, there ran a prodigious tide in the channel, so that it looked frightful to us, who could not tell whether the agitation of the water was occasioned by the stream, or by the breaking of the waves against rocks, or sands; here we lay during the ebb, which ran near five knots in the hour. That after we entered the bay, the flood set strong in the river Turnagain, and



the ebb came out with still greater force, the water falling while we lay at anchor twenty feet upon a perpendicular." It has ever been understood that the flux is stronger than the reflux, but here the ebb appears to have been more boisterous than what Captain Cook denominates the flood; yet the reaction can never be more powerful than the action; the falling tide in our rivers is never so strong as the rising tide—the latter usually produces a barr, which the other does not. But with all due respect to the memory of Captain Cook, he was prepossessed with the prevailing opinion, that the cause of the tides was between the tropics, and could not summon the resolution to consider this sluice, which came from the interior of the land, as a real tide; yet on the opposite side of the same continent, at the bottom of Hudson's Bay, the flood-tide comes from the west, that is, from the interior of the country, at eight or ten knots an hour. The influence of education and moral habits, veils our reason with numerous prejudices, and until new efforts are made to demonstrate the true cause of the various tides on this globe, the inhabitants of it will remain intoxicated with error; truth cannot be ascertained but by considering it under various aspects.

20th. In some bays of the sea, and at the mouths of some rivers, the tides rise from 12 to 30 feet.

In the Euripus, between Negropont and Greece, it flows 12 times in 24 hours, for a fortnight every moon.

In the Caspian Sea, between Persia and Russia, there are no tides; but once in about 14 or 15 years, the water rises so prodigiously high as to overflow the flat country.

In the Baltic Sea, in Europe, there are no tides; and in and throughout the whole Mediterranean Sea, the tides are very weak, and have no relation to the phases of the moon.

21st. It is worthy of observation, that the lakes situated at the foot of icy mountains, have in summer, solar tides, or a flux like the ocean; such is the lake of Geneva, which has a regular flux in the afternoon. At the island of Massafuero, in the South Sea, during the month of April, the tides set into the north, consequently run towards the line, contrary to the lunar system.

Although I could adduce to your Lordship many more instances of the inequality of the tides, I shall at present be satisfied that the foregoing twenty-one are sufficient proofs to shew that there exists a necessity of making a more circumspect and practical examination into the cause that produces their disparity on the various parts of this globe, when the moon passes over the meridian of the respective places without exercising that apparent attractive power usually attributed to her.

I have never met with but two opinions solvent of the following questions; and they were to my apprehension too hypothetical to be relied on.

1st. Why the moon, by her attraction, produces daily two tides of six hours in the Atlantic Ocean, and only one tide in many parts of the South Sea, which is incomparably more extensive?

2d. Why are the tides between the tropics so feeble, and so much retarded, under the direct influence of the moon?

3d. Why are there in the South Sea diurnal and semi-diurnal tides, that is, of twelve hours and of six hours?

4th. Why do most of the tides take place invariably at the same hours, and rise to a regular height almost all the year round, whatever may be the irregularities of the phases of the moon?

5th. Why are there some tides which increase in the first and last quarters, as well as at the full and new moon?

6th. Why are the tides always higher in proportion as we approach the Poles, and frequently set towards the line, contrary to the pretended principles of their impulsion?

7th. Why is there only one tide of 12 hours in the southern part of the South Sea, at the island of Otaheite, on the coast of New Holland, on the coast of New Britain, at the island of Massafuero, and in other places?

8th. Why does not the moon act on the lakes and seas of small extent, where there are no tides? Their smallness can no more exempt them from the influence of her gravitation than of her *light*?

9th. Why does so extraordinary a difference exist in the tides at the two groups of islands; viz. the Society and Sandwich islands, not distant from each other above 713 leagues, and nearly on the same meridian; as at the former there is only one daily tide of 12 hours, whilst at the latter there are two equal tides of six hours?

10th. Why are the tides unequal at Nootka Sound, on the coast of America, so contrary to the laws of the moon's attractive powers?

11th. Why is there a single tide of twelve hours at Kamtschatka, on the coast of Asia, when at the opposite meridian there are two equal tides of six hours?

12th. Why is it so difficult for ships (bound to India, or the South Seas) to double the two great southern promontories; viz. the Cape of Good Hope, and Cape Horn, during the summer months of that hemisphere, namely, November, December, January, February, and March; and on the contrary, during our summer months, they pass those stormy regions (where the waves rise to a more terrible height than in any other part of the ocean) with the greatest ease, and still it is the winter of that climate. Further, they experience the reverse of this on their return from India during the months of our winter, passing these extremities with equal ease? [Here is a clear indication that periods should be chosen for visiting those quarters of the globe.]

13th. Why does the current in the Adriatic Sea during January and February set south-easterly two miles in an hour, and also take a course against a north-east wind at the rate of two-thirds of a mile in an hour; and even when the north wind dies away, the current still continues its direction for the space of four hours, and then returns to its *south-east* course as before; and this takes place all the year throughout. [This is a query to those who are wedded to the Newtonian system.]

14th. Why does the said current in calm weather set to the eastward from sun-set till two o'clock in the morning, one and a half mile in the



hour, then take a S. S. W. course until three hours after sun-rise, and thus continue as long as the calm lasts ?

15th. Why does the water of the Adriatic Sea stand still for *six hours*, when a calm is followed by a north-west wind ! And if this change do take place in the morning, the current will set southerly ; but if it take place in the evening, the current will set *easterly* ; and in either direction it runs two miles in an hour, preserving this periodical motion as long as the north-west wind continues.

16th. Why does the current set east-north-east, when a very fresh north-east gale (or what we term a *Boreus*) succeeds a south-east wind ; and when that gale is at its height, the same current changes its course to east-south-east, running four miles in the hour, until the storm be abated, causing the greatest rise of tide along the east and south-east shore of Italy ?

17th. Why does not the highest tide in the mouth of the harbour of Brindisi rise no more than three feet (formerly a spacious harbour, now nearly choaked up) : has not the moon the same power to raise the waters by her attraction on the south-east coast of Italy, as she is said to have on the south-east coast of England ?

18th. Why does not the moon's gravitation interpose in the half-yearly flowing of the Indian Seas, and cause regular semi-diurnal tides, as in St. George's and the Queen's Channel ; this luminary never fails to shed her light by night to the inhabitants of that quarter ?

19th. Why does the current of the Adriatic Sea *cease*, and the waters stand still for six hours, when a north-east gale is succeeded by a north-west gale, and at the expiration of that time set direct *north-west* half a mile per hour for the next six hours, and in the day-time follow the direction of the sun one and a half mile per hour, and in the night set to the east two miles in an hour until sun-rise, when it returns with the sun until he sets, then returns again to the eastward ? I should not seize truth were it not to fix itself upon perceptible events.

20th. Why is the atmosphere on every part of the coasts of the Atlantic Ocean, much milder in winter than the adjoining parts of the continents, and cooler in summer. The same theory explains the reason why the islands of Asia are hotter than those of America, situated under the same latitudes, and is coincident with the tides ?

21st. Why does the flood-tide enter the river Seine, rolling from the sea like an immense wave, making a noise like that of a cataract, and laying vessels on their beam ends, and suddenly obstructing the whole current of the river, with more violence than any other tide in Europe ? The earth's satellite certainly cannot have any animosity against the water of the Seine, no more than she has against the water of the Thames.

Before I conclude, it is necessary for me to suggest to your Lordship, how very important the foregoing subjects are to navigation, the causes of which a voyage to the South Seas to examine the tides would tend to elucidate ; when I should expect that stubborn systems would at length be subdued by the effectual methods of nautical practice. To study nature in systems only, is to observe them with the eyes of another. On con-

cluding this interfluent subject, I must remark that the current of the Atlantic Ocean does not terminate its course at the line, as all those blind philosophers imagine who are wedded to the earth's centre of gravity. But that when it descends from our region, it proceeds beyond the Cape of Good Hope, to the eastern extremities of Asia, where it forms the current, which is denominated the western monsoon, which almost encompasses the globe under the equator.

It is true that the principal movements of the sea take place in our hemisphere nearly at the same time with the principal phases of the moon, but I do not from thence conclude their whole dependence; nor shall I flatter myself that I am capable of transmitting the germ of these ideas into heads possessing intelligence contrary to my own. However, I shall not waste your time in confusing systems, which present to me plans different from what I see; only that I desire earnestly for that opportunity which would enable me to give incontestable validity to these representations.

Other points of national advantage might be connected with a voyage undertaken for ascertaining the original source from which arise the diversity of the flux and reflux of the sea; and there cannot exist a doubt, but that the advantages which would be gained by that alone, would far outbalance the expense. We have plenty of spare ships, and an abundance of spare men, which it is far better to employ in so laudable an undertaking, than that the first should lie dormant, and the latter emigrate, which even large retaining fees will hardly prevent.

Happy should I be to become the individual selected to undergo any privation upon such a service, would it but in any measure add new light to our nautical knowledge. It is not for me at present to trespass longer on your Lordship's time; nor does it become me to point out the class of vessel, the manner of equipment, the number of men, the model of the boats, the manner of arming, the necessary nautical implements, &c. &c. for carrying this purpose into effect.

I shall therefore content myself with the gratification of having transmitted my most serious thoughts upon the subject, to a Nobleman, who, I am inclined to think, may be also seriously disposed to obtain such important elucidations.

Under patronage so excellent, I solace myself with the hope of still living to see these problems rise into public notice, and their importance duly appreciated.

I have the honor to be, with the greatest respect, &c. &c.

A handwritten signature in dark ink, reading "And: Wilson". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Captain R. N.

No. 2, Durnford-street, Stonehouse,  
Devon, 4th August, 1815.



## EUROPE.

## IRELAND.

On the 16th April, 1804, was placed on the S.E. part of Cork Harbour rock, a red buoy, in  $3\frac{1}{2}$  or 4 fathoms, at low-water, distant about ten fathoms from the shoalest part of the rock, on which there are not more than fourteen feet water.

Also, on the S.E. part of the Turbot bank, a black buoy in  $3\frac{1}{2}$  or 4 fathoms, at low-water; on the shoalest part of this bank, there is not more than fifteen feet water.

The chain of the red buoy is thirteen fathoms long, that of the black buoy eleven; therefore some allowance should be made for the buoys swinging to the ebb or flood. Heavy ships passing through the East Channel, will see the propriety of giving the buoys a fair berth; and on the west side, they ought not to come within half a cable's length of the buoys.

*Marks for Buoys placed in different Shoals in Cork Harbour.*

Shoal N.W. of Carlisle, called Scroggal, 57 feet.—The road-house within White bay on the flood-mark at Carlisle fort, Doctor Westley's house on the easternmost cliff of Spike, and a farm-house back in the country in with an old barn that stands east and west to the southward of Corkbeg. The best mark for the harbour rock is, the southmost of the two houses that stand to the north of the tower, the chimney on the middle part of the house on with a gateway that stands back in the country, and Doctor Roger's house about the length of an oar open with the point of Carlisle.

Cross Haven tongue, 17 feet; no buoy on this shoal.—The farm-house back in the country in with the trees to the southward of Corkbeg; and a house on the East Holy ground, called the Cornish Arms, half in sight with the east part of Spike.

Chappel shoal, 57 feet; no buoy on this shoal.—Roches tower just shut in, and Monkstown castle in with the workshops on the east part of Spike.

Spit buoy, 14 feet.—This buoy is removed about half a cable's length to the N.E. of where it formerly laid.

Buoy N.E. of Camden fort; the one formerly on Cross Haven tongue.—Seamount house partly in sight, and Mr. Lawrence Roche's cottage just open with the east part of Spike fort.

This buoy is placed on a rocky spit, in about 17 feet at low-water.

## Poetry.

## IMPROMPTU,

*On reading the Exploits of James Duke of York, when Commander-in-Chief  
in the North Sea.*

**W**HEN Royal James for glory fought at sea,  
No naval hero shone more gallantly;  
But when contending for a Crown on shore,  
He basely lost the fame he won before.

B.

## TO DR. ROWLANDS,

*On the Death of his Wife.*

**R**OWLANDS, to thee I dedicate the lay,  
A stranger's muse to genuine worth would pay;  
With thee deplore the loss thou'rt doom'd to mourn,  
And weep with thee o'er thy lov'd ESTHER's urn!  
That lost companion to thy heart so dear,  
Whose memory long will draw the tender tear  
Of heart-felt sorrow, from thy streaming eye,  
And heave thy manly breast with many a sigh!  
Could native worth and heaven-born virtue save  
Their blest possessor from the conquering grave,  
Then, had thy heart not been so keenly tried:  
Oh! Death thy sting!—Oh! Grave thy cruel pride!!  
Yet still is Providence both good and wise,  
Crosses are often blessings in disguise;  
Fair was *her life*, and bright the race she ran,  
Not long indeed—yet *life* is but a span!  
But *well employed*, how glorious is the close!  
How bright the scene which terminates our woes!  
Which moves us from a world of vice and woe,  
To *one* where joys immortal ever flow!  
Why, then, lament the bliss of her that's fled?  
Why mourn the change which moves the happy dead  
From Earth to Heaven, Time to Eternity—  
Lays down the body—sets the Spirit free,  
Which joyful soars—free'd from the mortal clod—  
Through realms of bliss, to meet its maker God?  
With choirs angelic *there* in bliss to sing,  
Oh! *Grate where is thy VICTORY!* Oh! *Death where is thy*  
STING!

Halifax, March 10, 1817.

*A. M. Revett.*



## Naval Law.

A COURT MARTIAL was held on board H.M.S. *Queen Charlotte*, in Portsmouth Harbour, on Thursday the 10th, and continued by adjournment until Friday the 11th day of April, 1817; to investigate serious charges exhibited against Lieutenant J. M'Arthur Low, late acting commander of H.M. sloop *Camelion*, by Mr. George Spain, of East Cowes, Isle of Wight; principally relating to supposed cruelty in punishing his son, a midshipman of that sloop, for theft, drunkenness, and disorderly conduct, while the ship lay in Madras Roads, on the 10th and 11th of June, 1816.

The subject of this Court Martial having excited considerable interest in the neighbourhood of Portsmouth, the court was numerously attended; and by a gentleman who was present during the trial, we are informed, that great pains had been previously taken to bias the public judgment, by reports tending to excite feelings of horror and indignation against the prisoner. The prosecution was instituted by a father, for the supposed ill treatment, and consequent death, of a son; and without any great pains being taken, wherever he told his story, and the story became told again, such feelings would be naturally (though unfortunately for the prisoner) excited. Under such disadvantages had Lieutenant Low to defend himself against the following charges, as contained in a letter from him to the secretary of the Admiralty.

That his son, G. L. Spain, had been taken on board the brig *Cameleon*, and rated as midshipman for the passage to England; and that his duty was, to assist as clerk.

