

The next day the *Lively* came in, and told me of seeing the *Burford*, *Assistance*, *Norwich*, *Otter sloop*, &c. to leeward. Upon which I sent her away, with orders for them to anchor in any bay along the coast; and by four in the morning weighed myself, with the rest of the squadron, having staid four days in expectation of their return. I looked into *Barbarat* and *Porto-Cavallo*, the appointed place of rendezvous, and cruised off and on four days; when hearing nothing of them, I called a consultation, wherein it was resolved to cruise three days longer, and then go in quest of them to *Curacoa*.

Captain *Lushington* dying of his wounds, I have removed Captain *Smith*, of the *Eltham*, into the *Burford* *; Captain *Watkins*, of the *Lively*, into the *Eltham*; and Captain *Gage*, of the *Otter*, into the *Lively*; Captain *Stewart*, of the *Pembroke's Prize*, into the *Otter*; and made my first lieutenant, *Mr. Pratten*, into the *Pembroke's prize*. A few days since Captain *Burwill*, of the *Comet* bomb died, which vacancy I filled with Lieutenant *Tyrryl*; the vacancy on board the *Lively*, by the death of the lieutenant, I filled with *Mr. Falkenham*, a nephew of Captain *Falkenham*, and an extraordinary good man; the other I gave *Mr. Sommers*.

From the damages the ships have sustained †, their Lordships will see that *La Guira* is a place of much greater strength than it was represented; and, in my opinion, is much stronger by sea than *Gibraltar*, and by land quite impregnable: for there is no advancing to it eight men abreast, or any space of ground for making approaches, or building batteries. It is one continued line of guns, and those of the largest nature, from one end of the town to the other; besides three new batteries, most advantageously situated on the side of the hills: so that whatever advantage is gained must proceed from the pusillanimity of those that defend it.

Commodore *Knowles*, having refitted his squadron, sailed on the 20th of March 1743, to make the attack on *Porto-Cavallo*. Finding on the beginning of April, in consequence of the strong leeward currents and gales of wind that set in, that they had gained nothing to windward for the last fortnight; and being also informed by the pilots, who were inhabitants of *Curacoa*, that the currents in those seas ran frequently six or seven weeks to leeward, without any alteration; after calling a council of war, they determined to

* We shall give in a subsequent number Captain *Watkins's* account of the expedition, from the original MSS. which he sent to Sir *J. Norris*.

† The commodore's ship alone received one hundred and forty shot. The Spaniards lost 700 men.

stretch to the northward. Accordingly, on the third of April, they stretched over and made the island of Saona, off the east end of Hispaniola; when the commodore tacked, and stood over for the Spanish main. On the 14th they made the Spanish main, about seven or eight leagues to windward of Porto-Cavallo, and the next day anchored under the Keys of Barbarat.

The same preparation, if not greater, had been made at this place as at La Guira. The garrison amounted to 1200 seamen, most of them Biscayneers from their ships, and 300 regular troops, besides 4000 Indians and persons of colour. The Spaniards had also twelve of their smallest ships, and three galleys, hauled up to the head of the harbour out of gun shot; with one of sixty, and another of forty, moored close over to the other shore. A large ship lay ready to be sunk at the entrance of the harbour, with a chain from the castle to the stern, and another from her head to the main, where three fascine batteries had been lately erected. On a low point, called Punta Brava, there were also two batteries, one of twelve, and the other of seven guns. Commodore Knowles, by the dispositions he immediately made, discovered great presence of mind, united with the most determined resolution*.

In the evening, says Commodore Knowles in his private letter, I viewed the enemy's situation from my own mast head, and also on board the bomb. The next morning a general consultation was called, and I laid before them the sketch I had taken of the enemy's situation. Having sent Mr. Sommers on board the *Eltham*, with orders to Captain Watkins to weigh, he in a very short time anchored rather nearer the battery than the other ships, and behaved with that resolution and gallantry becoming an officer; which in justice I must also say of Captain Gage, who made the enemy particularly notice the fire of his *black ship*. By sun-set the batteries were quiet. The troops were all landed by the time it was dark, to the number of 1200, and marched on the beach, by the water's side. Captain Lisle, Mr. Sommers, and myself accompanied them in my boat. About eleven o'clock we saw the van fire, and as we apprehended were en-

* In this expedition Earl Howe attended the admiral as aid de camp.

gaged. Soon after which, two guns were fired from the fascine battery, when the men ran away, as fast as they could. A general panic seized them all, and some fired at one another.

The next morning Major Lucas informed me their miscarriage and disorder had proceeded from an odd accident. They marched up undiscovered to the enemy's advance guard, whom they found asleep, and took several of them prisoners. But one struggling to get away, and stabbing the man that held him, was fired upon by some of the people. This alarmed the enemy, and put themselves into disorder; for the rear thought the van attacked, and so the firing ensued almost throughout the whole, though none knew at what they fired. I was so near in my boat that I called out with a speaking trumpet to encourage them: but it availed nothing. Some came swimming off to the boat, and an officer with them; and the panic was not to be overcome, until they had all got safe on board. *Major Lucas, and the officers agree, if it had not been for this accident, they not only think they should have taken the two fascine batteries, but that they might have gone undiscovered to the castle walls, and surprised the enemy there: such a profound slumber they appeared to be in.* So that I hope their Lordships will find this scheme not ill concerted, though it was very shamefully executed.

I concluded, after this attempt, the enemy would put themselves upon their guard, which perceiving they did, although I intended no further attempt by land, I went on shore with several of the captains, &c. and began to stake out the ground, and throw up a sham entrenchment; which the enemy in the morning discovering, began to play their cannon at very smartly. My design in this was to draw their attention, whilst the ships were watering: for I was apprehensive, if we did not succeed in the general attack, we should find great difficulty to water afterwards.

I went on board the Otter sloop on the 20th, and took with me Captain Smith, of the Burford, Captain Watkins, Captain Callis, and Captain Stewart, and ran down to reconnoitre the castle, and harbour's mouth, in order to form a judgment for the general attack; which the next morning I called a consultation for, wherein it was resolved to undertake it.

Sunday the 24th, about noon, a small breeze sprang up. I made the signal, weighed, and ran down in the order agreed on. We began cannonading about one o'clock, and continued until past nine at night, with great obstinacy on both sides. Sometimes the enemy, slackened in their fire, and we entertained great hopes, seeing the execution we did. But finding, as night came on, they grew brisker in their fire, and did us more mischief; and some of the ships having

expended all their ammunition, others the greatest part, and most of them being so shattered in their masts and rigging, as scarce to be able to set a sail to run off; I made the signal to cut, and went and anchored about a random shot distance. Whilst we were battering the castle, the enemy sunk their ship that lay in the harbour's mouth, which effectually stopped the channel.

On the 28th I held a general consultation what was most proper to be done. In which it being resolved we were no longer in a condition to undertake any enterprize against the enemy, on the 30th, as soon as they could be got ready, I dispatched the Scarborough, Eltham, Advice *, and Lively, to their respective stations, and sent the Assistance down to Jamaica. Before I sailed, I sent Captain Pratten to the governor for exchange of prisoners, which was readily agreed to.

As to the castle, I really think it is little inferior to Bocca Chica at Carthage, either in strength or dimensions, and the harbour's mouth full as difficult, as a ship is sunk in it, with a chain across, with strong batteries on each side; and, as the winds blow, no getting in without warping. *So that their Lordships will see my want of success has been owing to my want of a sufficient force; which I persuade myself they would have sent out with me, had the strength of these places been rightly represented to them.* I should not do justice to the service or myself, if I omitted recommending Captain Smith of the Burford, Captain Watkins, Captain Gage, Captain Lisle, and Captain Stewart, who distinguished themselves with great zeal for his Majesty's service, particularly Captain Smith of the Burford, on whom the second part of the action fell heaviest. I shall make the utmost dispatch to equip the Burford and Suffolk, and return home with them and the Norwich as soon as possible.

On the first of May some of the ships got under weigh in order to proceed, and by the third all the squadron were in motion. Commodore Knowles, when returning to Jamaica, might have justly exclaimed with all the spirit and resolution of a Roman, opposed to a superior force,

'Tis not in mortals to command success,
But we'll do more, Sempronius,—we'll deserve it.

Captain Watkins, in the very interesting account of this expedition which he sent to Sir J. Norris, concludes thus,

* The Advice did not arrive at Porto-Cavallo until the 25th; the day after the attack had taken place.

It is a true observation that success generally covers a rash action, whereas on the contrary, a miscarriage frequently exposes the most prudent conduct to censure. I chiefly pity Mr. Knowles, as I have often Mr. Vernon, and other commanding officers; who, though unsuccessful, have had the service of their country at heart: for it is the misfortune of great men, that their actions are liable to the censures of the meanest and most worthless, whose rash judgments are generally formed according to success, and not from just and real motives.

In the year 1744, Mr. Knowles appears to have commanded a squadron stationed off the Leeward Islands, conjointly with Captain Warren. The list* of prizes taken by him, between February 12th and June 12th, which we have

* *List of Prizes taken by his Majesty's Ships stationed at the Leeward Islands, viz. the Woolwich, Launceston, Lynn, Superbe, Severn, Lyme, Comet. and Otter sloops, under the Command of Captain Warren and Captain Knowles, between February 12, and June 12, 1744.*

Ships.	French or Span.	Tons.	Guns.	Men.	Lading.
Ascension	Spanish.	500	24	129	All sorts of rich merchandize.
St. Antonio de los Animos		90	10	14	96 Privateer.
Santissima Trinidad		110	10	12	46 Ditto.
L'Aimable		150	10	38	{ 400 negroes, 163 oz gold, and 116 elephants teeth.
Dolphin	French.	200	6	23	Feef, flour, cordage, &c.
Marquis D'Antin		180	8	29	Beef, flour, wine, brandy, cordage, &c.
St. Martin		150	14	19	Ditto
St. Firmin		110	0	16	{ Sugar, coffee, cocoa, tobacco, 2450 dollars, and 45 pistoles.
La Fortune		100	6	12	Cocoa, roquo, coffee.
La Garonne		120		23	Beef, flour, wine, and dry goods.
L'Aimable Julie		150	6	19	Sugar, coffee, tobacco.
Le Bien Aimé		600	24	43	Wine, provisions, and dry goods.
Neptune		380	14	43	Wine, brandy, oil, soap, &c.
La Francoise de Cherburg		184	8	24	Wine, beef, flour, candles, cordage, &c.
La Princesse Anlope		130	8	24	Sugar and coffee.
Union brig		120		14	Rum, sugar, cotton, melasses, coffee.
Junio sloop		100	4	6	18 Wine, beef, flour, butter, pork, &c.
Le Croyant		230	10	39	Sugar and coffee.
L'Aimable Teresa		90	4	11	Snuff and tobacco.
Sloop		100	8	14	Sugar and rum.
Le Patriarche Abraham		300	12	45	650 negroes.
L'Aimable Catherine		80	8	12	76 Privateer.
A schooner Lovel, retaken		70	8	10	38 Ditto.
A new sloop		80			

inserted from the Gazette, will best shew his activity and success. In the month of September, in the same year, a large Spanish ship bound from Cadiz to Carthagena, with the governor on board, was burnt by him, under a battery of three guns on the south side of Martinico, where she ran in for protection. Her outfit was 160,000*l.* but it was impossible for the commodore to take possession of her, before she went on shore.

No commander, on this station, ever gave more general satisfaction than Commodore Knowles. As a proof of the esteem in which he was held, we insert part of the following testimony of regard, which is signed by sixty-three of the principal gentlemen resident at Barbadoes.

SIR,

Barbadoes, Dec. 14, 1744.

Though we are certain that the public services you have done, and are continually doing, proceed, as they always will, from the noblest principle, and without the least expectation of popular applause; yet, being fully sensible, and having indeed been immediate partakers of them, we should think it an unpardonable neglect at least, if it did not deserve a worse appellation, should we omit to make our joint acknowledgment thereof, &c.

In 1745, Mr. Knowles was appointed captain of the Devonshire, and continued to command a squadron off the Leeward Islands. On Thursday July 11th, as appears by a letter published for the general benefit of trade and navigation in those seas, he discovered during a passage from St. Eustatia, a ledge of rocks upon the weather beam, which appeared to be almost level with the surface of the sea. They seemed to lie nearly east and west, and were about the length of two ships, but looked very narrow. By a good observation at noon the commodore found he was in the latitude of 44° 20' north, and longitude, from Anguilla, about 38° east. From the rocks to the Lizard he made afterwards 19° 24' longitude.

In the month of January 1746, Commodore Knowles had the command of a detachment from the fleet in the Downs, under Vice Admiral Martin; and was sent in the

Canterbury, to inquire into the true state of the preparations making in France to invade England*. In the month of February, having returned from the coast of France on the 21st, in a very hard gale of wind, he met with two ships, the Bourbon, and La Charité, and took them both. They came from Ostend, and had on board Count Fitz-james, M. la Romte, major-general, with about 5 or 600 of Fitz-james's regiment, and all their accoutrements. The military chest contained about 5000l. On the 21st of March, in the same year, he shifted his broad pendant on board the Edinburgh, and proceeded from St. Helens down Channel, with the outward-bound trade under his convoy. On his arrival at Plymouth, he removed into the Norwich of 50 guns, and on the 31st of March sailed with the Canterbury and Ruby for Louisbourg, of which fortress he had been appointed governor. He remained at this place for some time.

On the 15th of July 1747, Commodore Knowles, having been promoted Rear Admiral of the White, sailed from Louisbourg to Jamaica, and was appointed commander in

* From the London Gazette, January 4.

The following Letter has been received at the Admiralty from Commodore Knowles, who was sent to inquire into the true state of the preparations making in France to invade England.

Since my last I have been over to Boulogne and Calais, and had as distinct a view of what is in those places as it is possible, unless I had been ashore in person. At Boulogne I stood within half a mile of the pier-heads, that even a privateer sloop's shot went over me: the battery from the pier-head (which consists but of five guns) fired many shot, but none did execution. It was not possible to count the vessels as they lay, not knowing how to distinguish those of two masts, or those of one; but, upon the whole, I am of opinion, there is not sixty vessels of all kinds in the harbour (and my brother captains do not think there are so many). The largest of these was a galliot-hoy, whose very gaff was much higher than any of the other vessels mast-heads; and there was not one single one which had a topsail-yard rigged aloft.

This morning about eight o'clock, I was within two miles of Calais town, and saw three or four small top-sail vessels in the pier, the rest were all galliots and fishing-boats, and did not exceed thirty in number.

By Captain Gregory's account of the same date, who was sent to take a view of the preparations at Dunkirk, it appears there are but five or six vessels in the road, and a very few in the harbour.

† London Gazette.

chief on that station. He sailed from Port Royal, with his flag on board the *Canterbury* *, February 13th, 1748, to attack St. Jago de Cuba, accompanied by his friend Governor Trelawney, and 340 men belonging to his regiment. His squadron consisted of the flag ship of eighty guns, one of sixty-four, five of sixty, one of fifty guns, and two sloops. Contrary winds continuing to blow, he was obliged to give up his original design, and make an attack on the French at Port Louis, on the south side of St. Domingo, where he arrived on the 8th of March. With that resolution which never failed him, he drew up the squadron the same day within pistol shot of the walls.

The place was defended by a strong fort, mounting seventy-eight guns, and had six hundred men commanded by M. de Chateaunoye. The garrison played furiously on the ships as they advanced; and the brave Captain Rentone, in the *Stafford*, was killed by a shot, which took off his thigh: nevertheless, until the ships had got into their stations, and were moored in a close line ahead, the fire was not returned. A desperate and bloody action then commenced, in the midst of which, the besieged sent out a fire ship to drop on board the *Cornwall*, or *Elizabeth*. The boats were immediately manned, and succeeded in towing her off through a brisk fire of the French musquetry. Their crews seemed inspired by the gallant example of Admiral Knowles, and performed incredible feats of resolute and determined valour. Two fire ships that were preparing to stand out on the English were also taken by the boats. This terrible cannonading continued, without the least intermission, for three hours; when the French officers finding it impossible to keep their men any longer at the guns, their fire ceased, and Admiral Knowles summoned the governor to surrender†.

* He afterwards changed his flag to the *Cornwall*.

† The following particulars of this gallant action, appeared afterwards in a private letter from an officer on board the *Cornwall*.