That on the ship's arrival at Madras, his son having been invited by the regular clerk of the ship to partake of some wine in the captain's cabin, he had done so, unfortunately, because the wine had been stolen from Mr. Low, and the theft having been the next morning discovered, the person by whom he was invited, had laid the whole charge to his son.

That without trial his son had been tied up to the gangway, had received four dozen and seven lashes upon his back, had been dis-rated as midshipman and turned before the mast. And

That on the 6th of September, the *Cameleon* being at anchor in Simon's Bay, his son was missed from the ship; and on the 19th, at day-light, the body was seen floating alongside H.M.S. *Horatio*, the morning that the *Cameleon* quitted that anchorage, and was taken on shore by one of her boats.

That a large stock of cloaths belonging to his son, was taken possession of by Mr. Low (as understood by the prosecutor) and of which he had rendered no account.

We regret that our limits will not admit of a full insertion of Mr. Low's defence, in which, we understand, he was assisted by his friend (and certainly in such a case a very able one), J. M'Arthur, Esq. LL.D. the celebrated author of a *Treatise on Naval and Military Courts Martial*, &c. &c.

we cannot, however, avoid giving, in justice to Lieutenant Low, the *plaint*, which of itself, as supported by collateral evidence, must, we think, be sufficient in every unbiassed judgment, to induce a decision accordant with that of the Honourable Court.

"In April, 1816, his Majesty's sloop *Cameleon* (then under my command) being one of the India squadron on the war establishment, lay at Kedgerie, in the river Hoogly.—Duty of an important nature, depending on requisitions of the Supreme Government, kept me for a considerable time distant from the ship at Calcutta. My servant, Wm. Willett was with me, and as I found his attendance at all times not necessary to my convenience, he was directed to employ his leisure hours in visiting the taverns or punch-houses, in that city, for the purpose of obtaining volunteers to render the *Cameleon* effective. Amongst the number he brought, in pursuance of my directions, there was one named Geo. Spain, who stated that he was desirous of entering for his Majesty's service; and upon my enquiring as to his qualifications, he stated that he had lately arrived from England, in a licensed merchant ship called the *Indian Oak*; that he was not much of a sailor, and had been chiefly employed in writing for the master, who was also the owner of that ship, and whose name was Fearon: that he left the employ of that gentlemen, in consequence of having some recommendations to merchants in Calcutta, who afterwards refused to countenance or employ him; that he had done every thing in his power to get employment from others, but, without success; and that he had no prospect before him but starvation, or a jail. That he hoped to make himself useful, if I would receive him on board the *Cameleon*. I was induced to do so, because my clerk was a stupid, drunken, and worthless fellow, who had been drafted as a landsman from the *Wellesley* or *Cornwallis*, and who was employed to do the duty of clerk, and rated so from necessity, but not in any other way distinguished from the rest of the crew. I was desirous of getting one more capable, respectable, and sober. Spain told me a pitiful and plausible story, and made rather a decent appearance; I therefore told him how I was situated, and for his encouragement, promised, that when he was qualified to take charge of the books, I would rate him clerk, unless the person who filled that situation should alter his conduct and improve his manners. The acting Purser waited upon me at that time, and took occasion to say something in Spain's favour, and, I believe, spoke of giving him instructions. I had no young gentlemen to fill the vacancies for Midshipmen—nor could I expect to obtain any such upon that station. The sloop I commanded having been built and commissioned in India, and put upon the war establishment, it must be obvious to every officer that has been employed on that distant station, how difficult it is, for a commander, with the utmost zeal and exertion, to get either proper warrant officers, petty officers, or effective men to complete a ship's complement. He has only a choice of difficulties, and must, for the benefit of his Majesty's service, chuse the least, and take such as present themselves.

"The want of petty officers having been felt much in the course of duty, particularly in harbour, I was induced to rate Spain Midshipman, and to



give directions for his being sent occasionally in boats, to answer signals, copy orders, or do any part of a midshipman's duty to which he was equal, when necessary; but chiefly to be employed about the books and accounts.

"Here it may be necessary to observe that the prosecutor, in the outset of his first letter of complaint to the Admiralty, dated the 13th of February, is pleased to assert that I offered to take George Spain on board, for a passage to England, and rate him a Midshipman. Although it may not be incumbent upon me to prove the negative of this bold assertion, yet, to remove the unfavourable impression that is attempted to be made against me, I might shew that no person on board had reason to expect that the *Cameleon* would be sent to England, in the course of that or the present year; and from confidential communications on a subject since laid before the Lords Commissioners of the Admiralty, but which it would not be proper for me to state in open court, I had strong reason to believe that the *Cameleon*, at the time mentioned, was destined to execute a service of importance in a distant quarter of the India station. I trust, however, that it will be in the memory of a witness in attendance, that amongst the few words which passed between Spain and me, at the time of his entering for the service, a passage to England was never mentioned. I could not be so inconsistent, so lost to the dignity of the service, and that of my own character, as to receive a volunteer on any conditions but those known and established. The same witness must remember, that a young man of promising appearance offered himself on that very day, but acknowledging that a passage home was his object, he was rejected, by my stating that such as wished to serve his Majesty at sea, must do so on the same conditions with myself, taking their chance of all circumstances.

"About the 26th or 27th of April, Spain went down the river to join the ship, and had not been long gone from Calcutta, when a very unfavourable impression was made upon my mind respecting his character, by the complaints of his creditors, who, on finding that he had joined the *Cameleon*, flocked round me with their bills, begging my interference to procure payment. All those creditors were natives of India, Circars, or Dabashes. From their corresponding statements, there was room to suspect that his numerous small debts were dishonestly contracted. I wrote on most of their bills a request that he would pay them, if their demands were just; and advised those poor men, as the distance was nearly 100 miles, to go by the first passage-boat down to the *Cameleon*. On my return to the ship from Calcutta, about the 7th or 8th of May, with the treasure and despatches which she was detained to convey to the Presidency of Madras, I was informed by Mr. Bolton, the first lieutenant, that the police officers, or constables, and town serjeant of Calcutta, had been on board the day before, and searched the ship for Spain, but that he had been concealed from them. I reprimanded the senior lieutenant publicly on the quarter-deck, for suffering him to be concealed, and for not assisting the officers of justice; and I gave directions for Spain's being surrendered on the instant of their return, with a general order to prevent a similar departure from duty, at any future period. We sailed in two days after; and, suspicious as to Spain's character began to appear, I still thought some excuse might be

found for a young man, who, as he stated, through the culpable neglect and deplorable ignorance of his friends, had arrived at his 20th year, without profession, trade, or occupation of any sort, and who, without ability to conduct or take a share in any commercial transaction, and even without the proper authority for residing within the Company's dominions, had been hurried from his home for some juvenile indiscretion, and was left to his fate among strangers, in a remote quarter of the world. I was therefore still led to hope, that a few weeks would make him a better clerk than the one I had, for a worse, as to capability of duty, habits, morals, manners, and appearance, could not, without difficulty, be found. He wrote with that clerk in my cabin, from nine to four each day; but after the first week he grew remiss in his duty; was reprov'd for his negligence; promised amendment, but got drunk, made some disturbance in the steerage, and was turned out of his mess. The circumstances I do not clearly recollect, but they will, probably, come out in evidence; as it certainly will that Spain, although treated at first with more respect than the clerk, always stood on a very different footing from that of a gentleman, midshipman, or volunteer, committed to my charge, to be trained for a superior station, and progressive rise to the first rank of the profession.

"Early in the month of June, Spain came to me twice, when on shore at Madras, in a disgusting state of intoxication, broke the leave granted to him by the commanding officer on board, and was otherwise irregular. I became anxious to get him out of the ship, and offered him to Captain Curran, of his Majesty's ship Tyne, who (having no clerk) wanted some person that could write; but, as the only recommendation I ventured to give was, — 'that a *tight hand* might, perhaps, make Spain serviceable,' Captain Curran gave the preference to a soldier, who was discharged from the Company's army, and who could write better. Spain was warn'd that he would be degraded on his next offence.

"About the time mentioned in the prosecutor's letter to the Admiralty; viz. the 11th of July, I was much engaged in duties on shore, and from the height of the surf, or other causes, was for several nights obliged to sleep out of the ship. My servant, the only one I then had, being employed in providing stock for the voyage, was sometimes obliged to sleep on shore also. As I had not a proper office, Spain and the clerk were usually employed in my cabin, bringing up the accounts, and my servant, always on leaving the ship, gave the key to Spain, requesting that it might be locked up when they had done writing, at the usual hour of four in the afternoon, but instead of their quitting the cabin, and locking it up at such regular time, they were seen, on two or three occasions, eating and drinking there together, and had passed in and out at late hours of the night.

"The former surgeon (Mr. Bruce), then supernumerary, who was waiting for a passage to join the *Leda*, saw them at one time with a bottle and glasses before them; and, at another, having inadvertently entered the cabin, he saw them drinking, and they impudently invited *him* (so much their superior) to sit down and take a glass of claret. He withdrew indignantly, and without reply; but, not suspecting that the wine had been



stolen, he did not immediately inform the commanding officer of the circumstance.

"On that evening, Spain, in a state of riotous intoxication, struck Mr. Norton, the master's mate, on the quarter-deck, at a time when he, Mr. Norton, had charge as officer of the watch; and on the same, or following night, I believe, it will appear that Spain, and Pidding the clerk, were again seen drinking together, in the captain's cabin, by the acting lieutenant, Dangerfield, and others; but, in the morning at day-light, they were found there, drunk, and wallowing in their dirt. The senior lieutenant, Mr. Bolton, who had been for several days in the sick list, and had not then recovered, soon heard of it, and immediately returned to his duty. The cabin had by that time been partly cleared of broken bottles and glasses, and appeared to have been hastily swabbed up. My servant soon afterwards returned to the ship, and he, on examining, in the presence of Lieutenant Bolton and others, found that every locker on the larboard-side of the cabin had been forced open; that six bottles of Madeira had been stolen from those lockers, and that on the starboard-side of the cabin, every drawer had been opened, by tugging at the handles, until the nails with which the locks were fastened on had yielded; that 13 bottles of claret had been stolen from the spaces behind those drawers in the run of the ship. [One of the drawers so forced open contained the private signal box and secret papers then in my charge.] Spain and Pidding, in the course of an investigation made by the first lieutenant, confessed, in part, to their guilt, implicating the acting lieutenant (Dangerfield), and endeavouring to prevail upon him (Mr. Bolton) to conceal the business, appearing to hope that he would spare them, out of regard to his mess-mate. Spain offered money to my servant, spoke of replacing the wine, and of getting the lockers and drawers repaired that day, by men from the shore.

"Lieutenant Bolton wrote, and soon afterward waited upon me, to report more fully the circumstances of this occurrence, and to state that Mr. Dangerfield, who was carrying on the duty during his (Lieut. Bolton's) illness, was at least culpable, in having a knowledge of their carousing in the cabin, and not reporting, or preventing, what he could not but know was a serious irregularity. He was ordered to confine Spain and the clerk for their crimes, and to place Mr. Dangerfield under an arrest, for his neglect of duty, and unofficer-like conduct. I made a thorough investigation of the outrageous circumstances, so reported, and employed some hours in examining the officers and men, who had any knowledge of the offences committed by Spain:—1st, relative to his striking Mr. Norton, the master's mate, and his riotous state of intoxication; and, 2d, relative to his being a principal or accessory (before or after the fact) to the robbery committed in my cabin. Having found, on this cool investigation, that there was the most clear and satisfactory evidence, carrying conviction to my mind, of his (Spain's) aggravated guilt; that Pidding, the clerk, was also guilty of the theft alluded to; and that both were found in my cabin early in the morning, and scarce recovered from the drunkenness occasioned by the wine they had stolen over night: I therefore determined to bring them to trial

by a court martial, and expressed my intention to that effect. Both of them, but Spain in particular, confessed their offences, though not to the extent proved against them, and earnestly entreated me not to try them by a court martial. On consulting with the senior officer at Madras, he agreed with me in opinion, that, as I was under sailing orders for England, it might be highly detrimental to the service to wait for having the prisoners tried by a court martial, as Commodore Sayer, then commanding on that station, was at Trincomalee, and it would at least require sixteen days for return of post or tappaul; and that even when I had received the Commodore's answer to my application, after that lapse of time, great delay and inconvenience to his Majesty's service would necessarily ensue, in waiting, perhaps, for months, until a sufficient number of members to constitute a court martial could be assembled. It was also taken into consideration, how detrimental it might be to his Majesty's service to carry them prisoners to England for trial, his Majesty's sloop being weakly manned, and having no person beside Pidding to keep the books; it was, therefore, and on mature consideration of all other circumstances, thought advisable to inflict a summary punishment, and release them from a confinement which might, in all probability, have been very tedious and injurious to themselves, before an opportunity offered of trying them by a court martial. I accordingly, in a day or two after this consultation, had the prisoners, Spain and Pidding, brought on the quarter-deck, with all hands turned up, and the marines under arms, when, after confronting them with the witnesses to their offences, and having further investigated the circumstances in their presence, I expostulated on the criminal acts they had been guilty of, read those articles of war under which their offences fell, and a punishment less severe than they deserved, I can conscientiously say, was inflicted."

The Court being cleared, and in half an hour after, re-opened, and audience admitted, the witnesses were called in, and the following sentence was read by the Judge Advocate:—

"The Court is of opinion, that the charges of cruel and tyrannical conduct to George Spain have not been proved against Lieutenant John Mc. Arthur Low, but that the information upon which the prosecutor grounded the complaints stated in his letters to the Lords Commissioners of the Admiralty, was totally unfounded; and doth adjudge the said Lieutenant John Mc. Arthur Lowe to be most fully acquitted thereof:

"And the said Lieutenant John Mc. Arthur Low is hereby *fully acquitted* accordingly."

Mr. Low has been thus "fully acquitted," but not without punishment both positive and presumed. To the straitened circumstances of Mr. Low, we are told, that the expense attending the seeking out of witnesses, and bringing them forward, has been nearly ruinous; and the confirmation of rank, in which he acted on board the *Cameleon*, and which, from the memorial he took occasion to present to the court, of a series of services in various parts of the globe, during a course of 18 years, we think he had so much reason to expect, is still but an object of *hope*. This memorial, however, as but a copy of one previously presented to the Lords of the Admiralty, induces us to believe that Mr. Low's hope is not unfounded,



and that, as he has cleared himself from the accusations of mal-conduct, so formally brought against him, he has at the same time removed the only impediment to a due compensation for the numerous services therein contained.

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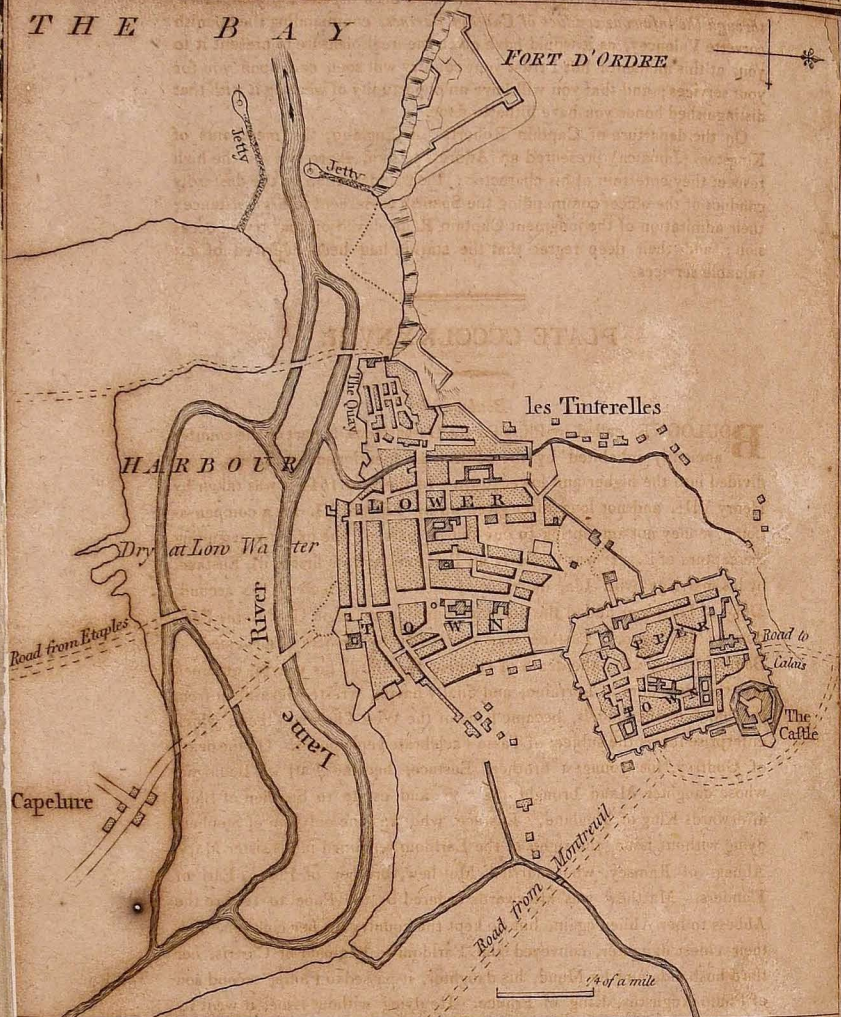
A court martial was held on board his Majesty's ship Salisbury, at Port Royal, on the 21st of February, and continued by adjournment (Sundays excepted) during eighteen days, to investigate the conduct of Captain Samuel Roberts, C.B. and the officers and crew of his Majesty's ship Tay, for the loss of that ship, off the eastern reef of the Alacranes Isles, in the Gulph of Mexico, on the morning of the 11th of November, 1816, and of several of the crew, for their subsequent ill-conduct; and for striking his Majesty's flag, which had been flying on board the wreck, and the surrendering themselves *prisoners of war*, to the commander of the Spanish corvette Valencey, and to try them for the same accordingly; and the court having heard all the evidence, as well as what the prisoners alleged in their defence, and very maturely and deliberately weighed and considered the whole, pronounced—"The Court is of opinion, that the loss of his Majesty's late ship Tay was owing to a strong westerly current, that could not be accounted for, and that every possible precaution appears to have been taken by Captain Roberts, for the safe conducting of his Majesty's late ship Tay; and further, that every exertion was used by the officers in general, but particularly by acting Lieutenant William Henry Gearey, whose prompt and officer-like conduct, as officer of the watch, when the breakers were first discovered, entitles him to the approbation of the Court. The Court is therefore of opinion, that no blame whatever can be attached to Captain Roberts, his officers, and crew, for the loss of his Majesty's said ship Tay: and they are hereby acquitted of all blame accordingly.

"Lastly, the Court taking into its full consideration every circumstance connected with the fact of Captain Roberts's striking his Majesty's flag, and surrendering himself, his officers, and crew, as *prisoners of war*, to the commander of the Spanish corvette, Valencey, and armed schooner Saragozana, is of opinion, that in consequence of the peculiar situation of the ship, her guns being entirely useless, her magazine drowned, the greater part of her crew on shore unarmed, on the island, eleven miles from the wreck, and the treacherous conduct of the Spaniards, in inveigling on board and taking possession of the boats and their crews, all and every means of defence was rendered impracticable; that in this distressed and helpless situation the conduct of the Spaniards became so decidedly *hostile and insulting*, that no other alternative was left for preserving the dignity of his Majesty's flag, but that of striking it, which was accordingly done, with the concurrence of every officer present; and the Court doth fully approve of Captain Roberts's conduct, and doth, therefore, acquit him, the officers, and crew, of all blame; and they are hereby acquitted accordingly."

Captain John Mackellar (second officer in command at Jamaica), President; Captains P. Carteret, J. H. Tait, G. G. Lennox, Houston Stewart, Members. The President, at the close, addressed Captain Roberts,

# BOULOGNE.

Plate CCCLXXXIII.



Boulogne, a strong Sea Port Town of France in the Department of the Pas de Calais, 14 miles S by W from Calais, and 150 North of Paris: Latitude 50 44 North Longitude 1 36 East from London.



saying,—“ I very much regret that you have been *deprived of your sword, through the infamous conduct of Captain Varines*, commanding the Spanish corvette *Valencey*, as it would have given me real pleasure to present it to you, at this moment : but I trust your country will soon call upon you for your services ; and that you will have an opportunity of wearing it with that distinguished honor you have hitherto done.

On the departure of Captain Roberts for England, the merchants of Kingston (Jamaica) presented an Address to him, expressive of the high respect they entertain of his character ; their indignation at the dastardly conduct of the officer commanding the Spanish vessel sent to his assistance ; their admiration of the judgment Captain R. displayed on that trying occasion ; and their deep regret that the station had been deprived of his valuable services.

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PLATE CCCCLXXXVIII.

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*Boulogne.*

**B**OULOGNE, called by Pliny *Portus Gessariacus*, is part of the country anciently inhabited by the *Marini*, as mentioned by *Cæsar*. It is divided into the higher and lower town. In the year 1544 it was taken by Henry VIII. and not long after given up by Edward VI. for a compensation in money not amounting to one-fourth part of the expense attending the capture of it. It was formerly an Earldom, and its first Earl, Eustace, by his marriage with *Ida*, daughter of *Godfrey* or *Geofrey* the second, Duke of *Lorraine*, added the duchy of *Bouillon* in *Belgic Gaul* to his Earldom of *Boulogne*. Eustace was succeeded by *Godfrey*, surnamed of *Bouillon*, who, after the death of *Godfrey* the third, his cousin, obtained also the Dukedom of *Lorraine*, and finally having wrested *Jerusalem* from the hands of the *infidels*, became King of the *West Christians* there, which enterprise forms the subject of *Tasso's* celebrated epic poem. On the death of *Godfrey*, his youngest brother, Eustace, became Earl of *Boulogne*, whose daughter *Maud* brought the title and estate to *Stephen* of *Blois*, afterwards King of *England*. Eustace, who was the only son of *Stephen*, dying without issue, the rights of the Earldom remained in his sister *Mary*, Abbess of *Ramsey*, who married *Matthew*, brother of *Philip*, Earl of *Flanders*. *Matthew* was afterwards ordered by the Pope to restore the Abbess to her Abbey again, but he kept the country for her children. *Ida*, their eldest daughter, conveyed the Earldom to *Reginald* of *Castiris*, her third husband, and by *Maud*, his daughter, it passed to *Philip*, second son of *Philip Augustus*, King of *France*. He dying without issue, it went by another *Maud* to *Alfonso* of *Portugal*, who, on succeeding to the crown of that kingdom, sent her back to *Boulogne*. Here the fortunes of the Earldom become somewhat confused ; but in the year 1551, it fell to the De

la Tours of Auvergne, and continued in that family until the year 1477, when Lewis the 11th, of France, purchased it of Bertrand de la Tour, to secure his kingdom against the English, who at that time possessed the adjoining country of Guines. The purchase being made, Lewis, we are told, did homage to the Virgin Mary, in the principal church of Boulogne, called Notre-Dame, bare headed, on his knees, without spurs, or girdle; and offered to her image a massy heart of gold, weighing 2,600 ounces, agreeing thenceforth for him and his successors, that they would hold the Earldom of her only, in perpetual homage, and at the change of every vassal, a golden heart should be presented, of the same weight.

The arms of the ancient Earls of Boulogne were Or, a banner Gules, tuffed Purple; those of De la Tour, a tower embattled, Sable.

The upper town commands a fine view of the country and lower town, and, in clear weather, of the coast of England, from Dover to Folkestone. The upper town is strong both by nature and art, but the lower is only surrounded by a single wall. There is a mole in the harbour, for the safety of ships, and which likewise prevents it from being choaked up. The lower town has three large streets, inhabited principally by merchants, one of which leads to the high town, and the other two run in a line on the side of the river.

The following hydrographical particulars we extract from *Le Petit Neptune* :—

“Two miles S.  $\frac{1}{2}$  E. from Ambletense is Wimereux, where there is a basin capable of containing several sail of vessels; S.S.W.  $2\frac{1}{2}$  miles from Wimereux, and near 3 leagues south from Cape Griznez, is the entrance of Boulogne harbour. Between Ambletense 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 basin, capable of containing several hundred sail of vessels. You may anchor before the harbour at  $\frac{1}{2}$  or  $\frac{3}{4}$  of a mile from the shore, in from 6 to 9 fathoms water.

“The flood-tide runs N. and N.N.E. and a S.S.E. and N.N.W. moon makes high-water in the harbour.”

E. Long.  $1^{\circ} 42'$  N. Lat.  $50^{\circ} 42'$ .



**Letters on Service,**  
*Copied verbatim from the LONDON GAZETTE.*  
 (FROM 1793 to 1798.)

[Continued from page 435.]

ADMIRALTY-OFFICE, FEBRUARY 11, 1794.

ON Sunday the 9th instant, a letter was received from Commodore Ford, commander in-chief of his Majesty's ships at Jamaica, addressed to Mr. Stephens, dated the 7th of December, 1793, of which the following is an extract, with copy of the letter to which it refers:—

I request you will be pleased to inform the Lords Commissioners of the Admiralty, that, since my letter of the 24th of November last, by the Antelope packet, nothing material has happened to the squadron under my command, except the capture of the Inconstant French frigate, by the Penelope and Iphigenia, the particulars whereof are stated in Captain Rowley's letter to me herein enclosed; and to which I shall add (in justice to the commendable zeal, activity, and enterprize of those officers on all occasions, the high condition and discipline of their ships), that, in my opinion, either of them alone would have accomplished what fell to their united efforts.

SIR,

*Penelope, Port-Royal Harbour, Jamaica, Nov. 30, 1793.*

I beg leave to acquaint you, that I sailed from Mole St. Nicholas on the 20th instant, having received intelligence that the Inconstant frigate was expected to leave Port au Prince to convoy a large armed merchantman. On the day following I fell in with his Majesty's ship Iphigenia, Captain Sinclair, to whom I gave orders to keep company, and was proceeding to Port au Prince, when I was informed from Leoganne that the Inconstant had sailed with two small vessels for Petit Trou, but was daily expected back.

I immediately made sail, with intention of trying to take or destroy her in the harbour; but on the night of the 25th we had the good fortune to fall in with her, and, after exchanging a few broadsides, she struck her colours to the frigates.

The Penelope had one man killed, and seven wounded; amongst the latter is Mr. John Allen, midshipman. The Inconstant had six killed, amongst whom was the first lieutenant; and the captain and twenty wounded; three of whom are since dead.

From the gallant behaviour of Lieutenant Malcolm, the officers, and ship's company, I have every reason to flatter myself, that had either of his Majesty's frigates been single, they would have been equally fortunate in capturing her.

I beg leave to add, that Captain Sinclair's very favorable report of the conduct of his officers and ship's company, is such as does them the greatest honor.

I remain, Sir, &c.

*John Ford, Esq. Commodore, and  
 Commander-in-Chief, &c. &c. &c.*

*B. S. Rowley.*

FEBRUARY 18.

A letter, of which the following is a copy, from the Right Hon. Lord Hood, vice-admiral of the red, and commander-in-chief of his Majesty's ships in the Mediterranean, was this day received at this office :

SIR,

*Victory, Hieries-Bay, Jan. 22, 1794.*

I herewith have the honor to transmit you, for the information of the Lords Commissioners of the Admiralty, a narrative of the fortunate preservation of his Majesty's ship *Juno*, owing to the great presence of mind and zealous exertion of Captain Hood, his officers and ship's company.

I am, Sir, &amp;c.

*Philip Stephens, Esq.**Hood*

MY LORD,

*Juno, in Hieries Bay, 13th January, 1794.*

I beg leave to enclose your Lordship a narrative of the fortunate escape of his Majesty's ship *Juno*, under my command, from the port of Toulon, after having run ashore in the inner harbour on the night of the 11th inst.

The firm, steady, and quiet manner my orders were carried into execution by Lieutenant Turner, supported by the able assistance of Lieutenants Mason and Webby in their respective stations ; the attention of Mr. Kidd, the master, to the steerage, &c. with the very good conduct of every officer and man, were the means of the ship's preservation from the enemy, and for which I must request permission to give them my strongest recommendation.

I have the honor to be, &amp;c.



To the Right Hon. Lord Hood, Commander-in-chief, &c. &c. &c.