The fort of St. Louis is all of stone, the merlons seven feet thick on their top, and it stands on an island about a mile from the town of St. Louis: though a good harbour, it has no fresh water, and therefore not worth keeping. The

Terms of capitulation were settled in the evening, and the garrison engaged not to serve against Great Britain, or its allies, for the term of one year. Admiral Knowles, having completely destroyed the place, resolved with his usual perseverance, to make a second attempt on St. Jago de Cuba.

On the 5th of April 1748, he again arrived off that place. The Plymouth and Cornwall led boldly into the harbour; but as soon as they approached it, a boom was discovered lying entirely across its mouth. On the other side appeared two large ships, and two small ones filled with combustibles. The admiral was greatly irritated at this disappointment; and the ships, having fired a few broadsides, returned to Jamaica.

The vigilance of Rear Admiral Knowles, whilst he continued to command on the Jamaica station, protected, and secured the trade of that invaluable island. His brave

ships employed in the attack were, the Canterbury, Captain Brodie; Plymouth, Captain Dent; Stafford, Captain Rentone; Warwick, Captain Innis, of 60 guns each; the Elizabeth, Captain Taylor, of 64; Cornwall, Captain Chadwick, of 80 guns; which last was placed in the centre, against the strongest battery of the enemy. We were ordered not to fire till we were moored within pistol shot, which was punctually observed, receiving in the mean time their shot, which were very furious, some of them having fired red hot, which did us no small damage in our masts, yards, &c. our men were with great difficulty restrained from firing while we were under sail; however, being moored in a close line a-head, we soon returned the compliment with such violence and success, that the enemy's cannon were silenced in a few minutes, so that they only fired a shot now and then. We kept a continual fire from half an hour after one, till near four in the afternoon, when the fort was surrendered. Captain Rentone was killed before his ship came to an anchor, by a shot which took off his thigh; Captain Cust was killed in the Elizabeth; and Lieutenant Alexander Brebner in the Cornwall; these were all the officers we lost. Our killed in all do not exceed 20, nor the wounded 50. Of the enemy I have seen about 130 dead, and there are about 40 wounded, many of them very dangerously. Among their dead were five captains, three of whom were killed by one shot, a thirty two pounder, from the Cornwall, which ship did the most remarkable execution, being so near, not only with her great guns, but the small arms from the tops, fore-castle, and poop, we having soldiers on board for that purpose. Besides the ships mentioned, the Worcester, Captain Andrews, of 60 guns, and the Oxford, Captain Tole, of 50, with the sloops Weasel and Merlin (which last brings this) were in reserve. The Lenox, Captain Holmes, of 64 guns, being a bad sailor, and springing some of her masts, lost her share in the glory of this action, in which were many gentlemen volunteers.

conduct also in the reduction of Fort Louis, received, on the 22d of April, the greatest mark of honour that could be paid by the honourable house of that island; who commanded their speaker, Mr. Price, to convey to Admiral Knowles the following high opinion which they entertained of his merit.

SIR,

Spanish Town, April 22d, 1748.

The House of Assembly of this island have so just a sense of the important service you have lately rendered to your King and Country, by reducing and demolishing of Fort Louis, and in particular to this island and its commerce, it being from thence our trade was perpetually molested by the enemy's cruisers, and too frequently made captures of, have, *without a dissenting voice*, ordered me to return you their thanks for your signal services in the reduction of that fort.

Give me leave to assure you, Sir, it is with the highest satisfaction that I execute their commands; and I do accordingly return you the thanks of the House upon that happy event: an event, that under the providence of God, was most apparently *the effect of prudent well-concerted measures, and a vigorous and resolute execution*.

As it is most obvious your conduct is not the least biassed by pecuniary selfish views, but directed to what may be of most effectual and solid service to the public; I beg leave to add my most sincere wishes and prayers for your future success in whatever you shall judge proper to undertake, and that it may equally redound to your own honour, and your country's benefit.

Believe me, with the greatest respect,

Sir, your most humble servant,

C. PRICE, SPEAKER.

Thus the voice of public praise, though not unmingled with private malignity, rewarded the arduous and constant labours of this distinguished officer*. The admiral had long formed the project of intercepting the Spanish plate fleet, in its way to the Havannah, from La Vera Cruz; and, that he might lose no opportunity of effecting this, he continued to cruise with six ships off the Tortudas bank. On the 30th of August, Captain Holmes of the Lenox, who had sailed on the 25th, with a

* On the 12th of May 1748, Mr. Knowles was promoted Rear Admiral of the Red.

convoy for England, discovered seven sail of large Spanish ships bearing down upon him. He instantly made the signal for his convoy to disperse; whilst, as a deception, he stood himself towards the enemy: but the moment it grew dark, set all the sail he could carry, and brought the tidings to the admiral in the morning.

This memorable action closed the war. It was continued from three o'clock until eleven at night; when the Spaniards ran their ships so near the breakers, that the pilots in the British squadron could follow them no longer: but for the want of day-light, a complete victory would have been obtained. Yet so much party animosity originated from this event, that we shall insert a letter *, from an officer on

* *Extract of a Letter from on board his Majesty's Ship the Lenox, Captain Holmes, arrived at Spithead, dated November 23.*

We sailed last from Jamaica, August 25th, with a convoy for England; but the current prevented us from going through the windward passage, so were obliged to bear away for the Gulph of Florida.

September 29th, in the morning, we spied seven sail of large ships bearing down upon us, which proving to be Spanish men of war, our captain made a signal for his convoy to save themselves as well as they could; we then stood towards the enemy till it was almost dark, when it was thought prudent to provide for our own safety, having near 200,000l. on board; we had hopes of meeting with Admiral Knowles, who was cruising off the Tortudas bank with six ships of war, to intercept the Spanish annual plate fleet from La Vera Cruz, daily expected at the Havannah. Accordingly we joined him next morning, and informed him of what had happened, upon which we made sail to meet the Dons, and October 1st came up with them. The Tilbury led the van, the Stafford next, and our ship the Lenox in the third place. Admiral Knowles, in the Cornwall, perceiving by the enemy's line of battle, that the Spanish viceadmiral must fall to our share, bid us fall astern of him, that the two commanders might engage each other: we did accordingly, and so became the fourth ship, the Warwick next, and Canterbury last. The enemy at this time having their frigates out of the line, the Oxford, our smallest ship, was likewise ordered out; and at a little past two the Spaniards began to fire, but at too great a distance to do any execution. Soon after the admiral made the Tilbury's signal to bear down nearer the enemy; but that not being complied with, he fired a shot or two at her; however he himself in the Cornwall edged down close upon the Spanish vice admiral: we did the same, being very near him, when all hands merrily played away, excepting the Warwick and Canterbury, who were so far astern that they could not come up, neither did they fire a shot for upwards of two hours.—You will perceive that all this while *the enemy had six ships against four*; and, what added to our disadvantage, about an hour after the action began, the Cornwall had her main-top-mast head shot clear away, with some other damages, which occasioned her to hawl out of the

board the *Lenox*, who wrote from the impulse of the moment, and whose ideas therefore were clear and impartial.

To this it is but justice to add the following observations. Whilst the British admiral lay off the Havannah, after the action, with the captured *Conquestadore*, an advice boat

line, and she never came into it again. We then shot up into her place, abreast of the Spanish admiral, where we had very warm work having three of the enemy's ships playing upon us at once above an hour, when the *Warwick* and *Canterbury* came up very seasonably to our assistance. At this juncture one of the Spanish ships was fairly beat out of the line, as well as the *Cornwall* of ours. Mr. Knowles having refitted, bore down upon the Spanish disabled ship, and took her with little or no resistance. The action was now closer and hotter than ever, and the Spaniards being sick of it, edged away towards the Havannah, it being but a little way from them, and we bore after, and did great execution, for we were almost yard arm and yard arm:—we peppered them sweetly. The enemy bearing more away, threw us partly astern of them, though then we did not lie idle; for soon getting under the Spanish vice admiral's stern, we loosed up, and gave him several broadsides, which raking him fore and aft, tore him to pieces. About nine o'clock, not being able to distinguish one ship from another, we left off. The Spanish vice admiral, having lost his main and fore-mast, ran ashore; the rest, though greatly disabled, got into port, off which we paraded with the *Conquestadore*, our prize, till all our ships were new rigged, and then we stood towards the Spanish vice admiral's ship, which was ashore: upon seeing us come near him he set her on fire, and in an hour's time she blew up. We then returned to our parade off the Havannah, where we took an advice boat from Old Spain, which damped our spirits with the unwelcome news of a peace, for we had great hopes of taking the Spanish plate fleet as abovementioned, in which there could not be less than forty millions of dollars. English tars had never more reason to blame fortune than now; for if she had favoured us with only two hours daylight more, we should have taken or destroyed the whole Spanish squadron; and finer ships were never built. Their forces were as follows, besides a regiment, and all their privateer men.

Spanish Ships.	Commanders.	Guns.	Men.
<i>Invincible</i>	Rear Admiral Spinola	74	700
<i>Conquestadore</i>	Don T. Juste	64	610
<i>Africa</i>	Vice Admiral Regio	74	710
<i>Dragon</i>	D. M. de la Pas	64	610
<i>New Spain</i>	D. F. Barella	64	610
<i>Royal Family</i>	S. M. Forestal	64	610
<i>Galgo</i>	D. P. Garrecocha	36	300
English Ships.	Commanders.	Guns.	Men.
<i>Tilbury</i>	Powlett	60	400
<i>Strafford</i>	Brodie	60	400
<i>Cornwall</i>	{ Admiral Knowles { Captain Taylor { Holmes, 70 gun ship, { only 56 aboard }	80	600
<i>Lenox</i>		56	400
<i>Warwick</i>	Innes	60	400
<i>Canterbury</i>	Clark	60	400
<i>Oxford</i>	Toll	60	300

from Old Spain fell into his hands, and spread a general dejection through the fleet, by bringing the news, that preliminary articles for a general peace were signed, and that all hostilities were to cease. The British seamen had considered the whole of the galleons as their own, and a too eager imagination had formed those ideal prospects of future independence, which disappointment too often converts into gloomy discontent, or wayward resentment. Admiral Knowles was tried by a court martial*, held on board the

* The court, pursuant to an order from the Right Honourable the Lords of the Admiralty to William Rowley, Esq. dated the 1st instant, proceeded to enquire into the conduct and behaviour of Charles Knowles, Esq. a rear admiral of his Majesty's fleet in, and relating to, an action which happened on the 1st of October 1743, between a British squadron under his command, and a squadron of Spain, and having heard the witnesses as well for the crown as the prisoner, and also what the prisoner had to say in his defence, and thoroughly considered the same the court do unanimously agree, that it had appeared that Mr Knowles by forming the line to the northward, upon seeing the enemy in the morning, acted properly, and like an officer, but, while he was standing for the enemy, he might, by a different disposition of his squadron, have begun the attack with six ships, as early in the day as four of the men were engaged, and that therefore by his neglecting to do so, he gave the enemy a manifest advantage, but in the situation the squadron was at the time the Salisbury returned the enemy's fire the rear admiral seems to have acted properly in making the signal for battle, and beginning the engagement the way he did, that it appears the Cornwall continued in close and smart action better than an hour, and that Mr Knowles remained on board her, with his flag, after he was disabled from continuing the action, though he might upon her being disabled, have shifted his flag on board another ship, and the court are unanimously of opinion, that he ought to have done so, in order to have conducted and directed, during the whole action the motions of the squadron intrusted to his care and conduct but as it appears that Mr Knowles expressed great earnestness and zeal to get into action, and, while the Cornwall was engaged, shewed great personal courage, therefore, the court do unanimously think, that his not removing his flag arose from a mistake and not from backwardness to bring his person into action, and upon consideration of Mr Knowles's whole conduct relating to the action, the court do unanimously agree, that he falls under part of the 14th article of the articles of war, namely, the word *negligence*, and no other and also under the 23d article. And the court do therefore unanimously adjudge, that he be reprimanded for not bringing up the squadron in closer order than he did and not beginning the attack with as great force as he might have done, and also for not shifting his flag, upon the Cornwall's being disabled and he is hereby reprimanded accordingly.

C. Fearn, Judge Advocate.

William Rowley,
Edward Hawke,
John Forbes,
Mildred Angle,

Thomas Sturton,
William Parry,
Richard Haddock,
Matthew Bull.

Charlotte yacht, at Deptford, in December 1749. William Rowley, Esq. Rear Admiral of Great Britain, and Admiral of the White Squadron of his Majesty's fleet, president. The Spartan discipline of the British Navy is not an object for common minds to consider: we can only feel its beneficial effects, and contemplate with veneration the elevated characters that issue from this rigid school.

On Admiral Knowles's leaving the Jamaica station for England, he was again honoured with the thanks of the House of Assembly of Jamaica; and also received the following tribute of regard from Governor Trelawney:

DEAR SIR,

April 15, 1749, *Jamaica.*

I cannot let the Strafford go, without taking the opportunity of expressing my sense of your kind and good behaviour towards me, during your command in these seas. It has already, and cannot but prove more and more beneficial to me in carrying on his Majesty's service. This is a public fruit of your friendship, and no doubt is owing to the *public spirit that animates every action of your life, &c.*

I am most truly with perfect esteem,

Your most obliged, &c.

EDW. TRELA WNEY.

The merchants of Kingston also, on his leaving the island, thus expressed their high opinion of his conduct, and their sorrow on his leaving them.

TO CHARLES KNOWLES, ESQ. &c. &c. &c.

The Address of the Merchants and Trading Inhabitants of the Town of Kingston.

His Majesty having thought proper to comply with your request, and to recall you from this station, the merchants, &c. of the town of Kingston beg leave to wish you a safe and agreeable passage to England.

It is with the utmost regret we view you, Sir, quitting a command, which you have filled with so much glory to the British Navy, with such peculiar honour to yourself, and with such signal advantages to trade in general. The vigilance and zeal which you have continually shewn in protecting the trade, to and from this island, fully discover the just sense you have of the importance of a good naval force to the well being of this colony; and the successes that have attended you, plainly demonstrate the great advantages the nation will ever receive from a due and judicious application of it.

We should think ourselves therefore undeserving the appellation of dutiful subjects to his Majesty, and the friends of trade, if we did not embrace this public opportunity of assuring you, how deeply sensible we are of the many signal services you have done the nation in general, and this island in particular. Permit us therefore, Sir, to entreat your acceptance of a piece of plate, which we have desired Mr. Ord, one of our representatives in the assembly of this island, to present to you on your arrival in England, as a *public testimony of the great advantages the British Nation in general, and this island in particular, has reaped from your conduct in this station.*

Dated at Kingston, April 12, 1749.

In 1750, Admiral Knowles married his second wife, Miss Bugit, of an old Lorraine family. By his lady he had three children: the present Sir Charles Henry Knowles, who was made post in 1780, and had the command of the *Goliath*, 74, in Sir J. Jervis's action off Cape St. Vincent; and two daughters, one of whom died in her infancy, the other married, March 29, 1781, John Winder, Esq. of Vaynor Park * in Montgomeryshire, an officer in the king's dragoon guards. The goodness of her heart, and the upright integrity of her conduct, preserves a due sense of that example which was afforded by her worthy father.

In the year 1752, Rear Admiral Knowles, then member for Gatton in Surry, was appointed Governor of Jamaica, in the room of Edward Trelawney, Esq. A circumstance sufficient to mark that he then stood high in the opinion of his Country. The laws he established at Jamaica, and the regulations which he made there, displayed the bold conceptions of a mind, and the disinterested motives of an heart, that looked only to the general welfare. Prior to his appointment, all law suits were determined at Spanish Town, and if the cause was ever so trifling, the parties were obliged, at a great expence, to come from the most distant

* This house and park formerly belonged to the Earl of Essex, the unfortunate favourite of Queen Elizabeth, who married a sister of Sir F. Knollis, K. G. and president of the council. He was created Earl of Bambyry by King James. The picture of Queen Elizabeth, when princess, and her brother's Prince Edward, with that of the Earl of Essex, are still in the house. After so many generations, it is singular that the present mistress of the house should be a female of the same family.

acts of the island to settle it. Admiral Knowles therefore established quarterly courts throughout the island, and obliged the lawyers to go their circuits. He also, for the following reason among others, changed the seat of government from Spanish Town to Kingston. Three of the enemy's frigates, with 500 soldiers, might at any time anchor in the evening in Old Harbour, and, by a *coup de main*, take the governor out of his bed at Spanish Town, burn the Chancery and archives, and then return safe by forced marches to Blue Fields; where, if the frigates had immediately sailed on their landing, they might re-imbark. Whereas Kingston, on the contrary, is on one side surrounded by water, on the other by an extensive valley, environed with an amphitheatre of mountains, all the passes to which, five in number, were fortified. By this measure, as appears from the petitions in its favour that were presented to the House of Commons, by several merchants of London and Liverpool, the property of the traders and inhabitants was rendered infinitely more secure; and many important advantages were derived from it. Some interested individuals however seem to have taken alarm; and in consequence the seat of government, after Admiral Knowles resigned in January 1756, was again removed to Spanish town*.