On the 3d instant I left the island of Malta, having on board 150 supernumeraries, 46 of whom are the officers and private marines of his Majesty's ship *Romney*, the remainder Maltese, intended for the fleet. On the night of the 7th passed the S.W. point of Sardinia, and steered a course for Toulon. On the 9th, about eleven A.M. made Cape Sicie, but found a current had set us some leagues to the westward of our expectation : hauled our wind ; but it blowing hard from the eastward, with a strong lee current, we could but just fetch to the westward of the above Cape. The wind and current continuing, we could not, till the evening of the 11th, get as far to windward as Cape Sepet : having that evening, a little before ten o'clock, found the ship would be able to fetch into Toulon if I wished it, I did not like to wait till morning, as we had been thrown to leeward, and having so many men on board, I thought it my indispensable duty to get in as fast as possible. At ten I ordered the hands to be turned up to bring the ship to anchor, being then a-breast of Cape Sepet, entering the outer harbour. Not having a pilot on board, or any person acquainted with the port, I placed two midshipmen to look out with night glasses for the fleet ; but not discovering any ships until we got near the entrance of the inner harbour, I supposed they had moored up there in the eastern gale ; at the same time seeing one vessel, with several other lights, which I imagined to be the fleet's, I entered the inner harbour under the topsails only ; but finding I could not weather a brig, which lay a little way above the point



called the *Grand Tour*, I ordered the foresail and driver to be set, to be ready to tack when we were the other side the brig. Soon after the brig hailed us, but I could not make out in what language: I supposed they wanted to know what ship it was, I told them it was an English frigate called the *Juno*. They answered *Viva*; and after asking in English and French for some time, what brig she was, and where the British admiral lay, they appeared not to understand me, but called out, as we passed under their stern, *Luff!* which made me suppose there was shoal water near: the helm was instantly put a-lee, but we found the ship was on shore before she got head to wind. There being very little wind, and perfectly smooth, I ordered the sails to be clewed up and handed: at this time a boat went from the brig towards the town. Before the people were all off the yards, we found the ship went a-stern very fast by a flaw of wind that came down the harbour: we hoisted the driver and mizen-stay-sail, keeping the sheets to-windward to give her stern-way as long as possible, that she might get further from the shoal. The instant she lost her way we let go the best bower anchor, when she tended head to wind, the after part of the keel was a-ground, and we could not move the rudder. I ordered the launch and cutter to be hoisted out, and to put the ketch anchor, with two hawsers in them, to warp the ship further off. By the time the boats were out, a boat came alongside, after having been hailed, and we thought answered as if an officer had been in her; the people were all anxious to get out of her, two of which appeared to be the officers: one of them said he came to inform me it was the regulation of the port, and the commanding officer's orders, that I must go into another branch of the harbour to perform ten days' quarantine. I kept asking him where Lord Hood's ship lay; but his not giving me any satisfactory answer, and one of the midshipmen having, at the same instant, said "they were national cockades;" I looked at one of their hats more stedfastly, and, by the moonlight, clearly distinguished the three colours. Perceiving they were suspected, and on my questioning them again about Lord Hood, one of them replied, "*Soyez tranquille, les Anglois sont de braves Gens, nous les traitons bien; l'Admiral Anglois est sorti il y a quelque Temps.*" It may be more easily conceived than any words can express, what I felt at the moment. The circumstance of our situation, of course, was known throughout the ship in an instant; and saying we were all prisoners, the officers soon got near me to know our situation. At the same time a flaw of wind coming down the harbour, Lieutenant Webley, the third lieutenant of the ship, said to me, "I believe, Sir, we shall be able to fetch out, if we can get her under sail." I immediately perceived we should have a chance of saving the ship; at least, if we did not, we ought not to lose his Majesty's ship without some contention. I ordered every person to their respective stations, and the Frenchmen to be sent below. They perceiving some bustle, two or three of them began to draw their sabres; on which I ordered some of the marines to take the half pikes and force them below, which was soon done: I then ordered all the Maltese between decks, that we might not have confusion with too many men. I believe, in an instant, such a change in people was never seen; every officer and man was at his duty; and I do believe, within three minutes, every sail in the ship was set, and the yards braced ready for casting. The steady and active assistance of Lieutenant Turner, and all the officers, prevented any confusion from arising in our critical situation. As soon as the cable was torn, I ordered it to be cut, and had the good fortune to see the ship start from the shore; the head sails were filled: a favorable flaw of wind coming at the same time, got good way on her, and we had then every prospect of getting out, if the forts did not disable us. To prevent our being retarded by the boats, I ordered them to be cut a-drift, as also the French boat. The moment the

brig saw us begin to loose sails, we could plainly perceive she was getting her guns ready, and we also saw lights on all the batteries. When we had shot far enough for the brig's guns to bear on us, which was not more than three ships' lengths, she began to fire, also a fort a little on the starboard bow, and soon after all of them, on both sides, as they could bring their guns to bear. As soon as the sails were well brimmed, I beat to quarters, to get our guns ready, but not with an intention of firing till we were sure of getting out. When we got a-breast of the centre part of the land of Cape Sepet, I was afraid we should have been obliged to make a tack; but as we drew near the shore, and were ready, she came up two points, and just weathered the Cape. As we passed very close along that shore, the batteries kept up as brisk a fire as the wetness of the weather would admit. When I could afford to keep the ship a little from the wind, I ordered some guns to be fired at a battery that had just opened a-breast of us, which quieted them a little. We then stopped firing till we could keep her away, with the wind a-bast the beam, when, for a few minutes, we kept up a very brisk fire on the last battery we had to pass, and which I believe must otherwise have done us great damage. At half-past twelve, being out of reach of their shot, the firing ceased. Fortunately we had no person hurt. Some shot passed through the sails, part of the standing and running rigging shot away, and two French thirty-six-pound shot, that struck the hull, was all the damage we received.

*Sam. Hood.*

WHITEHALL, MARCH 11, 1794.

It appears, by despatches which were received yesterday by the Right Honorable Henry Dundas, his Majesty's principal secretary of state for the home department, from Vice-admiral Lord Hood, and Lieutenant-general David Dundas, dated St. Fiorenzo, in the island of Corsica, the 21st and 22d of February, 1794, that the tower and garrison of Mortella surrendered on the 10th of that month; that the strong redoubt and batteries of the convention were taken by storm on the 17th, after a severe cannonading of two days; that, the same night, the enemy abandoned the tower of Forneli, and two considerable sea batteries dependent upon it; that, on the 19th, they retreated from St. Fiorenzo to Bastia; that, previous to their retreat, one of their frigates was sunk, and another burnt in the Gulph; and that the town, forts, and port were taken possession of the same day by his Majesty's land and sea forces.

The loss of the British consists of thirteen killed, and thirty-nine wounded, besides six sailors of the Fortitude killed, and fifty-six wounded, from the fire of the Fort of Mortella.

WHITEHALL, MARCH 11, 1794.

Despatches, of which the following are copies, were yesterday received at the office of the Right Hon. Henry Dundas, his Majesty's principal secretary of state for the home department, from Vice-admiral Lord Hood, and Lieutenant-general David Dundas:

SIR,

*Victory, St. Fiorenzo, Feb. 22, 1794.*

Having received repeated information how much the French were straitened for provisions in Corsica, I had, for a considerable time past, kept ships constantly cruising between Cape Corse and Calvi; and, after my leaving the road of Toulon, I judged it more necessary to prevent succours being thrown in as much as possible, my mind being impressed with



the importance the island must be of to the French, in the state the ships and arsenal of Toulon were, and that it was very much so to Great Britain, as it contained several ports, and that of St. Fiorenzo a very good one, for the reception of his Majesty's fleet in this part of the Mediterranean. I therefore determined to make an attempt to drive the French out of it so soon as I could get a sufficient supply of provisions and wine, being in daily expectation of the former from Gibraltar, and the latter from Port Mahon and Alicante; and in the mean time I signified to General Dundas my intention of sending Lieutenant-colonel Moore and Major Koehler to Corsica, and requested he would give them proper instructions for informing themselves of General Paoli's real situation, and that of the French; and after they had been there a week, I received, in the afternoon of the 23d of last month, a very encouraging report, and at the same time certain information that the French had actually embarked at Nice 8,000 troops, which were, at all risk, to push for the island, under convoy of two frigates, a corvette, zebeck, and other armed vessels. That same evening I detached three more frigates to the senior officer, the more effectually to line the coast, and to guard Bastia also; at the same time I ordered the Ardent and a sloop off Villa Franca, and, in case he found the French frigates there, Captain Sutton was directed to call to him the Diadem and other cruisers from before Genoa, and cruise from Villa Franca to Antibes; but if he found the French frigates sailed, he was to proceed and join me off St. Fiorenzo, as I intended to put to sea the next morning. I could not, however, get away until the afternoon for want of wind. At four o'clock I weighed anchor, accompanied by 60 sail of ships and vessels, including army victuallers, horse transports, and others, having 1,800 unfortunate Toulonese on board, and the Victory and Princess Royal had 400 more. I gave the convoy in charge of the Gorgon, with three gun-boats to bring up the rear. Just at sun-set next evening, I was within three miles of Isle Rousse, where Lieutenant-colonel Moore was waiting, but having no frigate or cutter with me, I was unable to send for him; but observing the Juno at some little distance, I made her captain's signal, and directed him to stand in and fetch the Colonel off in the night, which he fortunately effected. Towards daylight it blew very strong, and before ten o'clock quite a storm, which made it prudent for me to bear up for Porto Ferrara, which I had a fair prospect of getting to before night; but in the afternoon, when we were within five leagues of Elba, the weather was so extremely thick, that the pilot declined the charge of the ship; consequently I was driven to leeward of the island, where I passed three very disagreeable nights, having had two main-top-sails blown to rags, and the topsail yard rendered totally unserviceable. However, we got safe to Porto Ferrara on the 29th; and having got all the ships set to rights, and sent for bread and wine from Leghorn, I put to sea again on the 6th instant: Commodore Linzee, with most of the transports, got out the evening before. On the 7th the Commodore, having the direction of disembarking the troops at the time and in the manner Lieutenant-general Dundas should desire, anchored in a bay to the westward of Mortella Point, with the several ships and transports under his command. The troops were mostly landed that evening, and possession taken of a height which overlooks the tower of Mortella. The next day the general and commodore being of opinion that it was advisable to attack the tower from the bay, the Fortitude and Juno were ordered against it, without making the least impression by a continued cannonade of two hours and a half; and the former ship being very much damaged by red-hot shot, both hauled off. The walls of the tower were of a prodigious thickness, and the parapet, where there were two 18-pounders, was lined with bass junk five feet from the walls, and filled up with sand; and although it was cannonaded from the height for two days,

within 150 yards, and appeared in a very shattered state, the enemy still held out; but a few hot shot setting fire to the bass, made them call for quarters. The number of men in the tower were thirty-three; only two were wounded, and those mortally.

On the 11th I was again forced from the gulph by a strong westerly gale, and took shelter under Cape Corse; and upon the wind abating, it fell at once calm, which prevented my return off St. Fiorenzo until the morning of the 17th. At nine that evening the enemy's works were stormed and taken, with inconsiderable loss on the part of his Majesty, but the French suffered much; and on the 19th, in the evening, the empty town of Fiorenzo was taken possession of, the whole of the garrison having gone off towards Bastia in the two preceding days. I herewith transmit you the copy of a letter from Commodore Linzee to me, and one from Captain Young to him, with the state of his Majesty's ship *Fortitude* under his command, and an account of the killed and wounded.

The cool and intrepid conduct of Captain Young cannot be too much admired, or that of Captain Woodley, of the *Alcide*, who, from having a correct knowledge of the bay, nobly offered his services to place the *Fortitude*, which he did with the greatest judgment. And the handsome testimony Captain Young bears of it, makes it unnecessary for me to say a word in his praise; but I felt it very much my duty to write Commodore Linzee the letter I also herewith transmit a copy of, as well as copies of letters the commodore and I have been honored with from Lieutenant general Dundas, which will shew that exertions were not wanting in the officers and seamen of his Majesty's navy.

I should be wanting in gratitude as well as justice to Lieutenant-colonel Moore and Major Koehler, was I to omit acquainting you how much I feel myself indebted for their very great zeal and exertion in informing themselves of the state of the country in the neighbourhood of Fornelli, and cannot help attributing much to both for our success. With respect to their conduct in the field, I leave Lieutenant-general Dundas to speak of it; but I understand it has been highly meritorious, as has that of the whole of the troops. Captain Woodley will be the bearer of this letter, to whom I beg to refer you for such particulars as you wish to be informed of, as he is perfectly well acquainted with every transaction, from the landing of the troops to this hour.

I have the honor to be, &c.

*The Right Hon. Henry Dundas.*

*Hood.*

*Alcide, in the Bay to the Westward of Mortella,  
February 9, 1794.*

MY LORD,

I have the honor to inform your Lordship, that it being the opinion of Lieutenant-general Dundas, as well as my own, that an attack both by sea and land should be made as speedily as possible on the tower of Mortella, in order to secure the anchorage in that bay for his Majesty's ships, and to have easy communication with the troops on shore, I immediately directed his Majesty's ships *Fortitude* and *Juno* for that service. The land-wind in the morning was too faint for them to weigh; at 1 o'clock P.M. the sea-breeze came in, and they immediately got under sail, and both ships, with the assistance of Captain Woodley, who, with great zeal and activity, voluntarily undertook to assist Captain Young in placing the ships against the tower, he having a very good knowledge of the bay, and which he executed with great skill and judgment, when a very severe and well-directed fire was kept up by both ships for two hours and a half. Captain Young, whose cool, steady, and gallant conduct was very conspicuous, deserves the highest encomiums, as by his exertion the flames, which at



several times broke out by the red-hot shot lodged in the ship's side, were extinguished, which would otherwise have inevitably destroyed her: his officers and ship's company have their share of merit on the occasion.

Captain Hood, of the *Juno*, who fortunately received no damage, did every thing that his situation could admit of, and conducted himself like an experienced and good officer.

I herewith transmit, for your Lordship's information, Captain Young's report of the damages sustained on board the *Fortitude*; also the report of the carpenters who have been ordered to survey her.

I have the honor to be, &c.

Right Hon. Lord Hood.

Robert Linzee.

[To be continued.]

## NAVAL HISTORY OF THE PRESENT YEAR 1817.

(May—June.)

### RETROSPECTIVE AND MISCELLANEOUS.

BY accounts from the neighbourhood of Algier, the industry of a twelvemonth will place nearly in *statu quo* the Algerine power of annoying the commerce of unoffending nations—and as we are convinced that their *inclination* has never been subdued, we may expect soon to see the Algerines following the example of the Tunisians, in the capture of European persons and property, according to their own ideas of justice, or the *Law of their own Nations*. The following extract, dated Gibraltar, March 31, says—"By recent advices from Algier, it would appear that the fortifications of that place had been completely repaired, and that the government was turning its views to a navy, which it was extremely anxious about, and entertained hopes of its speedy re-establishment; when it is feared that they will fall on some of the most defenceless Christian States." What may be their course of selection, will be seen—they will be fools indeed to begin with British vessels, when they may obtain their purpose at less risk: our trade may be for some time spared, but the treaty will be broken by the first vessel they capture belonging to a nation with whom they are not at war. They can, however, at any time declare themselves in such a state—it is but "the word and the blow," and their principles are squared, and their treaty inviolate.

The release of so many fellow creatures from a state of the most wretched slavery, and the glory resulting to the country from the brave conduct of our countrymen in their late attack, we think a full compensation for the expense attending it. But the "Abolition of Christian Slavery for ever," will be found mere words—the system of piracy will revive with their strength—and nothing but a system of opposition acting at all times against it, can prevent its wretched consequences, in the loss of liberty and property to unoffending Christian adventurers. In stipulating for the "Abolition of Christian Slavery for ever," we stipulated generally; but we do

not undertake to compel the maintenance of the compact to the same extent. In respect to the recent instance of capture, we extract the following paragraph from the *Plymouth Telegraph*—"The owners of the Ham-burgh ship *Ocean*, have presented Captain Smith, and the other officers and crew of the *Alert*, with the sum of 1,000*l.* for rescuing that vessel from the two Tunisian cruisers. The Tunisian corsairs have all been conducted out of the Channel, attended by our cruisers. The Tunisians are informed that the British government will not permit any pirates to make captures in the Channel, or within sight of the British shores. *Farther our government cannot go.*" And in all reason it is far enough to go alone; but were all the other European powers to contribute toward a general system of defence, Britain would surely not confine her opposition to piracy within the limits of her own shores.