In 1757, Vice Admiral Knowles, being appointed second in the armament that was sent against Rochfort, under the command of Sir E. Hawke, hoisted his flag on board the Neptune. The fleet sailed from St. Helens on September 8th. The particulars of the attack on the fort in the Isle of Aix, have already been noticed in our memoir of Earl Howe. The present Sir Charles Henry Knowles accompanied his father in this expedition; his brother, Mr. Edward Knowles, was with Captain Howe in the Magnanime. On the 25th

* During his absence from England, he was in the month of February 1755, advanced to be Vice Admiral of the Blue; as he was in the same year to be Vice Admiral of the White. Soon after his arrival in England he was promoted Vice Admiral of the Red.

it was agreed in a council of war then held, probably owing to information derived from the prisoners taken at Aix, that the attempt on Rochfort was neither advisable nor practicable*. However on the 26th of September, Admiral Knowles was dispatched to bombard and attack fort Fouras, with two bomb ketches, and several armed vessels and frigates, and to sound the entrance of the river Charette. This expedition†, owing to the superficial knowledge of Thierry the French pilot, who accompanied him, did not succeed.

As Mr. Smollet was at that time an active writer in support of any party, and treated the account which Admiral Knowles published of the transaction, with much harshness and asperity in the Critical Review, it may be of service to the public, who already have been acquainted with some particulars of Mr. Smollet's history, to know the real motives of this writer's conduct. We state them from undoubted authority, and claim that credit we are confident they deserve.

Dr. Smollet was originally what is termed a loblolly boy, an inferior attendant on the surgeon, on board Commodore Knowles's ship at La Guira. Mr. Knowles gave him his first warrant as surgeon's mate, and in many instances behaved towards him with paternal kindness. Mr. Smollet afterwards published a libel on his patron. The admiral sent and requested to know in what particular he had ever injured him. At length, after much prevarication it appeared, that some favour had been refused him by the admiral's secretary, of which Mr. Knowles was perfectly ignorant. Smollet made his apologies for what had happened, and retired. The worthy admiral, who with surprise beheld the insigni-

Charnock's Biog. Naval.

† On the return of the fleet into port, Admiral Knowles struck his flag, but hoisted it on the 5th of November following on board the Royal Anne at Spithead. On the 12th of December it was again struck. Mr. Knowles was promoted Admiral of the Blue, January 31, 1758. Prior to his going to Russia he was made Admiral of the White.

ficance of the man, who under an apparent zeal for literature, had attacked and sullied the fame of a naval officer, wished and intended to pardon him; *but the Earl of Mansfield, then Mr. Murray, and Hume Campbell, afterwards Lord Register of Scotland, would not suffer it to be done.* Mr. Smollet was therefore prosecuted and fined 100l., was imprisoned a year in the Marshalsea, and obliged to find securities for his good behaviour. Mr. Smollet afterwards published a continuation of his History of England, and industriously suppressed, or sedulously distorted, every circumstance that tended to the honour of Admiral Knowles.

We are now obliged reluctantly to draw our Memoir of this excellent officer to a close. After the accession of his present Majesty, who early displayed a regard for the Navy, and on every occasion that offered, has come forward in the most public manner to do it honour; Admiral Knowles for his long and faithful services was created a baronet on the 19th of October 1765*. On the 5th of November following, he was made Rear Admiral of Great Britain, as successor to Lord Hawke. He held this honourable appointment until the month of October 1770, when he gave in his resignation, being chosen, on account of his great skill in nautical affairs, to preside over the department of the marine in Russia, to cultivate and protect that germ, which the genius and capacious mind of the Czar Peter had first cherished. As a specimen of ship building he carried out a model of the old Foudroyant, which we believe is still carefully preserved at Petersburg. The services of Admiral Knowles, whilst in Russia, will make the subject of a future memoir. That he did not forget the interests of his country during his absence, the following letter to Lord Rochfort then secretary of state will sufficiently prove. It also will serve to shew how much he was consulted by ministers, and in what high estimation his experience and abilities were held.

* In 1766, Lady Knowles was made one of the ladies of the bedchamber to the Princess Amelia.

MY LORD,

As your Lordship was pleased to require of me, before I left England, my thoughts how France or Spain might be most effectually attacked, in case of a war breaking out with those two nations, I take the liberty of transmitting them to your Lordship; wishing, with all my heart, the period may be very far distant to have occasion for them; but be that as it will, they may one time or other become useful.

I think I may venture to tell your Lordship that whenever such a league is proposed to this court, you will find it well disposed to attend to it.

If in straying out of my element I have launched too far into politics, I hope your Lordship will impute it to the *amor patriæ* which still haunts me, though an exile.

I have the honour, &c. &c. &c.

Petersburgh.

C. KNOWLES.

Admiral Knowles returned to England in 1774, and presented a memorial of service *, that he might obtain redress, for some neglect that had arisen respecting his half pay.

To draw in few words the character of a man, whose services, from the age of fourteen, were so arduous to himself, and so important to this country, and which appear under such a variety of forms; whose virtues were so uni-

* *Admiral Sir Charles Knowles's Memorial of Service.*

That in the year 1718 he served under the late Lord Torrington at the battle off Sicily, and was made a captain by him in the year 1731. That he fortified the harbour of Port Antonio at Jamaica, and made careening places for his Majesty's ships, not only there, but at Port Royal also. That he was afterwards employed on the same service at Antigua. That he was on the Carthagena expedition with Admiral Vernon, and destroyed all the fortifications taken there: also at the taking of Chagre, and demolishing all the fortifications there and at Porto Bello. That he has been in thirteen general actions during the wars that have happened within his time; and commanded in six himself. In that of La Guira and Porto-Cavallo, out of six ships he lost near 600 men killed and wounded. That he was so fortunate as to take two French ships, with the regiment of Fitz-james on board, consisting of 630 men with the count, and five other general officers (in the year 1745) going to Scotland; and beat back three other ships, with Lord Clare's regiment, into Dunkirk: which service his Royal Highness the late Duke of Cumberland often acknowledged facilitated his victory at Culloden. That in the late war, he drew up the original plans for attacking Senegal, Goree, Louisbourg, Martinique, and the Havannah, by which plans, and the intelligence he furnished, all those places were taken. The several copies of which his Majesty has now in his possession. That he served also several years in quality of Governor of Louisbourg and Jamaica, and fortified both those places. That it was always his endeavour to merit the favour of the admirals whom he served under, by an active and punctual observance of their orders, and since his attainment of command himself, his sole ambition has been the glory of the British arms, and his Sovereign's approbation of his conduct.

(Signed) CHARLES KNOWLES.

form and confirmed; and who stood unappalled, like the rocks of the element he had lived on, notwithstanding every art that a malevolent or party spirit could employ, would form a subject for the best writers of the present, or any future age. We can only add, that he was a kind and dutiful son; an affectionate father; a strict and rigid officer; but a sincere friend. As a proof of his generosity, after his death two books were found containing notes of hand to the amount of 5000*l.* which he had lent to officers in the navy. In his civil capacity, as Chancellor of Jamaica, Lord Hardwick declared he had never been surpassed; and Mr. Beach the Attorney General, has been heard to say, that but for his naval profession, he should have thought Mr. Knowles had been bred to the bar. The late brave and worthy Captain Brodie was steadfast to Admiral Knowles in all his fortunes, and was an officer he particularly esteemed.

Such a man was not altogether formed to please the multitude. An high sense of inward worth rendered him neglectful of those trifling forms by which popularity is too often attained.

Virtue, for mere goodnature is a fool,
Is sense, and spirit, with humanity.
'Tis sometimes angry, and its frown confounds;
'Tis e'en vindictive, but in vengeance just.
This is the solid pomp of prosp'rous days,
The peace and shelter of adversity.
The gaudy gloss of fortune only strikes
The vulgar eye:—the suffrage of the wise,
The praise that's worth ambition, is attain'd
BY SENSE ALONE, AND DIGNITY OF MIND. *Armstrong.*

Admiral Knowles translated a work of M. de la Croix; he also published a vindication of Sir John Mordaunt's conduct. He invented a machine for discovering the pressure of the wind and its weight; and a method also for ascertaining its velocity; which Euler acknowledged Mr. Knowles had discovered before him. The plan of this machine, with the book of calculations, the present Sir C. H. Knowles sent to the Royal Society. Admiral Knowles died in England on the 9th of December 1777, and was buried at Guilford in Surry.

NAVAL ANECDOTES,
DETACHED HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

NO. II.

A MANUSCRIPT collection of marine charts, drawn in 1436, was discovered in 1739 in St. Mark's Library at Venice, together with a manuscript account of voyages by Sanudo, a Venetian navigator, who lived at the end of the 13th and beginning of the 14th century. Upon these MSS., M. Naillac, one of the French academicians, founded an opinion, that not only the seas of Africa and the East Indies, were known to the Venetians before the voyages of the Portuguese; but that the Antilles, Hudson's Bay, and Newfoundland, were frequented by their sailors above a century before the voyage of Columbus.

PEYROUSE.

The captain of an English ship, taken by the privateer Dugay Trouin in July 1793, gave the following detail respecting the loss of M. de Peyrouse. "On the 30th of December 1791, being in the latitude of 9 degrees south, and 259 degrees west longitude of London, coming from Jackson, going to Bombay, and wishing to go by the eastern passage, I was informed of a shipwreck on the coast of New Georgia, in the Eastern sea. This ship could be only a French one, as no other ship or frigate passed these straits, but two English frigates, which have since arrived in England. There is the greatest probability that it is the *Boussole*, or the *Astrolabe*. I have drawn the plan and exact chart of this continent, with the remarks on the latitude and longitude. Cape Exception, or Cape Deceit, forms the entrance of the bay in which the before-mentioned vessel was shipwrecked."

SOFT SOAP FROM HERRINGS.

Sir John Dalrymple has addressed a letter to the editors of the Scotch papers, in which he recommends the making of soft soap from herrings, of which there was last year an uncommon glut in the Frith of Forth. This soap is made without any mixture of tallow or oil; it will wash with cold, hard, or salt water, and comes above fifty per cent cheaper than common soft soap. Sir John has discovered a method of taking away entirely the bad smell from this fish soap, and has left two servants in his house at Edinburgh to teach the way in which this soap is made. A gentleman, who made an experiment on the dog fish, for the same purpose in the Isle of Man, was able to sell the soap, so made, at 12s. 6d. a hundred at Whitehaven.

CAPTAIN VANCOUVER.

Captain Vancouver used to say, that he had been nearer the south pole than any other man—for that when the immortal Cook in latitude 72, was stopped in his progress by impenetrable mountains of ice, and was preparing to tack about, he went to the very end of the bowsprit, and waving his hat, exclaimed—*Ne plus ultra!*

LAND RECOVERED FROM THE SEA.

In 1793, a gentleman of Essex, recovered seventy acres of land from the sea, at the expence of 344l. 2s. His mode of consolidating a sea wall was to roll it daily for eight or nine months, with a roller, twenty-nine cwt. moved by four horses.

INDIA COMPANY'S REGULATION.

The India Company, at the beginning of the present war, passed some resolutions in favour of mates of their ships, which have remained in force ever since. The second mates to be twenty-two years of age, to have been three voyages to India, in one of which they acted as third or fourth. The third mates to be twenty-one years of age, to have been three voyages, or two in the company's service, and two

years in actual service. The fourth mates are to be nineteen years of age, to have been two voyages, or one or two years in actual service.

PATAGONIANS.

Extract of a Letter from Halifax, Nova Scotia, to a Gentleman in Glasgow, August 27, 1793.

“A few days ago, Captain Coleman arrived here from a whale voyage. He touched at Port Desire, on the coast of Patagonia, where he saw between 400 and 500 of the inhabitants, whose stature has given rise to so much altercation and debate. They were from seven and an half to eight feet high, remarkably stout, and very affable in their manners and behaviour to Coleman’s people. They were all mounted on very fine horses, and had come from the interior part of the country. There are few or no inhabitants on the sea coast, which accounts for their being so seldom seen by navigators. The dress of those, which Captain Coleman saw, was of skins exactly fitted to their bodies, which shews their shape to great advantage. They were armed with lances, bows, and arrows.”

HERRING FISHERIES.

It is extraordinary that the Swedish method of catching herrings has not been yet introduced into Scotland: great as are the quantities now taken, they would be increased in an astonishing proportion, were the Gottenburgh system followed.—When the herrings go into a bay, like that of Inverkeithing, an immense net is carried across the entrance, so that none can escape; they are then taken out as wanted, or according as they can be made use of. Great quantities are boiled, for the sake merely of the oil, many thousand barrels of which are annually exported. It is singular, that this practice, though introduced by Scotchmen into Sweden, should never have been tried or followed in this country.

Fisheries have been called the agriculture of the sea. Raleigh attributes the wealth and power of Holland not to its commerce or carrying trade, but to its fisheries. Mirabeau was of the same opinion. De Witt also of the same; and Franklin seemed to prefer the fisheries of America to agriculture itself. A great nursery of the marine is by this

means best supported; from whence a constant supply of men inured to the perils of the sea, and the inclemency of the weather, are constantly ready for the service of their Country. We shall give every attention to this important article.

There is a curious fact stated in the pamphlet published in America by Mr. Harper:—"The first blow (says he) was struck by the capture of a French privateer on our coasts, which had made prize of some of our ships, and then had the *impudence to run into our own harbours* for protection against the English cruizers!"

In the New Transactions of the Royal Academy of Sciences at Stockholm, for the year 1797, (vol. xvii. part ii.) is inserted a description of an apparatus for planing ship pins, invented and employed at Carlscrona, in 1784, by C. F. Bouke, with a plate. This machine is so constructed that it will make these pins either round or square. Two workmen can in one day make with it four or five times as many as by the usual apparatus with a hand-plane. At Calscrona, where 35,000 such pins of oak or fir are used every year, this machine causes a saving of $666\frac{2}{3}$ rix-dollars in point of labour.

The following is the copy of a letter found tied to the neck of a hawk caught on the 4th September 1795, by Mr. Malcolm of Kinghorn, in Scotland. It was picked up by him the day it was written, and had come at least 50 leagues, the Texel being then about 70 leagues distant.

On board the Lion, Sept. 4th, 1795.

I send this from on board the Lion of 64 guns, twenty-five leagues off the Texel, in chase of a frigate and sloop of war. He that gets this letter will put it in the newspaper.

RICHARD WILKINSON, MIDSHIPMAN.

A Russian Officer, who was in the Lazaretto at Leghorn, December 29, 1771, gave, at that time, the following anecdote respecting the navy.

"Mr. Fort, of Marscilles, who in the last war of the French against the English, commanded the ship L'Hiron-

delle, entered into the Russian service this campaign, and was admitted as lieutenant on board the admiral's ship; he distinguished himself very much at Napoli di Romania; but in the naval combat at Chesne he shewed an intrepidity, hardly to be equalled, on board the said ship, where he commanded three cannon on the main deck. Half an hour after the commencement of the engagement, a ball took off his nose and part of his neck; but he would neither quit his post or suffer his wound to be dressed, but only held his handkerchief to his face to stop the blood. A quarter of an hour after, another ball carried away his right arm near the shoulder and threw him down: he had yet strength sufficient to get up, and was going to take his sword in his left hand, when a third ball cut him in two. He was very greatly regretted, and Count Orlov in particular was very much affected with the loss of this brave man; and as soon as the action was over, the count desired no neglect might be made in inquiring whether Mr. Fort was married and had any family, as he intended to obtain a pension from his court for his widow. The officer charged with these orders could not be fully satisfied till he arrived here, and he is hastening now to acquaint the generallissimo with the result of his inquiries, in order to his procuring the promised pension for his widow."

AN ENGLISH MAN OF WAR.

The following is the character of this instrument of national energy, as described by Old Macklin:

"An English man of war can speak all languages. She is the best interpreter, and most profound politician in this island; she was always Oliver Cromwell's ambassador; she is the wisest minister of state that ever existed, and never tells a lie: nor will she suffer the proudest Frenchman, or Spaniard, or Dutchman, to bamboozle her, or give her a saucy answer."

NAVAL LITERATURE.

Prospectus and Specimen of an History of Marine Architecture, drawn from the best Authorities, and chronologically deduced from the earliest Period to the present Time; illustrated by upwards of One Hundred Plates, exhibiting at least a Thousand Figures, accurately engraved by the most eminent Artists. In Three Volumes Royal Quarto. By John Charnock, Esq. Faulder. P. 20. Six Plates. 6s. 1796.

Advertisement.

THE part here given as a prospectus is intended as the specimen of a work which has almost uninterruptedly engaged the attention of the author for nearly twenty years. It is to be considered as merely exhibiting to the public the typography, the paper, and the manner in which the different classes of engravings will be executed. As the letter-press contains only an *abridged* account of the Ancient Galley, it would be an act of injustice to form any peremptory decision on the literary merit of the work itself. What is now published being an abbreviation of upwards of twenty sheets, and all the information it is meant to convey relates merely to the extent in which the subject will be treated through every different branch or æra.

The book, as stated in the title page, will be comprised in three or *more* volumes royal quarto: the price to subscribers will be nine guineas, to be paid, according to the usual custom, half at the time of subscribing, and the remaining moiety on the delivery of the first volume. The price to non-subscribers will be ten guineas and an half; a demand which it is presumed will not be thought extravagant by the public, when they are informed the expence already incurred, added to the sum necessary to complete the undertaking, will amount, on the most moderate computation, to upwards of six thousand pounds.

As such an expence is too heavy to be risked by any individual, however enthusiastically attached to the subject, when the reception of all undertakings of this nature depends so much on the popular opinion of the moment, it has been deemed most prudent to adopt this easy method of collecting the general sense, as to the utility of the intended work. Suffice it for the present to say, the History will be continued down to the present moment, so that all the modern improvements and modes of construction will be fully treated of and exemplified by accurate draughts, accompanied by proper explanations of all apparent defects, and an examination whether such alterations as have actually been made, or are at present only theoretically proposed, are calculated to effect the hoped for remedy.

Should the countenance given by the public to this undertaking be equal to the sanguine expectations of the proprietor, a port folio, containing a set of large folding plates, on a new construction, will be added for the purpose of conveying, even to those totally unacquainted with the subject, a comprehensive idea of the shape and most approved form of vessels adapted to different purposes: so that upon the whole, nothing, it is hoped, will be omitted that can render this work equally attractive to the antiquarian, the historian, and the artist.

We wish Mr. Charnock every possible success, which he certainly merits. The size of the work was doubtless determined on, to give sufficient space for the plates, which, from the specimens in the prospectus before us, will be very correct and beautiful: but did Mr. Charnock recollect in adopting this size, that no class of men agree more to the truth of the old Greek proverb, that a great book is a great evil, than those to whom his labours are particularly addressed. Sailors are not sensible of any beauty in a large margin or chart. mag.; but have often wished that the sole power of printing books had been vested in the Elzevirs and their descendants for ever. We think with due submission to Mr. Charnock a size might have been chosen, which would have given sufficient scope to the engraver, and have been more commodious to seafaring men than a royal quarto. But perhaps the author may have rather intended the work, as a splendid ornament for the shelves of the curious and elegant collector, which it certainly will most justly deserve to become.

Mr. Charnock thus answers the objections made to his undertaking, on the ground of expence.

I have been charged with affixing a price too enormous to become plied with*. As this implies a conduct of a nature the most disgraceful to a man professing the smallest degree, not of liberality but of common honesty, it is incumbent on me to answer it in the fullest terms, this I am perfectly enabled to do, and in very few words. It is stated in the advertisement, that the expence attending the undertaking will amount to upwards of six thousand pounds: the fact I can clearly and decidedly prove, from my private accounts, to the satisfaction of any person or persons who will take the trouble of

* This is dated 1797.

calling on me to ascertain it; and the *profits* may easily be calculated on multiplying the amount of the subscription by 750, even supposing the sale to extend to that number."

The price is certainly not too great for the importance of the undertaking, or for the value of the author's labours; in either instance, the sum of nine guineas is not exorbitant: but we fear the undertaking itself is on too extensive a scale to afford Mr. Charnock the reward which from every consideration of the work, it appears to merit.

The letter press contains an abridged account of the ancient galley. It would, as Mr. Charnock observes, be an act of injustice to form any peremptory decision, on the literary merit of the work itself from this abridgment: but we think the following extract will not occasion any decision, but such as will be favourable to the wishes of the author.

Historians and others have been so extremely vague, irregular, and contradictory in the accounts they have offered us, not only as to the date of its origin but also of the particular form in which the galley was constructed, that investigation, were we to rely implicitly on them, would, if not impracticable, be at least extremely difficult. In aid of this inquiry the curious have had recourse to the very indeterminate information of coins, and such remnants of sculpture as the ravages of time, and the barbarous fury of invaders, have left to be treasured up in the cabinets of the curious. The information they afford us, though founded perhaps on the most respectable evidence now existing, is at best extremely imperfect, we may almost as well imagine the whimsical figure intended to represent a ship, which is impressed on the gold noble of Edward III. can convey to us an idea of the kind of vessels composing the fleet with which that monarch invaded France, as to suppose that of the galley, exhibited on the coins of Rome, is to be considered a perfect, or in any degree proper semblance of one.

The most probable, the most rational explanation we have ever seen is given by a modern French author, M. L'Escalier. It solves many of those strange assertions made by the ancients of the magnitude of particular vessels, which throwing an air of fiction and romance on their descriptions, consequently induce us to doubt, if not totally discredit them. 'We have for a long time (says he) treated as a kind of visionary chimera, the account of three, four, five, and even eight tiers of oars, one above the other, by which the

curious, who are unacquainted with naval matters, wish to explain the different appellations bestowed on ancient galleys, called Triremes, Quadriremes, Quinquiremes and Octoremes : whoever has the smallest idea of, or will give himself the least trouble to reflect on the subject, will very easily perceive the absolute impossibility of any vessel being able to carry even four rows, or ranks, of oars thus disposed. In the modern galleys, which have only one tier, and are in length equal to a ship carrying sixty-four guns, the oars, though the supporting point or rowlock is as near the water-line as possible, are forty-four feet long. Allowing a space of four feet and an half between the lower tier of row-ports, and that immediately above it, the oars of the second must, pursuing this rule, be seventy-seven feet in length, those of the third an hundred and ten, those of the fourth one hundred and forty-three, &c." Where can we, as is judiciously remarked by this author, either find wood proper for the formation of these oars, or men powerful enough to use them ? Even the third tier could not be managed well, were not the vessel perfectly strait, or, according to the English term, wall-sided, and the oars of the lower rank extremely short, so as to act on the surface of the water at a very small distance from the side of the vessel, in which case we must beg to remark it is very evident they could not be of any service except in a dead calm.

Snelling, in his account of the celebrated Galley built by Philopater, King of Egypt, informs us, "*Remi longiores ad puppim inserti horum maximi cubitorum triginta octo, tractatu et remigio in usu faciles, ob plumbum ad manubium additum* : The oars, which were near the stern of the vessel, were considerably longer than those in the midships, the largest being thirty-eight cubits, or about fifty-seven feet in length : they were rendered more manageable by a quantity of lead attached to the handle." As to the Quadragintiremes, or vessels usually described as having forty ranks or tiers of oars, we cannot reconcile the report to our understandings, except by supposing them nothing more than galleys fitted with as many oars in each rank. Those who pretend to impose the former interpretation are certainly as ridiculous as an author in future ages would be, who attempted to prove, that a modern ship of war, mounting eighty guns, had as many tiers of cannon one above the other.

"Some persons who imagine they can solve this problem by supposing the oars of ancient galleys, were disposed in diagonal ranks, or, to speak more intelligibly, that the seats on which the rowers sat, resembled a flight of stairs, (the French call it *en échiquier*, like the chequers on a chess board) and that they were not, strictly speaking, one above the other, can understand nothing either of the construction of vessels, or the mode of working them. Do they recollect that the

oars in the lower tier, or row, being placed as close to each other as is possible to be effected in any given space, allowing room to work them, it is impossible to introduce one at the intervallum, in the upper tier, or, according to the French phrase, chequer wise, without losing the advantage of that first rank, or tier : consequently nothing would be gained by this pretended discovery. A circumstance which militates still more strongly against this supposed mode of construction is, that such a distribution of the stages, or what may be called the decks of the vessel, is incompatible both with its strength, and those communications through the several parts of the hull, or body, which are absolutely necessary.

A third common solution of this perplexing enigma is scarcely more satisfactory to us, although, perhaps, less unreasonable and contradictory to some particulars which our own judgment is ready to admit the existence of. The Biremes, say the advocates for this explanation, were those vessels in which each oar was managed or worked by two men. The Triremes were galleys in which three were employed for that purpose, in the Quinquiremes five, and, to conclude, in Octoremes eight men were allotted to execute the same service. This explanation is at first sight subtle enough to induce our acquiescence in the propriety of it ; but its fallacy is, nevertheless, on a closer investigation, easy to be detected.

The Galeasses, used in the present days by the Venetians, which are by no means equal in point of size to the first rate galleys of the ancients, have nine men employed in working each oar ; and, as a still stronger refutation of the pretended explanation alluded to, in all the descriptions given of the latter by ancient authors, the words precisely used are, "*Remorum ordines et remigum gradus,*" words which certainly can bear no allusion to the number of men employed at each oar.

After reading the various treatises written with a view of elucidating this subject, after viewing the different designs collected with much care from the Roman antiquities for the same purpose, though they afford us in themselves nothing decidedly satisfactory, we may boast of having in some measure developed from them, if not the absolute truth, at least a reasonable system or explanation. This is a matter of no small difficulty : these learned dissertations and investigations, compiled chiefly from the labours and evidence of ancient sculptors, who attended neither to exactness nor proportion, are extremely contradictory, and, for the most part, convey to us as false an idea of the galleys of ancient times as the arms of the city of Paris, represented, in relief, on all the principal buildings of that capital, do of a modern ship of the line.

It may probably not be unentertaining, says L'Escalier, to explain this idea more fully ; even should it be deemed erroneous, it will be

some consolation to reflect it is not the first error the investigation of this subject has given birth to ; and as it is merely a matter of curiosity, the mistake, if one, cannot be material.

The Uniremes, we suppose to have been those galleys or vessels which had only one row of oars extending between their masts, or, perhaps, the entire length of the vessel, like the modern feluccas of Barbary ; and consequently required only one rank of rowers.

The Biremes had one tier of oars between their masts, and another abaft the main or principal mast.

The Triremes appear to have been galleys of a still more formidable description than the preceding, having one tier of oars extending between the masts, a second abaft the main-mast, and a third forward, near the prow or stem, before the fore-mast.

The Quadriremes had their oars ranged like the Triremes, with the difference of having two tiers of oars one above the other abaft the main-mast.

The Quinquiremes were also of the same description, with the addition of a second tier of oars forward.

The Octoremes had two tiers of oars in the midships and three at the stem and stern, making in the whole eight. We cannot deny that some vessels had three entire tiers of oars ; this is indeed established to have been the case from the evidence of a multitude of ancient sculptures : but we never find proof of any having been constructed with a greater number. With regard to Octoremes themselves, they were enormous floating structures, built merely for the purposes of luxury, and to gratify a ridiculous ostentation, so unfit for war, or even navigation, that they could not venture to sea without manifest danger. Of this description was the celebrated galley of Philopater : such also was that constructed by Archimedes, for Hiero, King of Syracuse, and presented to Ptolemy : and, lastly, such was that built in the reign of the emperor Claudius, which foundered, and was irrecoverably lost in the port of Ostia.

The foregoing explanation, which appears perfectly simple and conformable to reason, enlarges our idea of the marine, or naval force of the ancients, which has hitherto been very much misrepresented, or misunderstood. It is generally supposed that their ships or vessels were extremely imperfect, and ill constructed ; so that moderns have little, or, indeed, nothing to regret in the loss of a perfect knowledge of the principles of an art rudely practised by these renowned predecessors : this idea is, in all probability, erroneous.

Is it to be conceived that a great commercial people, such as were the Carthaginians and Phœnicians, who undoubtedly undertook long voyages, having doubled the Cape of Good Hope, as well as achieved many other feats in navigation equally bold and extraordinary, should

not have been provided with vessels well put together, and capable of effectually resisting the impetuosity of the waves ?

Can it be believed that rival nations, like Rome and Carthage, who for such a length of time, and through a series of wars, disputed the empire of the sea ; or that Greece and Egypt, who have left us such evident and irrefragable proofs of their perfection and ingenuity in every other art and science, should have made no progress in that of naval architecture ? Have we, because the art of navigation was imperfect, and that in consequence of the non-discovery of the compass, the ancients seldom ventured out into the open sea, any just reason to conclude their vessels were bad sailers, and difficult to be worked with promptitude and exactness ? Their peculiar exigencies rendered well constructed vessels indispensibly necessary to them, for to say nothing of the qualities or requisites capable of resisting hurricanes or tempests, the neighbourhood of the coast is much more subject to be affected by sudden gusts of wind than the open sea, and the shore continually attended by shoals and shelves which are exceedingly dangerous, indeed destructive to shipping. It is an absolute certainty that the ancients adapted a number of wonderful machines to the use of their marine, the very name and form of which we have, in many instances, totally lost. The character of Archimedes, to whom the ancients were principally indebted for their mechanical discoveries and inventions, is too firmly established to render their powers, wonderful as they were, a matter even of doubt. It is a well-known fact, that the Romans transported by sea, from Egypt to Rome, obelisks, formed out of one single piece, of a length and weight so enormous that it would be impossible to put them on board any modern ship whatever. It cannot moreover be denied that, in aid of their naval wars, they had a variety of resources, and a degree of industry in expedients which have, indeed, become needless, since the discovery of gunpowder and the invention of cannon.

No author, Vegetius excepted, has afforded us any scientific information at all satisfactory relative to the ancient marine. He too wrote in a time * when the history of it was nearly lost ; for it is evident to all that it does not enjoy the same advantage with other sciences, and is incapable of being transmitted, with perspicuity, to posterity, on account of that partiality of language and multitude of terms, unknown in every other branch of mechanic art which, by custom, have become indispensibly necessary in explaining this. We can nevertheless collect enough from this author to impress us with a favourable idea of their extensive knowledge and

* The reign of the emperor Valentinian, about the year 300 of the Christian era.

skill in it ; to his evidence we cannot refuse joining the testimony of a crowd of ancient historians, and the descriptions, vague as they may in some instances be, which they afford us of the vessels of their times. These accounts, exaggerated as they certainly are in sundry respects, incontestibly prove that many of the vessels of antiquity were of dimensions infinitely larger than modern ships, of what are called the line ; to say nothing of the very splendid manner in which they were decorated, which indeed is little to our present purpose to notice. To conclude, we may venture to assert, as a certain fact, that the galleys of the ancients were longer than any modern ships of war, though very narrow, and much less raised from the surface of the water, if we except the *Octoremes*, vessels with eight ranks, or, as some will have it, distinct tiers of oars."

Though the foregoing account is extremely ingenious, perhaps we may with justice say, the most so of any hitherto published ; yet it is far from satisfactory in all points. Did not the express term of *remigum ordines*, or tiers of rowers so frequently used in ancient accounts, stand in our way, the best solution that perhaps could be given to the difficulty would be to close with the idea which has prevailed with many, that the term *Trireme* and *Quinquireme*, meant vessels of such classes as required three or five men to work each oar. This explanation, however, for the reason just given, will not bear us through to our own satisfaction, as militating in direct opposition to a particular point in the ancient description which is given us as peremptory. The *Trireme* and *Quinquireme*, but more particularly the former, occur as the most frequent class in general use ; but, as has been already stated, were we to attempt establishing any certain description from the authority of Trajan's column, or any other of the most valuable remnants of antiquity, the table of dimensions would be too ridiculous for the attention or belief of a single moment.