Trade begins to revive between this country and America; an account from Liverpool, dated June 19, says:—"We have had numerous arrivals of vessels from the United States this day, and most of them with full cargoes of flour. There are a great number of vessels now ready to sail to all parts of the United States."

Government has received official intelligence of the insurrection in the Brazils, in which the Revolution is described to be complete at Pernambuco. Fears are likewise entertained for the provinces of Bahia, Marchoa, and Sergippe. A priest and six other persons sent to Bahia from Pernambuco, with proclamations, &c. had been seized in the harbour, brought to trial, and there is little doubt of their execution as rebels.—The Portuguese Consul General at Paris has given notice, that the Governors of Portugal have ordered the blockade of Pernambuco.

Letters from Bahia of the 17th April, state, that towards the beginning of that month two armed ships, the *Carrasco* and *Mercurio* sailed to blockade Pernambuco. Previously to their arrival, the Insurgents had succeeded in taking the garrison and a number of convicts, to the amount of 400, from off the island of Fernando Noronha.

The independence of our European dependency—the Ionian Isles, has just been acknowledged by the Ottoman Porte; and in return, it is said, we surrender to the Porte the town of Parga, on the continent of Greece.

The anti-commercial system lately practised in this country, as was expected, has only increased the difficulties of the Swedish Government, by encouraging smugglers, who import articles of luxury, and carry away ready money in return, instead of home produce. The Swedish commerce has lost its credit, and the prohibitory system must soon be annulled.

Letters received at Madras from Bombay mention, that the pirates had again become formidable; that four vessels had been cut off, and cargoes of the value of 18 lacs of rupees are said to have been captured. A Company's cruiser has been despatched, and the Admiral intends to proceed to Bombay to destroy the haunts of these depredators. The *Iphigenia* sailed for Bombay the 16th of January; the *Towey* had arrived there on the 20th.

The Pernambuco Revolution has given rise to great commercial speculations in the United States.—Several pilot boats were preparing to sail, with arms, stores, provisions, &c.



## A METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From May the 24th, to June the 24th, 1817.

| 1817.  | Wind.            | BAROMETER. |       |        | THERMOMETER. |      |       | Evap. Rain |        |
|--------|------------------|------------|-------|--------|--------------|------|-------|------------|--------|
|        |                  | Max.       | Min.  | Mean.  | Max.         | Min. | Mean. | in in.     | in in. |
|        |                  | In.        | In.   | In.    | °            | °    | °     | cc.        | cc.    |
| May 25 | N.E. to S.E.     | 29.41      | 29.31 | 29.360 | 60           | 48   | 55    | —          | .22    |
| 26     | S.E.             | 29.38      | 29.22 | 29.300 | 63           | 47   | 57    | —          | .03    |
| 27     | S.E. to S.       | 29.70      | 29.51 | 29.605 | 66           | 52   | 59    | —          | .04    |
| 28     | S. to N.         | 29.81      | 29.78 | 29.795 | 70           | 47   | 58.5  | .20        | .02    |
| 29     | N.N.W. to N.     | 29.84      | 29.79 | 29.815 | 52           | 44   | 48    | —          | .11    |
| 30     | N.               | 30.06      | 30.00 | 30.030 | 61           | 39   | 50    | —          | —      |
| 31     | N.N.W. to S.S.W. | 30.05      | 29.95 | 30.000 | 61           | 43   | 52    | .30        | —      |
| June 1 | W. to S.W.       | 29.93      | 29.91 | 29.920 | 62           | 43   | 52.5  | —          | —      |
| 2      | S.W.             | 29.93      | 29.84 | 29.885 | 64           | 47   | 55.5  | —          | .03    |
| 3      | S.W. to S.       | 29.88      | 29.83 | 29.855 | 67           | 53   | 60    | .20        | .12    |
| 4      | S.W. to W.       | 30.11      | 29.71 | 29.910 | 64           | 47   | 55.5  | —          | —      |
| 5      | S.W.             | 30.28      | 30.22 | 30.250 | 66           | 54   | 60    | —          | —      |
| 6      | S.W.             | 30.18      | 30.17 | 30.175 | 71           | 53   | 62    | .50        | .02    |
| 7      | S. to W.         | 30.10      | 29.94 | 30.020 | 71           | 53   | 62    | —          | —      |
| 8      | W. to S.W.       | 30.01      | 29.88 | 29.945 | 66           | 52   | 59    | —          | .21    |
| 9      | S.W.             | 30.01      | 29.96 | 29.985 | 60           | 52   | 56    | .50        | .42    |
| 10     | W. to W.N.W.     | 30.13      | 29.92 | 30.025 | 71           | 47   | 59    | —          | —      |
| 11     | W. to S.W.       | 30.22      | 30.13 | 30.175 | 72           | 52   | 62    | —          | —      |
| 12     | S.W.             | 29.94      | 29.92 | 29.980 | 65           | 51   | 58    | .25        | .17    |
| 13     | S.E. to S.W.     | 29.69      | 29.39 | 29.540 | 61           | 51   | 56    | —          | .52    |
| 14     | W.S.W. to W.b.N. | 29.98      | 29.66 | 29.820 | 65           | 45   | 55    | —          | .16    |
| 15     | N.W. to S.S.E.   | 30.43      | 30.28 | 30.335 | 69           | 50   | 59.5  | .30        | —      |
| 16     | S.E. to S.       | 30.48      | 30.40 | 30.440 | 66           | 51   | 58.5  | —          | —      |
| 17     | S.E. to E.       | 30.25      | 30.02 | 30.135 | 68           | 60   | 64    | —          | —      |
| 18     | E.b.S. to S.E.   | 29.83      | 29.80 | 29.815 | 73           | 58   | 68    | 1          | —      |
| 19     | S.S.E. to W.     | 29.92      | 29.88 | 29.900 | 79           | 59   | 69    | —          | —      |
| 20     | E. to W.         | 29.93      | 29.92 | 29.925 | 79           | 61   | 70    | —          | —      |
| 21     | E. to S.W. & N.  | 30.10      | 29.98 | 30.040 | 86           | 61   | 73.5  | 1          | .04    |
| 22     | W. to N.         | 30.20      | 30.18 | 30.190 | 88           | 64   | 76    | —          | —      |
| 23     | N. to S.         | 30.13      | 30.09 | 30.110 | 88           | 59   | 73.5  | —          | .26    |
| 24     | N.W. to W.       | 30.10      | 30.10 | 30.100 | 80           | 58   | 69    | 1.05       | —      |
|        |                  | 30.48      | 29.22 | 29.946 | 88           | 52   | 60.4  | 5.00       | 2.37   |

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

## RESULTS.

| Inches.                                    |           |       |                        |
|--------------------------------------------|-----------|-------|------------------------|
| BAROMETER                                  | Maximum.. | 30.48 | June 16th, Wind South. |
|                                            | Minimum.. | 29.22 | May 26th, Ditto S.E.   |
| Mean barometrical pressure 29.946          |           |       |                        |
| Greatest variation in 24 hours .59         |           |       |                        |
| Range ..... 1.26                           |           |       |                        |
| Number of Changes..... 15                  |           |       |                        |
| THERMOMETER                                | Maximum.. | 88½°  | June 23d, Ditto South. |
|                                            | Minimum.. | 39    | May 31st, Ditto N.N.W. |
| Mean thermometrical heat... 60.4           |           |       |                        |
| Greatest variation in 12 hours 29          |           |       |                        |
| Range..... 49½                             |           |       |                        |
| Evaporation during the period 5.50 Inches. |           |       |                        |
| Rain and hail, ditto 2.37 Do.              |           |       |                        |

WINDS for the first and last part of the period, variable; but from the 1st to the 14th of June, Westerly.

## REMARKS ON THE WEATHER.

MAY 25. Overcast and rain, with a strong breeze, and a sinking barometer till noon: P.M. sunshine, with *cirrus*, and *cirrostratus* in the S.E. and *cumuli* in the N. followed by rain.

26. Light showers and a high wind: P.M. fine, with *cirrocumulus* and other modifications of clouds.

27. Frequent showers till 9 A.M.: fine and serene the remainder of the day and night.

28. Overcast with *cumulostratus*, and calm all day, with an increased temperature: at 10 P.M. light rain.

29. Overcast and rain at intervals, with a breeze from the N.

30. Overcast and a strong breeze from the N.: P.M. sunshine at intervals, and undulated *cirrostratus*: a fine moon-light night.

31. *Cirrocumuli* and light airs, which at 10 A.M. gave place to *cirrostratus*: P.M. *cumuli*, and opposite currents of winds: the night as the preceding.

JUNE 1. Overcast early and calm, the eastern sky very turbid: at 10 A.M. lofty *cumuli* in the N.: P.M. dense *cirrostratus*.

2. Fine, with various modifications of clouds: at 9 A.M. ramified *cirrus* from the S.W., and at 12, *cirrocumulus*, which by 3 P.M. descended to undulated *cirrostratus*, followed by rain.

3. A.M. attenuated *cirrostratus* below linear *cirrus*: P.M. *nimbi*, with rain, and a tempestuous night.

4. The gale from the S.W. continued with little intermission till 4 P.M., yet the day was fine: at 6, *cirrus* passing to light *floculi*, and *cirrostratus* beneath: at 9, a corona round the planet Jupiter.

5. At 7 A.M. fine *vesiculæ* of a thin vapour, or haze in the upper medium, which produced a solar halo  $44^{\circ}$  in diameter, and a corona within it, surrounding the Sun till half past 9 o'clock: of this phenomenon three prismatic colours; viz. blue, light red, and pale yellow, were tolerably bright, and the atmosphere, from the inner edge of the halo to the corona, appeared several shades darker, and much denser than that without: overcast with attenuated *cirrostratus* till 1 P.M.: a fine calm day, and many bats and cockchafers out in the evening.

6. Overcast till 1 P.M. when the low *cirrostratus* blew off; two semi-circular parts of a solar halo, one towards the north, the other to the south, were now seen formed on a lofty *cirrus*, but they gradually disappeared as this modification moved to the eastward; and the eastern side of this cloud, on its moving out of the vicinity of the Sun, descended rapidly in wide streaks, one of them forming a figure of eight: the remainder of the day fine; drizzling rain in the evening.

7. *Cirrostratus* sweeping the ground till 10 A.M., and *cirrocumuli* from 11 till sun-set, when the sky suddenly became overcast, and there was some distant thunder.

8. Light showers early, with sun-shine at intervals: P.M. *cirrostrati* and *cumuli*, followed by *nimbi* and showers.

9. Rain and a high wind, with frequent squalls.

10. Overcast and rain till 9 A.M.; afterwards fine, with cloud-capped clouds, and *cirrus*: a clear sky after sun-set.

11. Clear till 7 A.M., when a light veil of *cirrostratus* overspread the sky: at 10, a well-formed solar halo,  $44^{\circ}$  in diameter, which was effaced by a lofty *cirrocumulus* from the S.W.; this cloud, however, was itself beautifully tinged with several prismatic colours, about  $10^{\circ}$  or  $11^{\circ}$  each way from the centre of the Sun: at 11, lofty *cumuli* in the north: a fine day, and a cloudy night.



12. A.M. overcast and rain : at 3 P.M. a solar halo,  $47^{\circ}$  in diameter : at 4, a rapid descent of vesicular vapour, which by 5 passed to a dense veil of *cirrostratus* : at 6, distant *cumuli* in the N.W., and light rain.

13. A.M. as the preceding, and a sinking barometer : at 2 P.M. *nimbi*, with driving rain : at 4, fine, with *cirrus* and *cumulostratus*, followed by a cloudy and squally night.

14. Sunshine and *cirrostrati* in patches, with other modifications, and a continuation of the gale : P.M. a succession of large crowned *nimbi*, with short but heavy showers till 3, when the gale suddenly died away : a clear starlight night. This may be denominated a wet moon ; there having been 4.51 inches of rain fallen during her lunation.

15. Linear *cirri*, *cirrostrati* and *cumuli*, in all quarters, with light airs from the N.W. and a rising barometer : *cumulostratus* at night.

16. A.M. as the preceding : from 11 — till 5 P.M. a clear sky, then a veil, of *cirrus* from the west—this modification dispersed slowly to the eastward, and the streaks that remained in the western sky near the crescent of the new Moon, passed through a lake and rose-colour after sun-set.

17. Much dew this morning : an azure sky and a gentle breeze from the east till sun-set, when *cirrostratus*, rose from that quarter.

18 and 19. Fine and calm, with *cirrus*, *cirrocumulus* &c.

20. A transparent atmosphere, and a brisk wind all day : white and red lightning in the east and south, and distant thunder from 9 till midnight : and several small meteors descended from the upper medium.

21. A shower at 6 A.M. : at 11, a great evaporation from the mud and water in the Harbour, which, in its ascent, transformed into hemispherical piles of *cumuli* in the north : P.M. the sky overcast with *cumulostratus*, and a few flashes of red lightning in the N.W. at 9 o'clock.

22. Clear in the zenith, and lofty *cumuli* in all quarters, with light airs : at 3 P.M. very hot (see the foregoing Table for the maximum of temperature for the day) : the Sun set fiery red under a large sheet of *cirrostratus* : at 9, a coloured lunar halo about  $5^{\circ}$  in diameter, and a corona within it  $2^{\circ}$  in diameter ; the inner part of the latter was of a deep yellow, encompassed by a red border from 9 till  $\frac{1}{2}$  past 10 o'clock ; at 11, a few flashes of distant lightning.

23. A refreshing breeze from the north : at 11 A.M. the thermometer in the Sun's rays rose to  $124^{\circ}$  : there was no cloud or vapour in the vicinity of the Sun at the time, but *cumuli* in all quarters near the horizon—the heat in the shade increased gradually till 3h. 45m. P.M. when Fahrenheit's and Six's thermometer had risen to  $88\frac{1}{2}^{\circ}$ . A heavy thunder storm came on soon after, and was half an hour passing over us ; 15 minutes of this time produced a  $\frac{1}{4}$  of an inch of rain, sleet, and hail, some of the hailstones being  $\frac{3}{8}$ ths of an inch in diameter, accompanied with 13 flashes of red lightning ; some of them, of a strong electric smell, did some little damage to glass and chimnies in the neighbourhood ; and while the thunder was in the zenith, it sensibly shook the ground : at the close of the storm, the thermometer had sunk to  $68^{\circ}$  ; but the barometer remained quiescent—the wind suddenly veered to the N.W., followed by a dead calm till 9 : the night turned out fine and clear, and the ground much refreshed. To day the thermometer rose  $10^{\circ}$  higher than on any day last year, and  $6^{\circ}$  higher than the latter part of 1811, when the late brilliant comet was in perigee or nearest to us ; so high a degree of thermometrical heat in June, does not appear in the Meteorological Journals kept in this country since 1807, and has only been registered once since that period ; viz. by Luke Howard, Esq. of Tottenham, in the annals of philosophy for July, 1814.