This *Prospectus* contains also the following information :

The proprietors of the work thus offered to the public propose to open the way to similar undertakings, by publishing the portraits and lives of the most remarkable of that profession, which, with such unparelled bravery, prudence, and loyalty, guards at this day that proud rank of national superiority originally founded on its splendid exertions.



An Essay on Naval Tactics, systematical and historical, with explanatory Plates, in Four Parts. By John Clerk, Esq. of Eldin, &c. &c. Parts 2, 3, and 4. P. 61, with 22 Plates, 4to. Cadell and Davies, and J. Sewell. 1797. Boards. 10s. 6d.

IN the first part* of this work, it has been established, that the intention of our enemy, the French, has constantly been to avoid bringing their ships to a close engagement: and that an admiral, commanding an opponent fleet, and being in pursuit any where from the windward quarter, may have it in his power to bring the enemy either to give him battle on equal terms, and in a close engagement, or otherwise force him to abandon a number of his ships, let him be as shy, as artful, and cautious as he will. In the second part Mr. Clerk demonstrates the practicability of forcing also an attack upon such an enemy, and with equal success, from the leeward quarter. Mr. Clerk illustrates the mode of attack from the leeward with some judicious and interesting examples, which we perused with considerable pleasure and improvement. He concludes the second part with illustrations of the perpendicular attack, or the attack at right angles.

Part the third contains an historical sketch of naval tactics, to which is prefixed the following introduction:

Since the study of naval tactics is of the greatest importance to this empire, and since the abilities and skill of British seamen, in the conduct and management of single ships, are so manifest, that nothing higher has existed in any one profession or department of life; it is therefore the more worthy of inquiry from what cause or accident it should have proceeded, that so little progress has been made, in the most important part of the subject, I mean the mode of arranging and conducting of ships, when assembled in great fleets, for the purpose of advancing to battle.

It is not, however, intended that the naval tactics of the ancients should be understood to be affected by what has been said; on the contrary, from history, we are made to believe that the conduct of their commanders, in most of their military operations at sea, was founded on principles equally applicable, and equally understood, with those which governed their military operations by land. Of this, the battles of Salamis, of Actium, &c. are examples.

* For the first part of this valuable work see our first number.

That naval history, in modern times, has not been so perfect in its information, may be admitted, if it is true, that, of all the numerous engagements at sea, with the Spaniards, with the Dutch, and with the French, spirited and successful as they sometimes were, not one satisfactory plan or description has been obtained, by which even the arrangement or movement of the different fleets could be discovered, more early than that of Admiral Matthews, in 1744; nor one, from which an idea of any system, of either attack or defence, can be formed, more early than that of Admiral Byng in 1756.

From a distinction so remarkable as this, an idea has been suggested, of having naval history divided into periods, in which, by comprehending and distinguishing the particular changes of the weapons, in the shipping, or in the modes of practice, some cause, some essential error in principle, some defect in conduct, will be discovered, from whence should have originated this singular difference of information, between the naval tactics of ancient and of modern times; for it never can be imputed to the historian alone.

The history of naval tactics may therefore be divided into the following periods:

The First Period will comprehend the time in which the progressive motion of ships and fleets, advancing to battle, had continued to be dependent upon, and confined to, the propulsive power of the oar, and while the decision of the contest was intrusted to the sword, as in the sea battles of antiquity, Salamis, Actium, &c. as before mentioned; with which also may be included the battle of Lepanto in 1571.

The Second Period includes the time that sails became the necessary, and almost the only means of the progression of ships, now of greater dimensions, more unwieldy, and no longer manageable, by the exertion of the men within by oars. This period begins with the Spanish Armada, comprehends the engagements between the English and the Dutch, together with the battles of Bantry Bay, Beachy-head, La Hogue, in the last century, and of Malaga in 1719, of none of which have we been able to procure any particular plan or description, down to the year 1740.

The Third Period, then, with propriety will begin with those engagements of which we have been able to give a particular plan and description; that of Admiral Matthews in 1744, including Admiral Byng's engagement in 1756, Sir George Pocock's in 1758, together with those of the American war, from the year 1778 to 1782.

The year 1782, so much distinguished by extraordinary exertions of naval ability, at the same time that it will form the commencement of a Fourth Period in the history of naval tactics, will also give occasion to add a fourth part to this work.

That Mr. Clerk's work will be of considerable service to the Navy of Great Britain, the commendation it has already received from some of the most distinguished officers in it, is a sufficient proof. Yet still he certainly gives too little credit to the enemy's fleet for their exertions in repelling the attack: he too much supposes them, as has been observed, to be helpless, and claims the victory. This, however, is a fault which it certainly is easier to point out, than to avoid. The judicious and able reflections he has made with such boldness and originality, demand the attention and gratitude of his Country. We trust he will continue his naval labours, as much still remains for so able a writer to elucidate. A more general account of naval actions, from the accession of the house of Hanover, with judicious commentaries upon them, is a work Mr. Clerk is fully competent to perform, and would prove very acceptable to naval men.

Part the fourth contains descriptions of sea engagements in the year 1782, chiefly from the Gazette letters, with the author's remarks on each. Sir Samuel Hood's engagement with the French fleet in the West Indies, off the island of Nevis, occupies in this part, as it deserves, considerable attention. Mr. Clerk states the facts simply as they were, and then adds,

On the part of the British will be found a plan, gallantly, but prudently formed, to attack a force superior, as three to two, which if it was not put into execution, it was because the enemy had prudently declined. Again, in consequence of a still more daring plan having been formed immediately upon the above disappointment, we find them, in defiance of all former rules, (in the face of this superior fleet, who had taken every means of obstruction, and even while they were maintaining a combat with this fleet) bringing their ships to an anchor without a possibility of being prevented. Afterwards, we find them disposed at anchor in so masterly a manner, that little loss was sustained, though two several attacks were made in the same day by an enemy, who had it in their choice to take every advantage.

Lastly, that there might be nothing wanting to establish a complete proof of British superiority, we find them keeping, without difficulty, that post which had been thought untenable, sending relief on shore, and maintaining a communication with the island for twelve days without interruption.

During the more ancient and more heroic days of naval prowess, one fleet, at one time, might have had the good fortune to shew their valour in the attack, as those at Cadiz, at Vigo, &c. ; and if another fleet, at another time, might have been so happy as to have an opportunity of exhibiting their steadiness in sustaining an attack, such as that under Blake in the Downs ; but on no occasion whatever has one and the same fleet been so fortunate, as in this of Sir Samuel Hood forcing their opponents to so complete and unequivocal an acknowledgement of their superiority in both cases, whether we shall consider their courage and perseverance, or their skill in seamanship.



Naval Poetry.

Naucratis ; or Naval Dominion, a Poem. By Henry James Pye.
Second Ed. with Additions. G. Nicol, 1798. 80 Pages, 636
Lines. 5s.

Atque hic undantem bello, magnumque fluentem
Nilum, ac navali surgentes ære columnas
Addam

VIRGIL.

We have perused this poem with much pleasure, and can recommend it to the attention of our naval friends as a work that will afford them considerable pleasure and instruction. It traces, in animated language, the progress of navigation from the rude canoe, to the glorious bulwarks of Great Britain. The poem opens with the following beautiful lines :

Ye scenes of nature, by the poet's tongue
In every age, and every climate sung,
Mountains, whose sides eternal forests shade,
Vales, in the flowery robe of spring array'd,
Seats, ever bright in warm description's lay,
Far, far from you the venturous Muses stray !
Sublimer objects, and terrific views,
O'er the rough surge their daring flight pursues ;
Far from their long lov'd Naiads while they rove,
Far from the Dryads of each haunted grove ;
Ye sea-green guardians of old Ocean's reign,
(Who vex with storms, or sooth his wide domain,)
Bid each rude wave in placid silence sleep,
And gently hail these strangers to the deep.

The address to the Mediterranean is in the true spirit of poetry :

Hail sea, to science sacred ! where we find
 All that informs and dignifies mankind,
 On whose fair borders and surrounding shores,
 The eye each source of worth, of fame, explores.
 Egypt, by plenty's liberal foison fed
 From the rich wave of Nile's redundant bed ;
 Syria, by Freedom first, and commerce trod ;
 Salem, the hallow'd heritage of God ;
 And Greece, where ev'ry germ of genuine worth,
 That shot spontaneous from her genial earth,
 Luxurious harvests of perfection bore,
 And pour'd the produce on each neighbouring shore ;
 Till, sailing down the vast abyss of time,
 Her arts still flourish thro' each various clime ;
 And as the glorious orb of solar day,
 Darting in endless blaze its gorgeous ray,
 Through space that mocks imagination's flight,
 Glads distant systems with its cheering light :
 So wide diffus'd o'er many a barbarous hord,
 That Græcia's sages ne'er in thought explor'd,
 Her genius, far as earth its limits spreads,
 The intellectual beam of science sheds,
 Warms the rude tribe mid Thulé's frost that roves,
 And cheers the savage of th' Atlantic groves.

The character Mr. Pye has given of British seamen, is particularly deserving of praise.

'Tis not the oak whose hardy branches wave
 O'er Britain's cliffs, and all her tempests brave ;
 'Tis not the ore her iron bowels yield,
 The cordage growing on her fertile field,
 That form her naval strength.—'Tis the bold race
 Laughing at toil, and gay in danger's face,
 Who quit with joy, when fame and glory lead,
 Their richest pasture and their greenest mead,
 The perils of the stormy deep to dare,
 And jocund own their dearest pleasures there.
 One common zeal the manly race inspires,
 One common cause each ardent bosom fires,
 From the bold youth whose agile limbs ascend
 The giddy mast when angry winds contend,
 And while the yard dips low its pointed arm,
 Clings to the cord, and sings amidst the storm,
 To the experienc'd chief, who knows to guide
 The labouring vessel through the rolling tide ;

Or when contending squadrons fierce engage,
 Directs the battle's thunder where to rage :—
 All, all alike with cool unfeign'd delight
 Brave the tempestuous gale, and court the fight.
 Britain! with jealous industry maintain
 The sacred sources of this generous train,
 Daring beyond what fable sings of old,
 Yet mild in conquest, and humane as bold ;
 Now rushing on the foe with frown severe,
 Now mov'd to mercy by compassion's tear.—
 Fierce as the ruthless elements they brave
 When their wrong'd country calls them to the wave;
 Mild as the softest breeze that fans thy isle,
 When sooth'd by peace and wooing beauty's smile.
 A race peculiar to thy happy coast,
 But lost by folly once, for ever lost.
 Ne'er from the lap of luxury and ease
 Shall spring the hardy warrior of the seas.—
 A toilsome youth the mariner must form,
 Nurs'd on the wave, and cradled in the storm.

The beautiful address to the Nile, which has been added to the second edition, will come home to every heart.

Say, Nile! when loud thou heardest the battle roar—
 Saw Europe rescued on thy watery shore,
 Though Macedonia's warlike monarch gave
 His name to walls that crown'd thy ambient wave ;
 Though Julius there beheld his galleys ride,
 When, cleaving with his arm thy adverse tide,
 From the pursuing foe he won his way,
 And ow'd his safety to his naval sway ;
 Though there Augustus struck the final blow
 That laid the proud Triumvir's empire low,
 When by Canopus' shore his numerous fleet
 Sunk the last wreck of Actium's fam'd defeat ;
 Say, did thy flood e'er bear a navy fraught
 With chiefs who guided, or with men who fought,
 Like those who nobly dar'd the Egyptian main,
 When godlike Nelson led Britannia's train,
 On impious pride the bolt of vengeance hurl'd,
 And freed from Gallic tyranny the world ?

Ah, gallant heroes, in this glorious strife,
 Who purchas'd deathless fame with transient life !
 No tear of weakness dims your virtuous pride,
 In heaven's and Europe's cause who bravely died :

O'er the blue wave that shrouds the illustrious dead
 Her amaranthine flowers shall Glory shed ;
 Angelic strains shall chant your bless'd decease,
 And seraphs hymn ye to the throne of peace.

Mr. Pye possesses in no inconsiderable degree the impassioned glow of Poesy, and adds, what never fails to render it doubly attractive, the tenderness of a feeling heart.



The author of *THE PURSUITS OF LITERATURE*, in the eighth edition of his work (February 1798), has introduced the following note ; the conclusion of which seems to have been prophetic of the late glorious action of the Nile.

“ I allude to Signor Raimondi's exquisite and interesting piece of instrumental musick intended to *express* a battle. It is called a *BATTLE SYMPHONY*. It consists of eight different movements, in which *General* Raimondi powerfully calls on the imagination of the hearer to assist the composer. The third movement amuses and *alarms* me the most. ‘ It announces *THE COUNCIL OF WAR*, composed of *EIGHT GENERALS* represented by *EIGHT* different *INSTRUMENTS obligati*, which at last, in their accord, in a *general cadence*, EXPRESS THEIR UNANIMOUS RESOLUTION OF GIVING BATTLE!’ *Bravo Maestro!!! E Guglielmi che ti lo dice*. In this manner, Dumourier, Custine, Pichegru, Miranda, Hoche, Berthier, Angereau, and Buonaparte, have each played their *obligato* parts in Europe, as assigned them, *con furia*, by the Convention and the musical Directory of France. Europe has by no means approved of the *general cadence* : but *THE CONCERT* is still proceeding in all the harmony of horror, and barbarick symphony.

Rendono un alto suon, ch' a quel s'accorda
 Con che i vicin *cadendo* il Nilo assorda ! *

“ They send forth a sound, loud and deep as the Nile, when he deafens the neighbouring shores with all his cataracts.”

But with respect to Great Britain, I hope and trust that a band of our own British Musicians will put to silence and *drown* all their *obligato* parts, on their citizen rafts and barges, by a general cadence, and a WELL EXECUTED, MASTERLY, CHORAL PERFORMANCE OF OUR OWN WATER MUSICK !

* Ariosto *O. Furioso*, L. 16.

DESCRIPTION OF BREST

WITH a distant view of the entrance into the outer harbour, by Mr. Pocock, from a sketch taken by Mr. Francis Mason on board the *Impetueux* in 1797. A small frigate is introduced, under her top sails, standing off and on; and in the fore ground is a correct representation of a *chasse-marée*. The adjacent coast is exactly described.

Brest sur la Mer is the principal place of a district in the department of Finisterre, and late province of Brittany, with one of the best harbours in France; and a safe road capable of containing 500 men of war in eight, ten, and fifteen fathom at low water. The coast, on both sides, is well fortified. The entrance is narrow and difficult. Our ships proceed so near as clearly to discern the town, which is situated on the declivity of an hill, on the side of the port, defended by a strong castle built upon a rock. The Port is in a gulph, where the sea enters at four different parts. This is esteemed the best harbour in Europe. Vessels are always afloat in it. The chief naval magazine of France is at this place, which is esteemed the key and bulwark of the country.

The arsenal is an immense and superb building, and the dock yard well constructed. Here is the seat of a governor, of an admiralty board, and a municipality. The French consider it the best port they have on this side the Mediterranean. Brest, and Toulon, are the great depots for the French marine. It has been asserted, that the naval stores constantly kept here are sufficient for the equipment of seventy sail of men of war, which have been frequently laid up in the harbour. In the castle there is always a strong garrison, commanded by staff officers. The naval arsenal was placed at Brest, on account of its vicinity to woods, mines of iron, and other things proper for the building of ships. It was built by Louis the Fourteenth, whose successor established a marine academy here in 1752. At the defence of Brest, the celebrated engineer, Le Marechal Vauban, eminently distinguished himself.

The Romans called Brest, *Brivates Portus*, *Gesocribate*, or *Gesobrivata*. In 1694, an unsuccessful attempt was made by this country on Brest. Our design however was previously discovered; the avenues were defended by a numerous train of artillery, and an army far superior to the invaders. In this enterprise General Tollemache was mortally wounded, and the forces obliged to retire with considerable loss. In 1744 it was entirely consumed by fire.