24. A transparent atmosphere, and *cumuli* in the north horizon : a fine sun-set, followed by a large sheet of *cirrostratus*, and much dew in

COMPARISON of the MEAN TEMPERATURE of the Atmosphere for the first Six Months in 1816, and the same in 1817, to this Day.

| 1816.       | SIX'S THERMOMETER. |      |        | 1817.       | SIX'S THERMOMETER. |      |        |
|-------------|--------------------|------|--------|-------------|--------------------|------|--------|
|             | Max.               | Min. | Med.   |             | Max.               | Min. | Med.   |
| January ..  | 51°                | 22°  | 34·81° | January ..  | 57°                | 21°  | 43·11° |
| February .. | 54                 | 08   | 32·07  | February .. | 57                 | 33   | 46·25  |
| March ....  | 53                 | 27   | 37·95  | March ....  | 62                 | 24   | 44·48  |
| April ....  | 72                 | 28   | 45·22  | April ....  | 66                 | 27   | 47·30  |
| May ....    | 74                 | 30   | 51·63  | May ....    | 70                 | 35   | 52·30  |
| June ....   | 78                 | 38   | 57·50  | June ....   | 88½                | 39   | 60·42  |
|             |                    |      | 43·50  |             |                    |      | 48·97  |

By which it appears, that the mean Temperature is 5·77° in favour of this half-year. How wonderfully this difference has contributed to fructification—and how pleasing the prospect of an early and abundant harvest, compared to that of the preceding half-year.

N.B. For the definitions of the different modifications of clouds, see our Number for February, p. 174.

ERRATA. In page 439, line 29, of our last Number, for *shoots*, read *sheets*; and, in the subsequent line, for *floculi*, read *flecculi*.

### Promotions and Appointments.

#### Admirals and Captains appointed.

Captain John McKellar, to the Pique frigate, *vice* Tait, invalided; Captain H. Stewart, to the Salisbury.

Vice-admiral Pickmore has hoisted his flag on board the *Sir Francis Drake*, Captain Bowker, as commander-in-chief on the Newfoundland station.

#### Lieutenants, &c. appointed.

J. P. D. Larcorn, to the Albion; R. Tickell, to the Childers; J. Radcliffe, to the Euphrates; R. Taite, to the *Tayus*; W. R. Hughes, to the Severn; R. P. Littlewort, to the Tigris; J. Magnard, to the Severn; G. Pierce, to the Tonnant; Lieutenant Barton, to command the Rifleman.

Mr. G. Fairfowl, R. N. to be surgeon of the Ocean, convict ship.

Mr. Paine, to be purser of the Active.

Mr. J. Wilson, to be master of the Picton schooner.

Mr. T. Wilson, to be assistant-surgeon of the Hyæna store-ship.

J. Richards, to be purser of the Ganymede.

Lieutenant James Fynmore, of the royal marines, to the Rochfort.

Dr. Hannah to be surgeon of the naval hospital at Trincomalee.

Rev. E. Holliday to be chaplain of Plymouth Hospital.

Rev. J. Morgan to be chaplain at Haslar.

Rev. J. Cole to be 1st chaplain of Greenwich Hospital, *vice* Cooke, resigned.

#### BIRTH.

Lately, the Lady of Captain Alexander Becher, R.N. of a son.

#### DEATHS.

May 21st, at Caen, Normandy, Sir J. Coghill, Bart. brother of Captain J. Craner, R.N. who succeeds him in his title and estates.

June 1st, at Bishop's Waltham, John Penny, Esq. formerly a purser in the royal navy, and many years agent to prisoners of war on parole at Bishop's Waltham.

June 2d, Miss Taylor, daughter of Captain Taylor, R.N. aged 24 years.

June 14th, at Colchester, Lieutenant R. Nicholson, sen. R.N. of Stubbington. Date of commission, Sept. 21, 1810.



# INDEX

TO

## THE THIRTY-SEVENTH VOLUME.

### A.

**A**CT respecting Buonaparte's confinement at St. Helena, 234.

**Actions**: English Fleet with the Spanish Armada, 13. *Alceste*, *Active*, and *Unné*, with three French frigates, 30. Of the Nile, by Admiral Blauquett's Adjutant, 140.

**Admiralty**, Droits of, 133.

**Africano** brig, piracy of the, 104.

**Agnes**, schooner, fatal effects of fumigation on board the, 109.

**Albion**, sloop, loss of the, in the late heavy gales at Plymouth, 139.

*Alceste* frigate, further proceedings of the, at China, 463.

**Algerine Slave**, singular account of one, formerly groom in the service of the Count D'Artois, 26. Return of one to Brighton, 137.

**Algier**, plan of attack on, 409.

**American President's Speech**, 411.

**Assiento Contract**, stipulations of the, 3, (note).

### B.

**BARRETT**, the late Captain JOHN, Memoir of, 177. Born at Drogheda, in Ireland, and placed at an early age under Admiral Caldwell, 178. Promoted to the rank of Lieutenant through the interest of his patron, in the year 1793, and serves with him in the *Cumberland*, of 74 guns, *ib.* Removes with his patron into the *Impregnable*, of 98 guns, 179. Serves in the battle of the 1st of June, *ib.* Sails with Admiral Caldwell to the West Indies, on board the *Majestic*, and joins Sir John Jervis, *ib.* Promoted on this station successively to the ranks of Commander and Post Captain, *ib.* Involved in a series of embarrassments in consequence of his detention of some American and other neutral vessels, *ib.* Marries and adds to his embarrassments by his responsibility to his wife's creditors, *ib.* Arrested and confined in prison, *ib.* Separation from his wife, 180. Released

from his confinement, and appointed to the *Africa*, of 64 guns, *ib.* Sails to the Baltic to superintend the passage of convoys through the Sound, under the orders of Admiral Sir Thomas Bertie, *ib.* Attacked in the Malmuc passage by a number of Danish gun-vessels, *ib.* Appointed in the year 1809 to the *Minotaur*, and stationed in the Gulf of Finland, 181. Shipwrecked in his voyage with a homeward-bound convoy, *ib.* Sinks with his ship, 182.

**Bavonne**, safe anchorage found between that place and Cape Breton, 348.

**Bell**, Captain, his fracas with some Americans at Messina, 27.

**Boulogne**, chart and account of, 505.

**Breaking the line**, instances of, prior to Lord Rodney's action of the 13th April, and to the publication of Mr. Clerk's *System of Naval Tactics*, 50.

**Breakwater** at Plymouth, its great utility evinced in the shelter it afforded to the *Amphitrite* frigate, 25.

**British Consul** at New York, stopped on suspicion of smuggling, 108.

**British Humanity**, 371.

**Buonaparte**, plot for his release from St. Helena discovered, 373. 463.

**Burke**, Captain, his piracy in the brig *Africano*, 104.

### C.

**Campbell**, Captain R. Addendum to our *Biographical Memoir* of, 123.

**Calais**, hydrographical particulars of, 55.

—, recent Shipwreck at, 371.

**Ceylon**, history of by Philaethes, reviewed, 330.

**Chinese Embassy**, account of the, 191. 257. 317.

**China**, decree of the Emperor of, respecting the late Embassy, 347.

**Civita Vecchia**, arrival of the Vatican Pictures and Sculptures at, 28.

**Circular** from the President of the Anti-pirate Institution, at Paris, 110.

**Coghlan**, Daniel, Esq. present to from the Owners of the ship *Aurora*, 137.

# INDEX.

Collingwood, Commodore Thomas, some biographical particulars of, 209, (*note*).  
 Commissioned officers, numerical list of, in the Royal Navy, 192. Daily and yearly half-pay of the, *ib*.  
 Congo and Dorothy, return of the from the coast of Africa, 184.  
 CORRESPONDENCE, 30. 113. 193. 285. 374. 464.  
 Crusoe, Robinson, Academic Edition of, reviewed, 155.  
 Curtis, Sir R. biographical memorandum of, 103.  
 Captains of H. M.'s Fleet, in the year 1747, list of, 203.

## D.

Dallas, Robert Charles, early poetical powers of, 419.  
 Definition of the terms used in our Meteorological Register, 174.  
 Dix Cove, in Africa, longitudes and latitudes of ascertained, 403.  
 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. XIX. Admiral Lord Exmouth's despatch from Algier, *vide* Vol. xxxvi. p. 254. No. XX. Letter from a British Agent at a Sea-port of the Mediterranean, to the Knight-President of the Anti-pirate Institution, 133.  
 Donegal, account of the county of, 216.  
 Downs, facilities for the navigation from the to Ramsgate, 57.  
 Donay, account of the city of, 241.  
 Dreams, remarks on by Wollius, Formay, and others, 157.  
 Droits of Admiralty, official account of the, 133.  
 Dunkirk, plan and description of, 128.  
 Dunn, Robert, Esq. present to from Captain Brace, and the Officers of H. M. S. Virginia, 187.

## E.

Earth, intended survey to ascertain the figure of the, 215.  
 Earthquake in Switzerland, 373.  
 East India Trade should afford a supply of Seamen to the Royal Navy in time of war, 72.  
 Eleonora, loss of the, on the shore of Calais, 371.  
 Embassy to China, account of the, 191. 257. 317.  
 Endymion and President, remarks on the action between the, 193.  
 English Fleet, in the year 1588, numerical list of, 18.

Evils of Impressment, Letters on the, by T. Urquhart, reviewed, 71.  
 Explosion of a Steam Packet, 372.

## F.

Falmouth, its eligibility as a Packet Station considered, 196. 296.  
 Flag Officers, list of in 1773, 45.  
 ————— 1747, 125.  
 Fleet, numerical List of the English, in 1588, 18.  
 Flinders, Captain, his remarks on the variation of the needle, 303.  
 Fort Nieulet, plan and description of, 54.  
 — Scarpe, plan and description of, 240.  
 Fowler, Captain of the Indian brig Matilda, interesting account of the plunder of his vessel, and imminent danger of himself and crew, 22.  
 FREDERICK, the late Admiral THOMAS LENOX, Memoir of, 265. Place of his birth, 266. Enters the naval service under the patronage of Captains Montagu and Sir Peter Parker, *ib*. Commands the Spy sloop, on the Newfoundland station, *ib*. Removed to the Swift sloop, and attached to the fleet of Earl Howe, on the North American station, *ib*. Resumes the command of the Spy sloop on his former station, *ib*. Loses his ship on the Coast of Newfoundland, 267. Acquitted by Court Martial, promoted to post rank, and appointed to the Unicorn, of 20 guns, *ib*. Successful in his captures, *ib*. Removes from the North American station to Jamaica, where he serves under his friend Sir Peter Parker, *ib*. Captured and carried into Martinique, 268. Honorably acquitted by Court Martial, and appointed to the Fairy sloop, of 16 guns, *ib*. Captures the Dunkirk sloop, of 13 guns, the Phoenix, American privateer, and Mercury, American packet, with Henry Laurens, Esq. on board, *ib*. Retires upon half-pay and marries, 269. Appointed to the Diomedé, and ordered to join the fleet under Admiral Digby, on the North American station, *ib*. Sails on a cruise off the Delaware, with the Astrea and Quebec under his orders, *ib*. Captures the South Carolina, *ib*. Particulars relative to the building and freighting that ship, (*note*) *ib*. Returns to England at the peace and retires on half-pay, 272. His correspondence with Sir Charles Frederick, 273. Appointed to command the Romulus, in the Spanish Armament, *ib*. Appointed to the same in the Russian Armament, 275. At the commencement of the



war with France, appointed to the Illustrious, 276. His services off Toulon, *ib.* Extract from a Journal on board the Illustrious, *ib.* (*note.*) Action with the French fleet off Marguerite, 333. Tried by Court Martial for the loss of his ship, 355. His defence, honorable acquittal, and appointment to the Blenheim, *ibid.*—359. Proceedings in the blockade of Toulon, 360. Abandonment of Corsica by the English, *ib.* Action with the Spanish fleet off Cape St. Vincent, 361. His gallant conduct in that action, 362. Statement of the Blenheim's loss and damage in that action, 364. Promoted to the rank of Rear-admiral of the Blue, 366. Returns to England, *ib.* Retires on half-pay, *ib.* His letter to a young officer, *ib.* Hoists his flag on board the Flora, 367. Sails for Lisbon with a convoy, *ib.* Shifts his flag to the Dolphin, *ib.* Attacked with a severe fit of illness, *ib.* Removes his flag into the Blenheim, *ib.* The Blenheim appointed by Earl St. Vincent repeating ship, in the blockade of Cadiz, *ib.* Contributes 100*l.* per annum during the war in aid of its prosecution, 368. Shifts his flag to the Princess Royal, *ib.* Returns to England on account of ill health, *ib.* Strikes his flag in Torbay, and proceeds to London dangerously ill. His death *ib.* Heraldry, 370.

Frio, Cape, description of, 232.

Fumigation, fatal instance of on board the schooner Agnes, 109.

G.

Goa, Inverarity's chart of, and hydrographical remarks on, recommended by the Hydrographer of N. C. 58.

Godoy, the Spanish Minister, answer of, to the French Ambassador's Memorial relative to the victory off St. Vincent, 213.

Gonsalvi, Cardinal, sent by the Pope to hail the arrival at Civita Vecchia, of the Vatican Pictures and Sculptures.

Good Hope, Cape of, an account of, 325.

Gordon, Captain, his gallant conduct in command of the Active, 33.

Gravelines, account of, 55.

Great Harbour, Long Island, description of, 65.

Griffith, Captain Walter, some biographical notices of, 209, (*note.*)

H.

Half-pay, naval, general instructions relative to the receipt of, 126.

Hamoaze, list of the King's shipping in, 8th March, 1817, 185.

Hardinii, the ancient inhabitants of Donegal, 216.

Hastings, account of, and view of the Old Castle and Rope Walk at, 313.

HAWKINS, Admiral Sir JOHN, Portrait and Memoir of, 1. His birth, and early attachment to the sea, 2. His first voyage to the Canary Islands, *ib.* Becomes the first British Slave-trader, *ib.* His commencement of that barbarous traffic in the Solomon, *ib.* His second voyage in that trade, 3. Returns with a rich cargo, and honored with a crest significant of his commerce, *ib.* Ordered by Queen Elizabeth to repair to Rochelle for the relief of the Protestants, *ib.* Sails from Plymouth on a third voyage for Slaves, 4. Account of the disastrous circumstances attending it, *ib.* His return to England, 7. Appointed Treasurer of the Navy, 9. Stabbed by a madman, who mistook him for the Vice-chancellor Hatton, 10. His dispute with the Spanish Admiral in Catwater, on account of the disrespectful conduct of the latter, *ib.* Preparations to oppose the Spanish Armada, in which he is appointed Rear-admiral, 11. An account of that memorable battle, 13. Receives the honor of Knighthood for his gallant conduct in that battle, and sent to oppose the King of Spain in his project of a second invasion, 18. List of the English fleet in 1588, (*note.*) Sails with Sir Francis Drake in an expedition against the Spaniards in South America, 19. Differences between the two Commanders, and consequent disappointment and death of Sir John Hawkins, 20. His character by Dr. Campbell, 21.

Hood, Sir Samuel, fac-simile of his handwriting, 453.

HYDROGRAPHY. Europe. England; Downs, and Ramsgate, 57. Portugal; Azores, *ib.* Asia. Hindoostan; Goa, 58. Murmagoa, 59. America; New Providence, East Florida, Georgia, South Carolina, 60. Bahama Salt, 64. Great Harbour; Long Island, 65. Rum Kay, *ib.* General Remarks on Winds, &c. 145. Europe; Germany, 152. General Remarks on Winds, &c. 225. Asia. Hindoostan; Bombay harbour, and Penn-river, 230. America; Trinidad, 230. Brazil; Cape Frio, 232. General Remarks on Winds, &c. 305. Europe. Britain; Plymouth, 401. Plymouth Pilots, rate of Pilotage, *ib.* British Isles; Guernsey, 402. Africa, *ib.* Lati-



tudes and Longitudes of places, touched at in a Voyage from Sierra Leone to Ningo, 403. Letter to Viscount Melville, on the Inequality of the Tides, 489. Europe. Ireland; Cork Harbour, 496. Cross Haven Tongue, *ib.*

I. J.

IMPERIAL PARLIAMENT. *House of Lords.* Attack upon Algier, 158. Thanks to Lord Exmouth, 159.

— *House of Commons.* Thanks to Lord Exmouth, 160. Vote of Seamen, 161. Salary of the Secretary of the Admiralty, *ib.* Lords of the Admiralty, 241. Navy Estimates, 244. Navy Pursers, 245.

Impressment, Urquhart's Letters on the Evils of, reviewed, 153.

Institution, Anti-pirate, circular from the to the Founders of, and Subscribers to the, 110.

Instructions to Warrant Officers relative to obtaining their pensions, 106.

Instructions General, respecting the receipt of naval half-pay, 126.

James, Duke of York, Letters of, when Lord High Admiral of England, 315. 393. 484.

Jasper, brig, loss of the, 195.

—, Court Martial to inquire into the circumstances of her wreck, 165  
Jean-Bart, Mr. Henry, descendant of the famous Jean-Bart, presented to Louis XVIIIth, 463.

K.

Keel, method of determining the length of the, for tonnage, 323.

Kent, H. M. S. first application to, of Mr. Sepping's new riders, 124.

Kia King, Emperor of China, decree of the English Embassy, 347.

King's Ships, List of in the year 1660, 321.

L.

LAYMAN, Captain WILLIAM, Memoir of, 441. Early noticed for his nautical attainments, 442. Letter from Sir Thomas Troubridge to him, 443. Accepts an appointment to the San Josef, under Lord Nelson, 444. Ordered to the Baltic in the expedition against Copenhagen, *ib.* Anecdote respecting Lord Nelson, 445, (*note*). Order for sailing received, *ib.* Arrival of the fleet in the Cattegat, and proceedings thereon, 446. Great joy expressed on board the detached squadron on the signal to weigh being given, 449. Commencement of the action, *ib.* His request of employ-

ment on services of danger, 451, (*note*). Commendatory letter from Lord Nelson to him, *ib.* One from Lieutenant-General the Hon. William Stewart, 452. His proposal for substituting Chinese husbandmen in the place of African slaves, in the West Indies, 452. Experiences unfair treatment in that business, 454. Evidence of his being the original projector, 455.

Leaks, method of preventing them in small vessels, 26.

LETTERS ON SERVICE. 166. 249. 337. 425. 507.

LETTERS OFFICIAL OF JAMES DUKE OF YORK, 315. 393. 484.

Letter to the Editor from Thessaly, containing minutes of a running action between the Alceste, Active, and Unité, and a squadron of enemy's ships, 30.

— to the same, from Impartial, on the practice of requiring bondsmen for the return of seamen on leave to go on shore, 37.

— to the same, from Thessaly, inclosing an account of Captain Halliday's action with a superior force of the enemy's, 37.

— to the same, from the same, giving a brief statement of the capture of the Proserpine, 42.

— to the same, from Joannes Scriblerus, inclosing a gazette letter from Sir Sidney Smith, 43.

— to the same, from Noah, inclosing List of Flag Officers, in 1773, 45.

— to the same, from Nestor, on our Naval biography, shipwrecks, and recent regulations of the Admiralty, respecting the pay of Naval Officers, 47.

— to the same, from Alfred, recommending a more general use of the life-boat in the case of shipwreck, 48.

— to the same, from A Friend to Naval Merit, on the promotion of Lieutenants, 49.

— to the same, from An Occasional Correspondent, relative to the first instance of breaking the line, 50.

— to the same, from Britannicus, on the late reduction of our Navy, 113.

— to the same, from Mentor, recommending the communication of biographical documents, to the Naval Chronicle, 114.

— to the same, from Orion, suggesting the communication of commercial subjects, 114.

— to the same, from Triton, expressing his satisfaction at the recent provision made for old warrant officers, and passed midshipmen, 115.



- Letter to the Editor, from Nestor, on the distressed state of our unemployed seamen, 116.
- to the same, from A Friend to Naval Merit, on the late promotion of old commanders, 117.
- to the same, from An Eye-Witness, recommending Mr. Mallison's life preserver, 118.
- to the same, from A Ship-Owner, on the subject of the Breakwater, at Plymouth, *ib.*
- to the same, from a Plymouthian, on the same subject, 119.
- to the same, from Y., on the depredations committed by vessels under the Independent Flag of South America, 120.
- to the same, from Thessaly, as an Addendum to the Memoir of the late Captain Campbell, 122.
- to the same, from *£* containing List of Flag Officers, on the 1st September, 1747.
- to the same, from Thessaly, remarks on the action between the *Endymion* and President, 193.
- to the same, from Mentor, character of the late Sir C. Parker, 194.
- to the same, from Tiphys, defending Falmouth as a packet station, against the preference of Plymouth, by the Chamber of Commerce at that port, 196.
- to the same, from Orion, respecting the improvement of the Malta trade, 199.
- to the same, from A Friend to Naval Merit, on the late promotion of old commanders, *ib.*
- to the same, from Neptunus, on the recent loss of ships by wreck, 200.
- to the same, from a Member of the Royal Naval Institution, announcing the intended publication of Captain Layman's "Outline of Maritime History," 201.
- to the same, from A Friend to Naval Merit, on the recent promotion of old commanders, 201.
- to the same, from Gracchus, in commendation of Thessaly's communications, 202.
- to the same, from *£* transmitting List of Captains in H. M. Fleet, in September 1st, 1747, 203.
- to the same, from Triton, on the propriety of a recent order for marine surveying, 206.
- to the same, from Albion, on the failure of our fir built frigates, 207.
- to the same, from Nestor, on the payment of british seamen on foreign stations, 207.
- Letter to the Editor, from Thessaly, inclosing extract of official letter, from Rear-admiral Hyde Parker, to Mr. Stephens, 208.
- to the Right Hon. Sir Joseph Banks, from Archimedes, urging his influence towards a completion of our survey of New Holland, 213.
- to the Editor, from Thessaly, inclosing correspondence between the French Ambassador Perignon, and the Spanish Minister at Madrid, Don Godoy, relative to the victory of the 14th February, 1797, 212.
- to the same, from Nestor, on the necessity of an established system of command, with copy of an address, from a Captain to his ship's company, 235.
- to the President, Vice-president, and Committee of the Marine Society, from Thomas Urquhart, Esq. on the conduct of that establishment, 286.
- to the Editor, from Occasional, correcting an error respecting the relationship between the late Captain Sir Peter Parker and Admiral Christopher Parker, 288.
- to the Right Hon. Viscount Melville, from T. Urquhart, Esq. on the present condition of our seamen, 289.
- to the Editor, from Alfred, inclosing list of ships, names of Commanders and stations, at present in commission on the Peace Establishment, 293.
- to the same, from Tiphys, on the question of preference between Falmouth and Plymouth as a packet station, 296.
- to the Right Hon. Viscount Melville, from T. Urquhart, Esq. on the indifference shewn to projectors of plans of improvement for the public services 300.
- to the Editor, from Mentor, on the expediency of admitting every class of commissioned officers to sit on Naval Courts Martial, 301.
- to the same, from Alfred, on our commercial difficulties, 303.
- to the same, from Thessaly, transmitting List of British Admirals who have been authorised to wear the Union flag at the main, 304.
- to the same, from Orion, on the expediency of employing our larger merchantmen in the private trade to India, and importing Teak wood from thence for ship-building, 374.

# INDEX.

Letter to the Editor, from Thessaly, on the late treasonable attempts, and recommending agricultural employment as a relief to our distressed seamen, 376.

— to the same, from Britannicus, suggesting regulations in relief of the depressed state of the shipping interest, 377.

— to the same, from Orion, advising measures for opening a trade with South America, 378.

— to the same, from Occidens, suggesting hints toward a fixed system of command on board our ships of war, 380.

— to the Right Hon. Lord Cochrane, from Alfred, with remarks on his late conduct, and advice as to the future disposal of himself, 382.

— to the Editor, from P. C. G. containing some observations on Thessaly's letter, respecting the action between the Endymion and President, 384.

— to the same, from Occasional, with some additional notices relative to the Memoir of the late Admiral Frederick, 386.

— to the same, from Clericus, on pensions to the widows of Naval officers, 387.

— to the same, from Thessaly, containing letter of Rear-admiral Bligh, in elucidation of the currents in the Atlantic Ocean, 388.

— to the same, from J. C. suggesting a plan for the relief of our disabled and otherwise meritorious seamen, 389.

— to the Hydrographer, from W. H. R. noticing the establishment of Light-houses, on the south-side of the Island of St. Michael's, 37.

— to the same, from Leo, recommending voyages of hydrographical experiment, or marine surveying, 405.

— to the same, from J. C. on the necessity of keeping up the number and strength of our Navy, 465.

— to the same, from Juvenal, on the comparative force of the English Navies, 468.

— to the same, from Neptunus, on the intended publication of Captain Layman's Naval History, 469.

— to the same, from Triton, on a mild system of command, and stating two instances of it in that of Sir Thomas Lavie, and Admiral Sir Eliab Harvey, 470.

— to the same, from Mentor, on Naval retirement, 471.

— to the same, from Alfred, on the utility of the Lords Commissioners of

the Admiralty visiting Naval Arsenal's, 472.

Letter to the Editor, from Gracchus, in commendation of the Naval Chronicle, and recommending the patronage of it, 472.

— to the same, from Mentor, advising a supply of flannel shirts to sailors, 473.

— to the same, from Britannicus, suggesting the expediency of constructing Royal Dock-yards, in Scotland and Ireland, 473.

— to the Captains of the British Navy, on the duties of command, 475.

— to the Hydrographer, from Thessaly, inclosing copy of letter to Viscount Melville, on the influence of the moon on the tides, 489.

— to the Editor, from A Clerk of the Weather-office, suggesting the expediency of a plate explanatory of the various appearance of the clouds, 481.

— to the same, from J. C. on the renewal of Barbaric piracy by the Tunisians, 481.

Lisbon, Revolutionary Conspiracy at, 462.  
Lord Castlereagh, extraordinary quick passage of the to Bombay, 103.

Lord Donegal, extraordinary escape of the crew of the, 107.

Lough Swilly, view and description of, 216.

## M.

Magnetic Needle, its returning direction towards the North, 110.

MARINE LAW. For the loss of the ships Jasper and Telegraph, 165. Lieutenant Pigott, for disobedience of orders, &c. 248. Mr. W. Seaman, purser of H.M.S. Tigris, for defrauding the ship's company of provisions, ib. Mr. Seaman, master of the Harrier, for breach of the 2d article of war, ib. Lieutenant J. McArthur Low, for alleged cruel treatment of a Midshipman on board the Camelion, 498. Captain Samuel Roberts, and the officers and crew, for the loss of H.M.S. Tay, 504.

Meander, extraordinary preservation of the, 24.

Mendoza y Rois, Don Joseph De, account of, 217.

Messina, fracas between the British and Americans at, 27.

Meteoric stones, analyzation of some, which fell at Gerace, in Calabria, 110.

METEOROLOGICAL REGISTER. 30. 171. 260. 349. 437. 515.



# INDEX.

Minerva, perilous voyage of the from Liverpool to New York, 278.  
 Montholon, Count, his Letter to Sir Hudson Lowe, 219.  
 Monuments, National, in commemoration of the late Wars, 463.  
 Moore, Lieutenant C. his exertions to save the lives of some shipwrecked Frenchmen, 371.  
 Morocco, Embassy to in 1721, 279.

## N.

*Naval Events*, chronological sketch of the most remarkable, in the year 1816, 66.

NAVAL HISTORY OF THE PRESENT YEAR, 1817. 79. 169. 257. 345. 435. 513.

NAVAL LITERATURE. Urquhart on Impressment, 71. 153. 237. Proceedings of Court Martial on the Rev. Benj. Vale, at New South Wales, 74. Academic Edition of Robinson Crusoe, 155. 323. History of Ceylon, 330. Pope's Abridgement of the Custom and Excise Laws, 233.

NAVAL POETRY. On seeing the Hebrus frigate, when repaired, after her action with L'Etoile, 76. The Chaplain's Petition, 77. Lines written on the capture of the Macedonian, 245. On the Peterel, *ib.* The Maternal Adieu, 246. On the Marriage of Captain Crofton, *ib.* Britannia, 248. On hearing a Sentinel calling "All's Well!" on board an Hospital Ship, 334. Day-light, when the Storm was o'er, *ib.* Song, on the late expedition to Algier, 335. Impromptu, on the Leander's sailing for Halifax, 336. Latin and English Lines to the Memory of the late Captain Sir P. Parker, 419, 420. To the Memory of Master George Parker, 423; by R. C. Dallas, aged 11 years. The Niger, 424. Impromptu, on reading the Exploits of James, Duke of York, when Commander-in-chief in the North Sea, 497. Lines to Dr. Rowlands, on the Death of his Wife, 497.

NAUTICAL ANECDOTES AND SELECTIONS, 22. 103. 183. 278. 371. 453.

Nelson, Lord, fac-simile of his handwriting, 452.

New South Wales, accounts from, 22.

New York, British Consul at, suspected of smuggling, 108.

Nieulet, Fort, plan and account of, 54.

## O.

OFFICIAL PAPERS. Regulations relative to the passages of civil and military officers in H. M.'s ships of war, 66. Regulations on the subject of naval

pay, 68. Table of ditto, 70. General instructions for the receipt of naval half-pay, 126. Pensions, 128.

Onion, anti-magnetic property of the, 29.

Oquendo, Don Antonio De, seeks protection from our castles against the attack of Van Tromp, 91.

Owen, Commodore, his humane exertions in saving the lives of two shipwrecked Frenchmen, 371.