The castle situated on a rock, which defends the entrance into the port, cannot be attempted on the side open to the sea, being exces-



View of Brest Harbour?

sively craggy, and besides protected by a large ditch, and fortifications. A great quay surrounds this side of the port, which is above a mile in length, and 200 paces broad, where magazines used to be kept filled with all kinds of foreign merchandize. On the other side of the port is situated the fine church of *Notre Dame*; and in a suburb, equal in extent to half the city, is a large tower opposite the castle, at the entrance of the port. There is also on this side a great quay, bordered with extensive magazines, partly within the rock, which has been cut away to enlarge the space. These reach almost as far as the lower end of the harbour, where two docks are made very commodious for the building of ships; the shops and houses of the workmen are placed around them: the rope walks are separated from the city by one of these docks. The entrance into the harbour is called the Gullet, and is a passage extremely difficult on account of the concealed rocks on each side the shore. W. long. $4^{\circ} 26'$. N. lat. $48^{\circ} 23'$.

"There is but one advantage," says Sir John Sinclair, "which France is possessed of, which Great Britain has any reason to envy or regret; namely, the fortunate position of the port of Brest, situated in a peninsula, which stretching far into the ocean is of great service to expedite the sailing of her fleets. But this advantage, even in the opinion of Frenchmen, is overbalanced by the great distance of that naval arsenal from the court and the capital. A circumstance which has ever proved a very considerable impediment to the success of her naval operations. Brest is 300 miles from Paris; Portsmouth but 73 from London. Had Brest been only 70 miles from Paris, the late fortunate excursion * of Admiral Barrington to the French coast, would not probably have turned out so successful."

The shore as you approach Brest from Ushant is dreadful and threatening. Black rocks, continued at intervals, as if placed by nature to defend the coast, give it a peculiar grandeur. Sometimes, in an opening, you behold the striking contrast of meadow lands extending to the very verge of the ocean; at others the gloomy turrets of St. Matthieu, or St. Bertheaume, engage the attention. It is interesting to observe the confidence which the French fishing boats, and small craft, place in the liberal conduct of our seamen; they continue their occupation without the least dread of receiving any injury, and contemplate the near approach of the British flag without dismay: well knowing, from experience, the principle which actuates all its operations—See *Plate IV*.

Parcere subjectis, et debellare superbos.

* Written in 1782.

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

*Account of a new invented Pump Capstan, for the easier working of
Ships' Pumps, with an Engraving.*

THE chain pump, generally used in the Navy, is exposed to several accidents by the nature of its construction, and a consideration of its known inconveniences has given rise to the invention of several others.

Considerable improvements were made on the naval chain pump by Mr. Cole, under the direction of Captain Bentinck. The chain of this machine appears to have been first applied to the pump by Mr. Mylne, to exhaust the water from the caissons at Blackfriars Bridge. It was thence transferred to the marine by Captain Bentinck, after having received some material additions to answer that service. Since which time many have given their attention to this subject; but the pumps on Mr. Noble's construction were deemed the best.

Though it was a considerable excellence in all these improvements, that pumps thus constructed, discharged a much greater quantity of water, with an inferior number of men; yet still the difficulty which officers experience in obliging the men to return to the pumps of leaky ships, makes every invention desirable, that tends, in the awful moment of danger, to alleviate the fatigue of the crew, or to lessen the number of hands required.

Lieutenant Harriott, the inventor and patentee of the Pump Capstan, sent a description of it to the Lords of the Admiralty, who paid it the most direct and honourable attention, by ordering their proper officers to survey, prove, and report. The report being favourable, an experiment was directed to be made, by orders from the Commissioners of the Navy.

Lieutenant Harriott, having received directions, fixed two of his pumps, with his double lever-handle only, on board of the Janus frigate, to be tried against pumps of Mr. Noble's construction. A fairer conducted trial never was seen, highly to the honour of the officers of Deptford yard, who superintended it, and the parties concerned. The men, to work the pumps, were taken from the King's yard, equally unknown to either party, four men to each. A cistern, that held five tons of water, was filled by each alternately. Four men at Mr. Noble's filled the cistern exactly in ten minutes. The water being returned from the cistern into the ship's pump well, four men with Mr. Harriot's pumps filled the same cistern in seven minutes and twenty

seconds of time; beating Mr. Noble's more than a quarter part, which is a considerable superiority: and must be considered of consequence to the naval and commercial interests of Great Britain.

In exhibiting the powers of the pump capstan before General Bentham and other gentlemen, who surveyed by orders from the Lords of the Admiralty, four men pumped up more than 500 gallons of water in two minutes; yet the quantum is not so much as the power of duration without fatigue. Sixteen men are capable of working four twelve inch pumps, to their full discharge, for half an hour, with but little weariness.

EXPLANATION OF THE INVENTION.

The Print represents the pump capstan as working of four pumps. The cog wheel of four feet diameter (which having sockets on the top for bars to ship in, gives it the form and power of the capstan), is fixed on an iron shaft that works in a brass step at the bottom of the cistern, and is secured at the top by brass couplings, or other fastenings. Underneath this wheel are two strong solid iron pinion wheels, of one foot diameter, each of which (fastened on an axle that works in bearing braces) works two pumps, by means of cranks at each end of the axle, where the pump-bucket rods are secured to ship and unship by bolts, &c. The cranks being in opposite directions, the bucket of one pump is raising the water while the other is fetching, thereby keeping one continual stream; and when the four pumps are at work, the constant weight to be raised is so equally divided by quartering the motion, viz. one up, one half up, one down, and the other half down, that the exertion necessary to work them is likewise equal, and no particular strain required. The applied force of the man comes chiefly from the strongest part of his frame, and his own weight, by leaning on the bar, assists the purchase, while it relieves himself. It is well known that a man, either at the lever or winch, loses half his power and time: to retrieve which, double the exertion is necessary the other half, and that exertion is confined to his arms and loins.

When the pumps are wanted to be worked on one deck, and the capstan on the deck above, the shaft of the capstan must be continued through the deck, and a drum head be fixed on the shaft: by adding to this the other requisite parts of a common capstan, it may be worked as such for the ordinary business of the vessel, as well as for working of the pumps, either separately or together. The cistern in which the four pumps and capstan are fixed, is no more than six feet by two; and where it is not thought convenient to give room abaft the mast, for the bars to move round; the cistern pumps, and capstan, may be fixed either close abaft or abreast of the main-mast, where the capstan will work the pumps to equal advantage, by men standing at as many of the bars as are clear of the mast, and moving them to and from the ends of eight or ten feet bars; forming a segment of no more than three, to three feet and an half of a circle, for the men to shove and pull alternately;—being only a moderate stretch of their arms, yet sufficient to obtain a stroke of twelve inches from each pump. The ease with which men can work at the capstan bar, to that of any other lever, is so well known to seafaring people in particular; that, joined to so long a purchase, as an eight or ten feet capstan bar, it will not appear extraordinary that men should be able to take half an hour's spell at a capstan bar, with much less fatigue, than they can ten minutes at any other lever, if they are to produce as great a discharge of water each minute.

The simplicity and strength of the principle is conspicuous at first sight; and the very little room the pumps occupy must be a great recommendation to merchant ships, as well as the Royal Navy. For large ships, Mr. Harriott's pump capstan to work four pumps exceeds his own double lever handle, as much as the latter does the present best hand pumps. For the accommodation of the smallest vessels in the merchant service, Mr. Harriott can fix two small pumps of four or six inch bores, to work with his double lever, in so small a compass as two feet six inches by one foot six; together with a small pump capstan capable of working such pumps when necessary. The said capstan is made to ship and unship with little trouble, and may be stowed away until wanted.

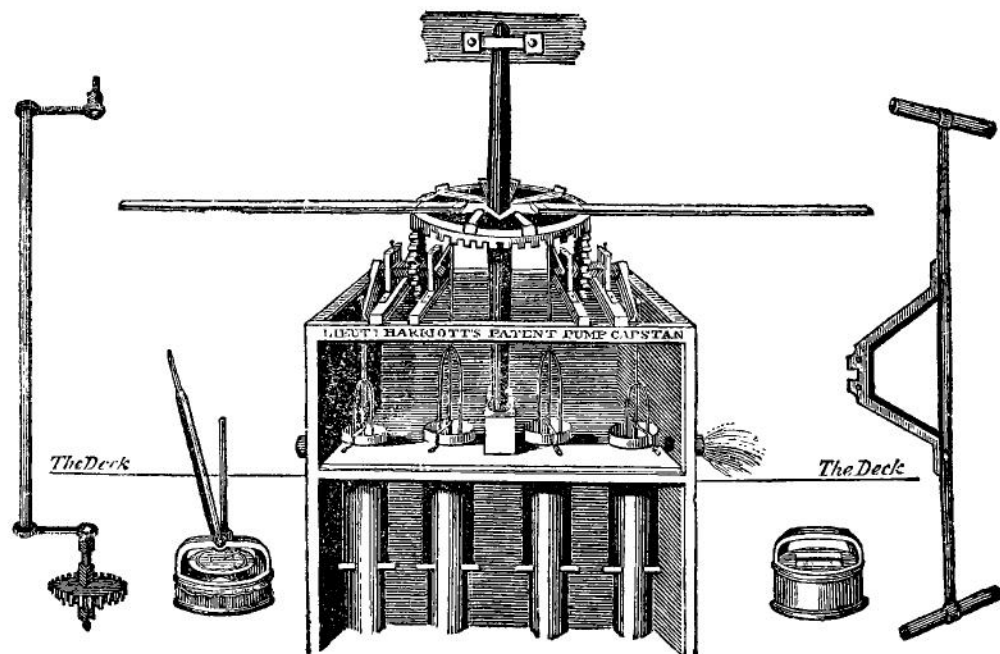
At a capstan bar, the sailor can work without injury, or soreness; and, after an hour's rest, would be ready to return to the same duty. Three sets of men might keep the pumps at constant work for a month together; every man having sixteen hours, out of the twenty-four, for rest and refreshment. Many on the doctor's list, in case of imminent danger, could by this means give their assistance.

Every part of the machinery is easily understood, readily adjusted, and equal in strength to a two horse power. To guard against any possible accident, that may affect its working as a capstan, the pumps may still be as readily, and more advantageously worked with a lever. To the right of the engraving is the double-handled lever, which, being applied and fastened to the axle, works two of the pumps, independent of the capstan. On the left hand is shewn a winch handle, that might be applied to work the capstan wheel without the bars. Two pumps to work with a double lever-handle only, independent of the capstan, may be fixed on board the smallest merchant ship to the greatest advantage.

A complete model of the pump capstan has been lately exhibited before the Elder Brothers of the Trinity House, who gave it their strongest approbation: declaring they had never seen an improvement of so much consequence to shipping, that carried such immediate and full conviction of its utility.

Mr. More, and several gentlemen at the Society for the Encouragement of Arts, &c. have seen the model, and given their private approbation; but being under a patent, they cannot take public notice of it.

As this invention is likely to prove of such utility and safety to our Navy, and has already received commendation from many who were judges of its mechanic powers, and application, we hope it will obtain due encouragement. For the information of those who are fond of examining the progress of science and invention, we add, that this machine may be seen at No. 4, Great Garden Street, White-chapel.



ACCOUNT OF THE
ENGAGEMENT OFF THE NILE,
BY A FRENCH OFFICER.

The following very curious and original Paper was communicated to us from the most respectable authority. It was written in French on board the *Alexander*, on her passage to Naples, by Monsieur C—z, Adjutant-general to Admiral Blanquett.

THE 1st of August 1798, wind W. N. W. light breezes and fair weather, the second division of the fleet sent a party of men on shore to dig wells, every ship in the fleet sent twenty-five men to protect the workmen from the continual attacks of the Bedouins and vagabonds of the country. At two o'clock P. M. the *Heureux* made the signal for twelve 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 small number. At three 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 *L'Alert* and *Ruillier* brigs of war to reconnoitre the enemy, which we soon perceived were steering for *Bequier Bay*, under a croud of canvass, but without observing any order of sailing. At four o'clock, we saw over the fort of *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 twelve ships, so that they were now fourteen sail of the line and a brig.—*L'Alert* then began to put the admiral's orders into execution, viz. "To stand towards the enemy until nearly within gun-shot, and then to manœuvre and endeavour to draw them towards the outer shoal lying off the island," but the English admiral, without doubt, had experienced pilots on board, as he did not pay any attention to the brig's tract, but allowed her to go away, hawling well round all the dangers. At this time a small boat dispatched from *Alexandria* to *Rosetta*, voluntarily bore down to the English brig, which took possession of her, notwithstanding the repeated efforts of *L'Alert* to prevent it, by firing a great many shot at the boat. At five o'clock the enemy came to the wind in succession; this manœuvre convinced us that they intended attacking us that evening. The admiral got the top-gallant yards across, but soon after made the signal that he intended engaging the enemy at anchor, convinced, without doubt, that he had not seamen enough to engage under sail (for he wanted at least 200

* *Alexander*, *Swiftsure*.

good seamen for each ship). After this signal each ship *ought* to have sent a stream cable to the ship astern of her, and to have made a hawser fast to the cable about twenty fathoms in the water, and passed the opposite side 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 brought to bear upon the enemy, having the ships heads S. E. from the island of Bequeir, forming a line about 1300 fathoms N. W. and S. E. distant from each other eighty fathoms, and with an anchor out S. S. E. At a quarter past five, 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 second ship in the line. At half past five the headmost ships of our line, being within gun-shot of the English, the admiral made the signal to engage, which was not obeyed till the enemy was within pistol-shot and just doubling us. The action then became very warm; the Conquerant began to fire, then Le Guerrier, Le Spartiate, L'Aquilon, Le Peuple Souverain, and Le Franklin. At six o'clock the Serieuse frigate and the Hercule bomb cut their cables, and got under way to avoid the enemy's fire:—they got on shore; the Serieuse caught fire and had part of her masts burnt. The Artimeise was obliged to get under way, and likewise got on shore. The two frigates sent their ships companies 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 under the protection of the fort of Aboukir. All the van were attacked on both sides by the enemy, who ranged close along our line. They had each an anchor out a stern, which facilitated their motions, and enabled them to place themselves in the most advantageous position at a quarter past six. The Franklin opened her fire upon the enemy from the starboard side; at three quarters past six she was engaged on both sides. The L'Orient at this time began firing from her starboard guns, and at seven the Tonant opened her fire. All the ships from the Guerrier to the Tonant were now engaged against a superior force; this only redoubled the ardour of the French who kept up a very heavy fire. At eight o'clock at night the ship ‡ which was engaging the L'Orient on the starboard quarter, notwithstanding her advantageous position, was dismasted, and so roughly treated that she cut her cables and drove farther from the line. This event gave the Franklin hopes that L'Orient would now be able to assist her, by attacking one of the ships opposed to her,

* Calloden.

† See Plate II. No. 1.

Bellerophon.

But at this very moment the two ships* that had been observed a stern of the fleet, and were quite fresh, steered right for the centre ; one of them anchored on L'Orient's starboard bow, and the other cut the line astern of L'Orient, and anchored on her larboard quarter. The action in this place then became extremely 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 almost 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 de camp, were unacquainted with this melancholy event until the action was nearly over. Admiral Blanquett received a severe wound in the face, which knocked him down : he was carried off the deck senseless. At a quarter past eight o'clock 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 the ship on shore : she anchored athwart the *Franklin*'s bows, and commenced a very heavy raking fire. Notwithstanding the dreadful situation of the ships in the centre, they continually kept up a very heavy fire. At half past eight o'clock the action was general from the *Guerrier* to the *Mercure*. The Admiral de Bruey's death, 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 on both sides with great obstinacy. At nine 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 very soon after the action began, and so much damaged that it is to be presumed that they could not hold out any longer against an enemy so superior by an advantageous position in placing several ships against one. At a quarter past nine o'clock the *L'Orient* caught fire in the cabin ; it soon afterwards 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. At half past nine, *Citoyen Gillet*, *Capitaine de Pavillon* of the *Franklin*, was very severely wounded, and was carried off deck. At three quarters past nine, the arm chest filled with musket cartridges blew up, and set fire to several places in the poop and quarter deck, but was fortunately extinguished. Her situation however was still very desperate ; surrounded by enemies, and only 80 fathoms to windward of L'Orient entirely on fire. There could not be any other

* Alexander, Swiftsure.

† Leander.

expectation than falling a prey either to the enemy or flames. At ten o'clock the main and mizen masts fell, and all the guns on the main deck were dismounted. At half past ten the *Tonnant* cut her cables to avoid the fire of the *L'Orient*. The English ship that was on *L'Orient's* larboard quarter, so soon as she had done firing at her, brought her broadside upon the *Tonnant's* bow, and kept up a very heavy raking fire. The *Heureux* 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* anchored ahead of the *Guillaume Tell*. The *Genereux* and *Timoleon*, the other two ships, got on shore. The ship that engaged the *Tonnant* on her bow, cut her cables; all her rigging and sails were cut to pieces, and she drove down and anchored astern of the English ship, that had been engaging the *Heureux* and *Mercure* before they changed their position. Those of the *etat major* and ship's company of the *L'Orient* who had escaped death, convinced of the impossibility of extinguishing the fire, which had got down on the middle gun-deck, endeavoured to save themselves. Rear Admiral Ganteaine saved himself in a boat, and went on board of the *Salamine*, and from thence to Aboukir and Alexandria. The Adjutant General Motard, although badly wounded, swam to the ship* nearest *L'Orient*, which proved to be English. Commodore Casabianca, and his son only ten years old, who during the action gave proofs of bravery and intelligence far above his age, were not so fortunate; they were in the water, upon the wreck of *L'Orient's* masts, not being able to swim, seeking each other until three quarters past ten, when the ship blew up, and put an end to their hopes and fears. The explosion was dreadful, and spread the fire all around to a considerable distance. The *Franklin's* decks were covered with red hot seams, pieces of timber, and rope on fire. She was on fire, but luckily got it under. Immediately after the tremendous explosion the action ceased every where, and was succeeded by the most profound silence. The sky was darkened by clouds of black smoke, which seemed to threaten the destruction of the two fleets. It was a quarter of an hour before the ships crews recovered from the kind of stupor they were thrown into. Towards eleven o'clock the *Franklin*, anxious to preserve the trust confided to her, recommenced the action with a few of her lower deck guns. All the rest were dismounted; two thirds of his ship's company were killed and wounded; and those who remained most fatigued. She was surrounded by enemy's ships, who mowed down the men every broadside. At half past eleven o'clock, having only three lower deck

* Alexander.

guns that could defend the honour of the flag, it became necessary to put an end to so disproportioned a struggle, and Citoyen Martinet, captain of a frigate, ordered the colours to be struck.

The action in the rear of the fleet was very trifling, until three quarters past eleven o'clock, when it became very warm. Three of the enemy's ships were engaging them, and two were very near. The Tonnant, already badly treated, who 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 left, she drove on shore. The Guillaume Tell, Le Genereux, and the Timoleon, shifted their births, and anchored further down, out of gunshot; these vessels were not much damaged. At half past three 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, and at nine o'clock anchored; an English ship having got under weigh, and making short tacks to prevent her getting away. At six o'clock two English ships* joined those which had been engaging the rear, and began firing on the Heureux 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. At half past seven the ship's crew of L'Artemise frigate, quitted her and set her on fire: at eight 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 three quarters past eleven Le Guillaume Tell, Le Genereux, La Diane, and La 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: but two other enemy's ships§ were immediately under weigh to assist her. At noon the Timoleon, which probably was not in a state to put to sea, steered right for the shore under his foresail; and as soon as 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 it returned: they then each continued their route. The division was in sight at sun-set. Nothing remarkable passed during the night of the 2d. The 3d of August in the morning, the French colours were flying in the Tonnant and Timoleon. The English admiral sent a flag

* Theseus and Goliath.

† Timoleon, Tonnant, Genereux, Guillaume Tell, Justice, Diane.

‡ Zcalous.

§ Audacious Leander.

of truce to the former to know if she had struck ; and upon being answered in the negative, he directed two ships * to go against her. When they got within gun-shot of her she struck, it being impossible to defend her any longer. The *Timoleon* was aground too near in for any ship to approach her. In the night of the second they sent the greatest part of their 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 days 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 have survived this melancholy disaster.

* Theseus and Leander.

DESCRIPTION OF PLATE IV.

A VIEW of the Prizes taken by Lord Howe, from the French, on the 1st of June 1794, at anchor at Spithead, under jury masts, in the exact state they arrived, from the original sketch by Mr. Pocock. The Isle of Wight is represented in distant perspective. The ships are all correct portraits.

NAMES OF THE PRIZES.

<i>a</i> <i>Impetueux</i> ,	<i>dd</i> <i>Sans Pareille</i> ,
<i>b</i> <i>L'Amerique</i> ,	<i>e</i> <i>Le Juste</i> ,
<i>c</i> <i>L'Achille</i> ,	<i>f</i> <i>Le Northumberland</i> .

The *Queen Charlotte*, Lord Howe's flag ship, is nearly in the centre of the fleet.

The plate in our first number, which described Lord Howe's manner of passing the French line on the 29th of May, has not in general been clearly understood, by persons unacquainted with the sea, though much commended by our naval friends. It gives a correct and faithful representation, and we believe the only one extant, of that gallant manœuvre, not drawn from imagination, but faithfully and correctly copied from the sketches and minutes of officers in the action. The *Queen Charlotte*, and *Bellerophon* are exact portraits.



View of the Prizes taken on the 1st of June by E. Howe, at Anchor at Spithead.

ON THE PRINCIPAL NAVAL VICTORIES OF
THE PRESENT WAR.

SO ARE THEY ALL!—ALL HONOURABLE MEN.

THE public, amid the feverish agitation of such repeated and glorious victories, appear to have formed an incorrect, and confined idea, of this subject of National Exultation. In an anxious eagerness, to commemorate with gratitude, what has been performed by naval valour, a too rapid glance has been taken of those heroic actions, which justly demand every attention. All in their consequences, and at the different periods in which they were achieved, have equal claims upon this country; and let it be remembered, that the accomplishment of each, in its order, has put the nation in a condition to attain the one in succession.

LORD HOOD'S VICTORY.

When the horrid transactions of the 10th of August, and the 2d of September at Paris, had overturned the French constitution; and its government was sustained alone by the terrors of the guillotine; the inhabitants of Toulon, joining with Admiral Turgot, proposed a negotiation with the English Admiral Lord Hood, who then commanded a fleet in the Mediterranean, to take possession of the town, and shipping, in the name of Louis XVII. (1793) Great advantages, were eventually obtained, by the temporary cession of Toulon to his Lordship. As long as it could possibly be held, he kept this important check on the enemy; and, in keeping possession of it, maintained the honour of the British name. When Marseilles had broken her federal engagements, and Lyons had submitted to the republican arms; his Lordship, on retiring from a place that was no longer tenable, gave the first wound to the Naval force of the enemy. Fifteen ships of the line, with many frigates, and smaller vessels, were destroyed; an immense quantity of naval stores consumed, and three ships of the line, with many frigates, increased the strength of the British fleet. A descent on the enemy's coast, or a victory by sea, would hardly have given such an irretrievable blow to the ambitious projects of the nation that styles itself *great*.

After leaving Toulon, the British admiral cruised for some time off Hieres Bay; and, early in the month of February, proceeded for Corsica.

The continued, and successful exertions of Lord Hood at this island, though attempted to be tinged by the violence of party, are such as seamen will remember with joy and exultation. Lord Hood, and the gallant crews who served under him, experienced incredible hardships and unusual fatigue: and thus at length obtained possession of a post, which the old government of France thought of such im-

portance, that in 1768, considerable efforts were made for its reduction.

Thus the first wound, which the republican hydra received in the present war, was given by Lord Hood. The subsequent designs of the French have shewn, that this loss, which they so early received in the Mediterranean, and which they have never since been able to repair; had a very favourable influence, on the future operations of the British fleets.

EARL HOWE'S VICTORY.

The life which we have given of this nobleman, in our last number, already contains our sentiments on this event: we shall only here add, that at this period, France, proud of her feats on land, regarded her marine with equal confidence; she had chosen men to command her ships of a determined spirit, staunch republicans, and such enthusiasts in her cause, as to take an oath never to strike the national colours. Such were the men with whom at that time Lord Howe had to contend. After a glorious action on the 29th of May 1794, on the 1st of June, the French fleet, "with their accustomed resolution," as his Lordship expressed himself, formed the line, and waited the attack of the British fleet. In two hours the event was decided; thirteen out of twenty-six line of battle ships, composing the enemy's fleet, were dismasted, and seven were taken. This defeat they have not forgotten; it was a wound inflicted on their national vanity, which they never will forgive.

ADMIRAL HOTHAM'S VICTORY.

Admiral Hotham, while in Leghorn road, receiving intelligence, on the 8th of March 1795, that the French fleet had been seen off the Isle of St. Marguerite, and this intelligence, corresponding with a signal made from the Moselle, then in the offing, for a fleet in the north-west quarter; the admiral immediately ordered the British fleet to unmoor, and the following morning put to sea. The two squadrons did not come in sight of each other, until the 13th. The English force consisted of fourteen ships of the line, and three frigates; the French of fifteen ships of the line, and an equal number of frigates with the British. The action ended in the French abandoning the *Ca-ira* of 80 guns, and the *Censeur* of 74. Thus was an addition of glory gained to our naval power, and the series of success preserved unbroken, to cheer the future exertions of our gallant seamen.

LORD BRIDPORT'S VICTORY.

A principal action of the present war, subsequent to the glorious 1st of June, was that achieved by the grand fleet, under the command of Lord Bridport, on the 23d of June 1795, off Port L'Orient. At

the dawn of day on the 22d, the *Nymph* and *Astrea*, being the look out frigates of the British squadron, made the signal for an enemy's fleet. As they shewed no intention of giving him battle, Lord Bridport made the * signal for four of the best sailing vessels to chase; which continued all that day, and during the night, with very little wind. The action began a little before six the next morning. So near the coast, and that one of the most tremendous, was the British fleet, that the pilot on board the *Royal George* refused to proceed any further: upon which Lord Bridport took charge of the ship himself. The British squadron was also close in with some batteries, and in the face of a strong naval port. Lord Bridport had fourteen sail of the line opposed to twelve of the enemy, and two razees of fifty-six guns. Five English frigates to eleven of the French. Two fire ships to two corvettes and two brigs; and one lugger to three cutters. His Lordship after a well fought and glorious action, captured *Le Formidable* of 74 guns; *Le Tigre* of 80 guns; and the *Alexander* of 74 guns.

ADMIRAL SIR JOHN JERVIS'S VICTORY.

During the year 1797, the war between Great Britain and France, was almost exclusively confined to naval operations; in which the skill and activity of British seamen were eminently conspicuous. Their spirit was considerably animated by such a succession of victory: but the enemies of Great Britain were also greatly increased. The Spaniards forgetting their real interests, and suffering themselves to be affected by the predominating influence and desolating power of France, contributed to fan that destructive fire, which had so long threatened the constituted authorities of every kingdom. This country was threatened on all sides with invasion; and the Brest fleet only waited to form a junction with that of Spain, consisting of twenty-seven sail of the line, eight of which were of 112 guns, that it might disgorge a legion of rapacious madmen, on whatever shore appeared to promise the surest means of continuing the dreadful tragedy, they had so long acted. To prevent a junction seemed to every one impossible; and to engage such numbers dangerous: the crisis was pregnant with the most serious consequences to Great Britain. Yet under all these gloomy prospects, Sir John Jervis, alive to the situation of his country, and the honour of the British name, to the astonishment of both fleets, formed a resolution, on viewing the enemy, of that decisive nature, which great minds are alone capable of performing.

* The signal was afterwards made for a general chase, and to engage the enemy as arriving up with them.

The British fleet amounted only to fifteen sail of the line, four frigates, a sloop of war, and a cutter. Yet its admiral had the glory of capturing on the 14th of February the *Salvador del Mundo*, the *San Josef* of 112 guns; the *San Nicolas* of 84, and the *San Isidro* of 74. The remainder of the Spanish fleet, took shelter in Cadiz, where they have ever since been blocked up by their conqueror.

ADMIRAL DUNCAN'S VICTORY.

Admiral Duncan had to encounter the fleet of a nation which had even disputed the pre-eminence of the sea with Great Britain; a resolute and formidable people. Alarms for the safety of this country had increased with the confederacy formed to effect its ruin; preparations of the most serious nature only waited opportunity. We had to watch a dangerous coast, in the worst season of the year, and the nearest to our own shores, for an attack. A most alarming mutiny, whose seeds had been sown in the very vitals of the state, grew up with a strange luxuriancy, where it was least expected. The two admiral's ships were alone free from the contagion, and were left unsupported, for a time, before an enemy's principal port. After a blockade of near five months, our fleet was obliged to quit the Texel; but to the great credit of the naval department, and the unprecedented exertions of the admirals and captains, this fleet was at sea in forty-eight hours; and that of our ancient rival defeated on the 11th of October close to his own shores, with the loss of nine sail of the line, out of fifteen, and three admirals taken.

The great merit of Admiral Duncan, consisted in running his fleet between the enemy and a lee-shore; and in the judgment he shewed, by closing the contest in proper time, and by extricating his fleet and prizes from the difficult situation in which they were placed. The discoveries made by the leaders of the rebellion in Ireland, clearly point out the blessed consequences which have arisen from the defeat of the Dutch fleet, and the fatal ones, that might have taken place, had it escaped.

REAR ADM. SIR HORATIO NELSON'S VICTORY.

The powers of Europe long contemplated, with unusual anxiety, the meeting of two fleets which was likely to form the most important crisis of the war. The paroxism, whilst it lasted, was dreadful; the silence that for a time prevailed was portentous; the event was glorious: and the manner, in which that event was related, will reflect glory on the name of the noble admiral, when the public agitation of joy, for his success on the 1st of August, shall have subsided into silent gratitude.

The mind is lost in contemplating the destruction of a fleet, whose commander conceived his position to bid defiance to twice our num-

bers. It may with justice be added, that the four quarters of the globe will feel the blessings of this splendid victory.

SIR J. B. WARREN'S VICTORY

On the 12th of October, forms a glorious close to the above sketch of naval success during the present war. The actions of particular ships, and the captures made by detached squadrons, will occupy no inconsiderable space, on the more extensive page of naval history. The safety of Ireland is confirmed, by this last defeat, which the French have experienced. The Mediterranean, since the taking of Minorca by the squadron under the command of Commodore Duckworth, is laid open to the British flag; and will prove a most valuable acquisition to this country. The southern and eastern coast of Great Britain at length remains in perfect security, and will long continue to do so, whilst the unsubdued spirit and patient watchings of Lord Bridport protect the Channel, and the diligent exertions of Lord Duncan's successor continue proof against the dreary station of the North Seas.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

The following particulars relative to some Free Schools at *Hull*, for teaching reading, writing, arithmetic, and navigation, to the apprentice boys and poor seamen of that place, may possibly be of some use to your work, and encourage similar institutions; and I hope some of your correspondents will favour you with an account of them. I am, Sir, your humble servant,

G VALON.

The schools at *Hull* are supported by the voluntary subscription of merchants, owners, captains of ships, &c. Subscribers paying one guinea, may send two scholars at once; those who pay less, but one. The schools are visited weekly by captains of ships, who are of the greatest service to the teachers, in checking the boys for any misbehaviour, they having great authority over them. Two of the subscribers are appointed treasurers to receive subscriptions, and pay the masters after the following rate.—Sixpence a week for each scholar, and three halfpence for pens, ink, and candles. The writing desks being double, one candle serves for four persons. The treasurers find account books, copy books, spelling books, bibles, coals, &c. At the commencement of the winter, each of the masters are paid for twenty scholars, though they may not have so many; when they exceed that number, they are paid after the same rate for every one above it. The number was confined to thirty, but last winter they had fifty in each school. At that time they had only two schools, but a third was opened at Christmas, and the scholars were then drafted to the number of forty into each school; which number they have at present. The schools opened in November and close in March. The hours of instruction begin at six o'clock in the evening, and end at nine. On Saturday they quit at eight o'clock, to give them time to prepare for a decent appearance at church on Sunday; in the evening of which, a clergyman regularly attends to instruct them in the church catechism, and the principles of the christian religion. The treasurers at the same time call over the names of the scholars in order to ascertain the number which each master has under his care.

N. B. The general price for teaching navigation at *Hull* is two guineas for each person.

We are much obliged to Mr. Valon for this communication; we wish so excellent an institution every success, and hope from our friends to receive accounts of similar institutions.

MONTHLY REGISTER OF NAVAL EVENTS FOR THE PRECEDING MONTH.

NAVAL PROMOTIONS.

THE FOLLOWING COMMANDERS WERE MADE POST.