## P.

Parcel Office, Dublin, charges of the, 103. Pensions, instructions relative to the receiving of, 106.

——, List of to wounded naval officers, 458.

Petapogue, account of the affair at, from the Connecticut Gazette, 187.

Pier at Southampton, view of, 392.

President, American, his Speech, 411.

## Q.

Queen of Naples, writes a letter to the Countess Dowager of Spencer, on hearing of the victory of the Nile, 144, (*note.*)

Queen Elizabeth, her heroic conduct at Tilbury, 14.

## R.

REGISTER METEOROLOGICAL, 80. 171. 260. 349. 437. 515.

Revolution in the provinces of Pernambuco, Rio Grande, Para Siara, Marignan, Paycaba, and Tamara, 461.

Riebeck, Van, settlement of the Dutch at the Cape of Good Hope, by his suggestion, 325.

Royal George, relics of the, 463.

—— Dock Yards, expediency of constructing, in Scotland and Ireland, 473.

## S.

Salsford, Lieutenant, singular circumstance attending his death, 182.

Savoy, earthquake at, 373.

Scarpe, Fort, plan and description of, 240.

Ships of war, building estimates of, &c. 281.

SHIPWRECKS. Jasper brig of war—The Princess Mary Packet—and Telegraph schooner, 135. Deptford, collier, and sloop Albion, 139.

Sleep, observations on, by Rohault, Boerhaave, and others, 155.

South Sea Fishery, the ship Countess of Morley, equipped for the, 29.

Southampton, account of, 392.

# INDEX.

STATE PAPERS. Prince Regent's Speech, 75. Continuation of the Documentary Series of Reports made by the President of the Union of the Knights of Chivalry at Vienna. No. XIX. and XX. 133.  
Steam-boat, destruction of one by lightning, 109. Explosion of another by the bursting of the steam-boiler, 312.

## T.

Ton, different significations of the word, 323.  
Torrington, Viscount, his letter disavowing the receipt of any pension, 107.  
Troubridge, Sir Thomas, fac-simile of his hand-writing, 443.

## V. U.

Valenciennes, plan and account of, 336.  
VAN TROMP, Admiral MARTIN JAPPER-  
TON, Portrait and Memoir of, 89. Birth-  
place, and reported number of his victo-  
ries, 90. Obtains the title of Admiral  
of Holland, *ib.* Attacks the Spanish  
fleet in the British Channel, *ib.* Sub-  
sequent proceedings thereon, and inter-  
vention of the English Admiral Sir John  
Pennington, *ib.* The Spaniards again  
attacked by Van Tromp, and beaten,  
92. Sent to the Scilly Isles to obtain  
possession of them for states, 93. Com-  
mencement of hostilities between the  
English and the Dutch, 94. His action  
with Admiral Blake, *ib.* Sails to the  
mouth of the Thames, his ships dis-  
persed by a storm, and six of his fri-  
gates captured by Blake, 95. Induced  
to throw up his commission by the cla-  
mours of the people in consequence of  
his misfortune. *ib.* The States advised  
by the King of Denmark to induce Van  
Tromp to reassume the command. 96.  
Puts to sea again with a fleet of 77 ships,  
and engages Admiral Blake, *ib.* Blake  
retires from the superior force of the  
Dutch Admiral, after an arduous con-  
test from 11 o'clock in the morning  
until night, 97. Blake's fleet reinforced  
to 70 sail, engages that of Van Tromp  
off Cape La Hogue, *ib.* Van Tromp  
enters the Downs and batters Dover

Castle, 99. His action with Admirals  
Monk and Deane, *ib.* Defeated in the  
action, 100. His final action with the  
English, in which he is killed by a mus-  
ket-ball, 101. His remains interred  
with great funeral pomp, 102.  
Vansittart, Mr. Letter from to Captain  
Layman, on the subject of his plan for  
employing Chinese husbandmen in the  
West Indies, 457.  
Vincent, Earl St. fac-simile of his Hand-  
writing, 443.  
Union, or North Dock, at Plymouth,  
dimensions of the, 187.  
Union Flag, List of Admirals who have  
had permission to carry it, 304.  
Urquhart, Mr. grossly assaulted by a  
press-gang, 237.

## W.

Wales's, Prince of, Island, Chinese con-  
veyed there on a Plan of Captain Lay-  
man's, 454.  
Waves, velocity of the, ascertained by  
Dr. Wollaston, 229.  
WEATHER, Remarks on the, 83. 172.  
261. 350. 438. 516.  
West Indies, plan of Captain Layman's  
for employing Chinese husbandmen  
there, 452.  
White Rock, Hastings, view and descrip-  
tion of, 313, 314.  
Winds, general remarks on the, 145. 225.  
305.  
Wilson, Captain A. his letter to Viscount  
Melville, on the inequality of the Tides  
in various parts of the World, 489.  
Wounds, &c. pensions to naval officers  
for, 458.

## X. Y. Z.

York, New, extract from the Report of  
the Committee on Manufactures at, 259.  
———, perilous voyage of the  
Minerva to, 278.  
———, British Consul at, stopped  
on suspicion of smuggling, 108.



GAZETTE LETTERS.

**A** FFLECK, 166  
Baudeal, 251  
Dundas, 434, 435  
Elphinstone, 255, 256  
Ford, 341, 343

Hislop, 435  
Hood, 249, 250, 253, 337  
339, 344, 426  
Laforey, 166

Langara, 254  
Linzee, 339  
Macbride, 257  
Smith, 429

PROMOTIONS AND APPOINTMENTS.

**A** LLEN, Mr. J. 440  
Askew, Mr. W. 85  
Baillie, Mr. J. H. 85, 175  
Baldwin, Capt. A. 85  
Barnard, Capt. E. 85  
Barton, Lieut. 518  
Baumhardt, Capt. 85  
Bentley, Mr. G. 263  
Bluet, Lieut. R. 85  
Bolter, Lieut. J. 85  
Bowker, Capt. J. 352  
Bowker, Capt. 518  
Boyle, Hon. C. 352  
Brammer, Capt. D. 85  
Buller, Lieut. T. W. 440  
Cappone, Mr. 175  
Cheeseman, Lieut. R. 352  
Clarke, Rev. J. S. 85  
Cooke, Lieut. W. P. 440  
Cole, Lieut. 352  
Cole, J. 518  
Cox, Lieut. D. 263  
Crocker, Lieut. W. P. 440  
Cuppige, Lieut. W. 440  
Danes, Capt. R. 440  
Dallaway, Mr. 85  
Dalling, Capt. J. W. 85  
Dansey, Lieut. G. 85  
Deacon, Capt. C. 352, 443  
Douglas, Mr. S. 352  
Draper, Lieut. 85  
Drury, Capt. E. O. B. 85  
Duff, Capt. N. 85, 352  
Dundas, Lieut. J. B. 175  
Edge, Mr. T. 440  
Fabian, Mr. S. J. 440  
Fairfowl, G. 518  
Ferguson, Capt. J. M. 85  
Festing, Capt. R. G. W. 263  
Fitzmaurice, Mr. 263

Fitzmaurice, Capt. W. 440  
Ford, Lieut. J. J. 85  
Foster, Lieut. 85  
Frawley, Lieut. 85  
Fynmore, Lieut. J. 518  
Greary, Mr. J. 263  
Gedge, Capt. J. 85  
Gilchrist, Lieut. 85  
Gilling, Mr. E. 263  
Glasscock, Lieut. W. 440  
Globe, Lieut. T. 85  
Gordon, Capt. Sir J. A.  
K.C.B. 263  
Gourly, Capt. J. 85  
Hall, Capt. W. S. 85  
—, Lieut. R. 175  
Hannah, Dr. 518  
Harvey, Lieut. R. J. 263  
Hewson, Capt. G. 85  
Higman, Captain, H. 85  
Hill, Capt. — 85, 440  
Holliday, E. 518  
Hooper, Capt. G. W. 85  
—, Mr. E. T. 263  
Hough, Lieut. J. J. 352  
Hubbard, Lieut. W. 263  
Hughes, Lieut. W. R. 518  
Jackson, Mr. 440  
Jervoice, Lieut. S. 263  
Kennedy, Mr. L. 263  
Knapp, Mr. K. 175  
Larcom, Lieut. J. P. D. 518  
Lawrence, Capt. J. 85  
Liardet, Lieut. W. 263  
Littlewort, Lieut. R. P. 518  
Lehon, Lieut. J. 175  
Litt, Lieut. J. 175, 446  
McCulloch, Capt. W. 263  
McCallum, Mr. J. 175  
Mackellon, Lieut. 85

Magnard, J. Lieut. 518  
McKellar, Capt. J. 518  
McKinsley, Mr. J. 440  
McLean, Lieut. S. A. 85  
McVicar, Capt. C. B. A. 85  
Matthews, Lieut. A. 440  
Millar, Mr. W. 352  
Milne, Rear-admiral Sir D.  
175  
Montgomery, Mr. 440  
Moodie, Lieut. 85  
Morgan, Rev. T. 440  
Morgan, J. 518  
Morton, Lieut. 85  
Muddle, Capt. R. H. 85  
Murray, Mr. A. N. 352  
Neville, Mr. 440  
O'Brien, Capt. R. 175  
Paine, —, Mr. 518  
Parkins, Lieut. P. 440  
Parish, Capt. J. 85  
Paisley, R. 352  
Passingham, Lieut. R. 263  
Peace, Lieut. R. 352  
Penbuthy, Lieut. T. 440  
Peyton, Mr. T. 263  
Pickmore, Vice-admiral,  
518  
Pierce, Lieut. G. 85, 318  
Plampin, Rear-admiral, R.  
175  
Popham, Capt. W. 85  
Powell, Lieut. G. E. 175  
Price, Lieut. W. 175  
Proctor, Mr. G. 263  
Quarrier, Mr. D. 85  
Quin, Mr. M. 440  
Radcliffe, Lieut. J. 518  
Ramage, Capt. W. 85  
Ramsay, Mr. J. S. 85

# INDEX.

|                             |                             |                             |
|-----------------------------|-----------------------------|-----------------------------|
| Read, Mr. W. 175            | Shields, Mr. W. 263         | Tickell, Lieut. R. 518      |
| Rennet, Capt. A. 85         | Simmonds, Mr. W. 263        | Tilly, Mr. T. 175           |
| Renurck, Capt. T. 85        | Smith, Capt. W. B. 85       | Tilmouth, Mr. R. 175        |
| Reynolds, Capt. 440         | ——, Capt. T. 85. 352        | Toker, Capt. T. R. 263. 352 |
| Richards, J. 352. 518       | ——, Mr. W. 263. 440         | Troughton, Lieut. J. 263    |
| Rich, Capt. G. F. 263       | Sparshott, Lieut. E. 175    | Tully, Lieut. J. 85         |
| Roberts, Rev. S. W. 263     | Spencer, Hon. Capt. R. 263. | Wales, Capt. R. 85          |
| Robertson, Lieut. J. 85     | 552                         | Waller, Capt. E. 85         |
| ——, Mr. 85                  | Steel, Capt. 263. 563       | Welch, Lieut. D. 175        |
| Rooke, Mr. 440              | Stewart, Capt. H. 518       | Westropp, Capt. A. F. 85    |
| Ross, Lieut. 85             | Stewart, Lieut. 85          | Williams, Lieut. J. 175     |
| Rous, Hon. Lieut. H. J. 175 | Stokoe, Mr. 85              | ——, Lieut. J. S. 175        |
| Rowley, Capt. R. 85         | Swayne, Mr. J. S. 175. 263  | Wilson, J. 518              |
| Sankey, Lieut. H. 263       | Taitte, Lieut. R. 518       | ——, T. 518                  |
| Savage, Lieut. W. H. 263    | Taylor, Lieut. G. R. 85     | Wylie, Mr. R. 352           |
| Shanks, Mr. T. 263          | Thompson, Lieut. G. 440     | Young, Capt. T. 85.         |

## BIRTH.

BEECHER, Mrs. 518.

## MARRIAGE.

ELLERTON, J. F. Esq. 85.

## DEATHS.

|                               |                            |                           |
|-------------------------------|----------------------------|---------------------------|
| <b>A</b> DYE, Capt. J. M. 176 | Ellison, Capt. W. R.N. 176 | Lenny, J. 518             |
| Aplin, P. Esq. 440            | Fabian, Mr. R. 175.        | Reeve, Lieut. 86          |
| Bastard, E. Esq. 264          | Fitzmaurice, Dr. T. 86     | Reid, Mr. S. 86           |
| Bishop, Mr. W. 86             | Footo, Mrs. M. 86          | Robinson, Lieut. W. 352   |
| Brice, Maj. A. H. 440         | Forth, Mrs. 86             | Rowlands, Mrs. E. 440     |
| Brisbane, Mrs. 440            | Frazer, Mrs. 86            | Salter, Lieut. 352        |
| Burnell, Mr. W. 264           | Gore, Miss H. S. 176       | Schabner, Lieut. R.N. 86  |
| Carvill, Lieut. C. R.N. 176   | Halliday, Mrs. 86          | Smith, Mr. R. R.N. 86     |
| Chester, Lieut. W. R.N.       | Harriott, J. Esq. 86.      | ——, Mrs. E. 86            |
| 86                            | Harvey, R. 264             | Somerville, Capt. P. 176  |
| Chrisshop, Mr. W. 264         | Hutchins, Miss H. 86       | Sprent, Lt. G. R. N. 264  |
| Coghill, Sir J. Bart. 518     | Jarvoice, Miss H. 264      | Stackpoole, W. Esq. 440   |
| Cornish, Capt. J. R.N. 86     | Jane, Lieut. R.N. 440      | Strong, Mr. 352           |
| Curtis, Lady. 352             | Langford, W. W. Esq. 440   | Taylor, Miss, 518         |
| Dadd, Mr. R. 264              | Lee, Lieut. W. 264         | Thomas, Lieut. G. 352     |
| Damarell, Mr. 176             | Lie, Mr. W. 176            | Townshend, C. F. Esq. 352 |
| Dent, Rear-adm. Sir D. 352    | Lind, Mr. J. R.N. 176      | Towry, G. P. Esq. 264     |
| Douglas, Right Hon. Lady      | M'Lean, Mr. 264            | Trevathick, Lieut. W. 86  |
| F. 352                        | M'Mullan, Capt. W. R.M.    | Tuckey, Capt. H. 86       |
| Douglas, Mr. F. 176           | 264.                       | Wemyss, Capt. F. R. N.    |
| Dowers, Capt. W. R.N.         | Mitchell, W. Esq. R.N. 176 | 176                       |
| 264                           | Nicholson, T. R. 518       | White, Mr. 176            |
| Duree, Capt. H. A. 86         | O'Brien, Right Hon. Lady   | ——, W. Esq. 86            |
| Eddington, Miss. 440          | 440.                       | Young, Mrs. S. 352.       |
| Edgar, Rear-adm. A. 176       | Pellew, Lieut. E. R.N. 86  |                           |