<i>Seniority.</i>		<i>Seniority.</i>	
Philip Gidley King	5th December 1798	Hon. C. Herbert Pierrepont	} 24th December 1798
Robert Honeyman	10th Ditto	John Nisbet	
Richard Retalick	} 24th December	Thomas Pown	
John William Taylor Dixon		Thomas Stephenson	
George Clarke		Hugh Downman	26th December
Bartholomew James		Hon. Thomas Bladen Capel	27th Ditto
Robert Lewis Fitzgerald		William Hanwell	29th Ditto

THE FOLLOWING LIEUTENANTS WERE MADE COMMANDERS.

<i>Seniority.</i>		<i>Seniority.</i>	
William Hoste	3d December 1798	George Mundy	} 24th December 1798
Augustus Brine	6th Ditto	Barrington Dacres	
William Muir	} 24th Ditto	Thomas James Maling	
Richard Dalring Dunn		Mr. Hon. Lord W. Stewart	
George Jowes		Henry Garrett	27th Ditto

THE FOLLOWING MIDSHIPMEN WERE MADE LIEUTENANTS.

<i>Seniority.</i>		<i>Seniority.</i>	
Joseph Cockran	4th December 1798	Joseph Blyth	} 17th December 1798
John James Rorie	4th Ditto	William Somerville	
John Copinger	5th Ditto	Robert Turner	
William Henry Whorwood	5th Ditto	John Fullarton	
William Bridgeman	10th Ditto	Lewis Blaquiere	18th Ditto
William Glamill	12th Ditto	George Campion	25th Ditto
Jr. ep. Barnby	13th Ditto	John Francis Wharton	26th Ditto
John Wee's	14th Ditto	Edward Augustus Down	26th Ditto
William Gibson	14th Ditto		

Gazette Letters.

ADMIRALTY OFFICE, DEC. 25.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 22d inst.

ENCLOSED is a copy of a letter from Captain Keats, of his Majesty's ship the Boadicea, to Vice Admiral Sir Alan Gardner, Bart. which is transmitted to you for their Lordships' information. I have the honour to be, &c.

BRIDPORT.

SIR,

Boadicea, at Sea, Dec. 19.

I have the honour to inform you, that a ship privateer, named the Invincible Buonaparte, mounting 20 guns (12 and 18 pounders), with a crew of 170 men of various nations, quite new, sixteen days from Bourdeaux, and never having made any capture, was this day taken by his Majesty's ship Boadicea.

I have the honour to be, &c. R. G. KEATS.

Copy of another Letter from the Right Hon. Lord Bridport, K. B. to Evan Nepean, Esq. dated the 21st Inst.

SIR,

Enclosed is a copy of a letter from the Hon. Arthur Kaye Legge, Captain of his Majesty's ship Cambrian, to me, together with another copy of a letter to Sir Harry Neale, Bart. captain of his Majesty's ship St. Fiorenzo, which are transmitted to you for their Lordships' information.

I have the honour to be, &c. BRIDPORT.

MY LORD,

Cambrian, at Sea, Dec. 8.

Enclosed I have transmitted to your Lordship a copy of my letter, of this day's date, to Sir Harry Neale, Bart. Captain of his Majesty's ship St. Fiorenzo.

I am, Sir, &c. A. K. LEGGE.

SIR,

Cambrian, at Sea, Dec 8

I have to inform you, that I have this morning captured *Le Cantibre*, a French brig privateer, of 14 guns and sixty men. She is three days from Bayonne, quite new, on her first cruise, and a very fine vessel.

I am, sir, &c A K. LEGGE.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, to Evan Nepean, Esq. dated Dec 23

SIR,

Enclosed are copies of two letters from the Hon. Captain Stopford, of his Majesty's ship *Phaeton*, and the Hon. Captain Legge, of his Majesty's ship *Cambrian*, which are transmitted to you for their Lordships' information.

I have the honour to be, &c BRIDPORT

MY LORD,

Phaeton, at Sea, Dec 6

I have the honour to inform your Lordship, that this day his Majesty's ship under my command, in company with the *Stag*, captured a French brig privateer, called *La Resource*, carrying 10 guns and sixty six men, two days out from La Rochelle, bound on a cruise upon the coast of Africa.

I have the honour to be, &c R. L. STOPFORD

MY LORD,

Cambrian, at Sea, Dec 12

I have the honour to inform you that this morning, at one o'clock, we recaptured the *Dorothea*, a Danish brig, from Amsterdum, bound to Tangiers, laden with bale goods. She had been taken on the 9th instant by the *Rusee*, a French brig privateer from Bayonne, in lat. 42 degrees, 30 minutes, north.

I have the honour to be, &c A K. LEGGE.

Copy of a Letter from Rear Admiral Harvey, Commander in Chief of his Majesty's Ships at the Leeward Islands, to Evan Nepean, Esq. dated on board the Prince of Wales, Fort Royal Bay, Martinique, Sept 8, 1798

SIR,

I have to acquaint you, for the information of their Lordships, that since my letter to you of the 10th February last, the ships and vessels of his Majesty's squadron under my command have recaptured six British and sixteen American vessels of different denominations, bound to and from these islands, and have also detained twenty vessels under neutral colours on suspicion of having enemy's property on board. I have the honour to be, &c

HENRY HARVEY.

Copy of another Letter from Rear Admiral Harvey, to Evan Nepean, Esq. dated on board the Prince of Wales, Fort Royal Bay, Martinique, Sept 8

SIR,

I am to acquaint you for the information of their Lordships, that since my letter to you of the 8th ult. his Majesty's ships *Concorde* and *Lapwing* have captured the undermentioned French privateers' schooners, belonging to Guadaloupe.

1 *la Buonaparte*, of 8 guns and 72 men.1 *Aimone*, of 10 guns and 80 men.1 *la Saxe*, of 4 guns and 21 men.1 *la Fortune*, of 2 guns and 21 men.

And the *Lapwing* captured, on the 12th ult. the Invariable schooner letter of marque, of 14 guns and 24 men, laden with dry goods from St. Bartholomew's, bound to Guadaloupe. I have the honour to be, &c

HENRY HARVEY

Copy of another Letter from Rear Admiral Harvey to Mr. Nepean, dated Oct 22.

SIR,

You will be pleased to acquaint their Lordships, that since my letter to you of the 8th ult. three French privateers belonging to Guadaloupe have been captured and sent to this island by his Majesty's ships under my command, as undermentioned.

1 *la I.*

Y

By the Bittern, Sept. 8th, off Marigalante, Le 10 Aout brig, of 12 guns and 50 men; she had been cruising on the American coast, where she had taken three American vessels, and one Dane, and was returning to Guadaloupe.

By the Matilda, the 5th instant, off the N. E. end of Antigua, L'Intrepid Brig, of 14 guns and 74 men; had been out three days from Guada-

loupe, without making any captures.

By the Pearl, the 14th instant, off the east end of Antigua, the Scévola sloop, of 10 guns and 73 men, had been out two days, and taken nothing.

And the Pearl, a few days previous to the last capture, likewise destroyed a small French privateer row boat, under Dominica.

I have the honour to be, &c.⁴ HENRY HARVEY.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the Blue, and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Le Souveraine, Gibraltar, Nov. 27, 1798.

Herewith you will receive the copy of a letter from Rear Admiral Lord Nelson, inclosing one from Captain Ball, of his Majesty's ship Alexander, with the capitulation of the island of Goza.

MY LORD,

Vanguard, at Sea, Nov. 1.

I have the honour to transmit you a letter received from Captain Ball, dated October 30, together with the capitulation of the castle of Goza, and a list of ordnance, &c. found in it; the prisoners are now embarked in the Vanguard and Minotaur till I can get a vessel to send them to France. Captain Ball, with three sail of the line, a frigate, and fireship, is entrusted with the blockade of Malta, in which are two sail of the line and three frigates ready for sea; and from the experience I have had of Captain Ball's zeal, activity, and ability, I have no doubt but that in due time I shall have the honour of sending you a good account of the French in the town of Valetti. I am, &c.

HORATIO NELSON.

SIR,

Alexander, off Malta, Oct. 30.

I have the honour to acquaint you, that the commandant of the French troops in the castle of Goza, signed the capitulation the 28th instant, which you had approved. I ordered Captain Creswell, of the marines, to take possession of it in the name of his Britannic Majesty, and his Majesty's colours were hoisted. The next day the place was delivered up in form to the deputies of the island, his Sicilian Majesty's colours hoisted, and he acknowledged their lawful sovereignty.

I embarked yesterday all the French officers and men who were on the island of Goza, amounting to near 217.

I enclose the articles of capitulation, and an inventory of the arms and ammunition found in the castle, part of which I directed to be sent to the assistance of the Maltese, who are in arms against the French. There were 3200 sacks of corn in the castle, which will be great relief to the inhabitants, who are much in want of that article. I have the honour to be, &c.

ALEX. JOHN BALL.

Articles of Capitulation between Alexander John Ball, Esq. Captain of his Britannic Majesty's Ship Alexander, appointed to conduct the Blockade of Malta, under Rear Admiral Sir Horatio Nelson, K. B. on the Part of Great Britain, and Lieutenant Colonel Lochey Adj. de Batt. Commander of the French Troops in the Castle of Goza.

I. The French troops shall march out of the castle of Goza with the honours of war, and shall lay down their arms as they get out of the gate.

II. The castle of Goza, with all the military implements and stores, shall be delivered up to the British officer appointed to take charge of them.

III. The French officers and troops shall be protected in their persons and effects, and the officers allowed to retain their side-arms; they shall be embarked immediately on board his Britannic Majesty's ships, and sent to France in transports, at the expence of the French government. They are not to serve against his Britannic Majesty, or his allies, during the war, until regularly exchanged.

Rear Admiral Sir Horatio Nelson, K. B. has entered into articles with the inhabitants of Goza, that if the French surrender to the British, they shall be considered as under their protection, and they will not offer them the smallest insult or molestation.

Signed the 28th of October 1798.

ALEXANDER JOHN BALL, Captain of his
Britannic Majesty's Ship Alexander.

LOCHEY, Adj. de Battalion.

Approved.—HORATIO NELSON.

Extract of Articles found in the Castle of Goza, the 28th of October 1798.

50 barrels of powder.	9000 ball cartridges.	1000 musquet cartridges without ball.	1700 flints.	38 eighteen pound cartridges filled.	140 twelve pound ditto.	450 six pound ditto.	268 four pound ditto.	25 three pound ditto.	88 two pound ditto.	18 Eighteen pounder gun,	good, and 200 shot.	2 twelve-pounder gun, good, and 900 shot.	4 six pounder gun, good, and 2985 shot.	400 hand grenades filled.	90 pikes, and 90 halberts.	3200 sacks of corn.	N. B No small arms, except those laid down by the French troops.
-----------------------	-----------------------	---------------------------------------	--------------	--------------------------------------	-------------------------	----------------------	-----------------------	-----------------------	---------------------	--------------------------	---------------------	---	---	---------------------------	----------------------------	---------------------	--

ADMIRALTY OFFICE, DEC. 29.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 24th inst.

SIR,

ENCLOSED is a copy of a letter written from Sir Harry Neale, Bart. captain of his Majesty's ship *St. Fiorenzo*, which I transmit to you for their Lordships' information. I have the honour to be, Sir, &c.

BRIDPORT.

MY LORD,

St. Fiorenzo, at Sea, Dec. 13.

I have the honour to inform your Lordship, that the *St. Fiorenzo* and *Triton* captured, on the 11th and 12th instant, the vessels named in the margin, which are sent to Plymouth. I have the honour to be, &c.

H. NEALE.

St. Joseph, Spanish privateer, mounting four long brass six-pounders, complement 64 men.	mounting 14 four-pounders, complement 60 men.
La Rusée, French brig, coppered, just off the stocks, and in every other respect fit for his Majesty's service,	Recaptured, the <i>George</i> brig of London, from Bristol bound to Lisbon, loaded with coals, copper, and bottles.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the Blue, and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, Dec. 3.

SIR,

Lieutenant Boger, during his temporary command of his Majesty's sloop *El Corso*, has given good earnest of what may be expected of him when promoted, my letter of the 23d ult. gave an account of his capturing the *Adolphe* French privateer, which had done much mischief in the Gut, and the inclosed relates his having taken another small one, name unknown. I am, Sir, &c.

ST. VINCENT.

MY LORD,

El Corso, Rosia Bay, Dec. 2.

I have the honour to acquaint your Lordship that I yesterday afternoon chased a French privateer on shore, about three leagues to the eastward of Cap-Malahar, and, with the assistance of the *Espoir's* boats, was enabled to bring her off; on boarding, we found that the crew had deserted her: she mounts two carriage guns, two swivels, and several small arms.

I have the honour to be, &c. C. BOGER.

ADMIRALTY OFFICE, JAN. 8.

Copy of a Letter from Sir Edward Pellew, Bart. Captain of his Majesty's Ship Indefatigable, to Evan Nepean, Esq. dated at Sea the 2d Instant.

SIR,

HAVING an opportunity of forwarding a duplicate of my letter and return to Sir Alan Gardner, by the recaptured ship *Asphalon*, which proceeds to Fal-

mouth, whilst the Indefatigable proceeds to join the Vice Admiral off Brest. I send this for their Lordships' information, and remain, Sir, &c.

EDWARD PELLEW

SIR,

Indefatigable, at Sea, Jan. 1.

I have the pleasure to inform you, that at dawn of day yesterday morning, Ushant bearing N. E. five leagues, we captured the French ship privateer La Minerve, carrying 16 guns, and 140 men, 28 days from St. Malo. She was laying to, waiting to proceed into Brest, and took this ship for her prize, the Asphalon, of Newcastle, from Halifax bound to London, laden with sugar, coffee, and tobacco; which ship we chased all day, and this morning had the satisfaction to retake off the rocks of Albrevrac.

I have the honour to inclose a list of vessels captured by the privateer during her cruise. I have the honour to be, &c.

EDWARD PELLEW.

List of Vessels captured by La Minerve French Ship Privateer, of St. Malo, between the 11th and 31st of December 1798.

Martinus, a Bremen brig, from Lisbon, bound to Bremen, with sugar, coffee, and hides.	(captured under the name of Beata Maria, from St. Thomas, bound to Hamburgh, with cocoa and cotton, retaken by his Majesty's ship Indefatigable.
Tagus, Portuguese brig, from Lisbon, bound to Bristol, with lemons and oranges.	Asphalon, ship of Newcastle, John Edgar, master, from Halifax bound to London, with sugar, coffee, tobacco, &c. &c. retaken by his Majesty's ship Indefatigable.
Minerva, English snow, from Providence to London, with sugar, coffee, and cotton.	
Ann and Dorothea, Danish schooner,	

ADMIRALTY OFFICE, JAN. 12.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated the 7th Instant.

SIR,

ENCLOSED is a copy of a letter from Captain Griffith, of his Majesty's ship Triton, which I transmit to you for their Lordships' information.

I have the honour to be, &c. BRIDPORT.

MY LORD,

Triton, Cawsand Bay, Jan. 5.

Agreeable to the orders which I received from Sir Harry Neale, I have returned to Cawsand Bay, in the Triton. A few days ago, after I parted company with the St. Fiorenzo, I captured a French privateer brig of 14 guns and 64 men, just come out of Corunna, and was bound on a cruise off the Western Islands; she is new off the stocks, coppered, and sails well; this, with the two brigs I captured in company with Sir Harry Neale, is the amount of our success. I have the honour to be, &c. EDW. GRIFFITH.

Extract of a Letter from Admiral Sir Peter Parker, Bart. Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to Evan Nepean, Esq. dated the 11th Instant.

Enclosed is a letter which I have received from Lieutenant Shephard, commander of his Majesty's cutter the Pigmy, giving an account of his having captured, on the 8th instant, La Rancune, French cutter privateer, and retaken two brigs laden with bar iron, which had been taken by the said privateer.

SIR,

Pigmy Cutter, Portland Roads, Jan. 9.

I have the honour to acquaint you, that yesterday noon, Durlstone-Head bearing N. W. two miles, I observed a cutter and two brigs off St. Aldan's, standing to the southward, and immediately gave chase. At forty minutes past one came up, and retaken the brig Lark, Francis Artis, master, from Cardiff to London, laden with bar iron; and the brig Dion, Esdras Best, master, from Cardiff to London, laden with the same. Continued the chase, and at four captured the French cutter privateer, La Rancune, commanded by Ant. Fran. Vic. Jos. Panpeville, manned with 21 men, and carrying two swivel guns, small arms, &c. From Cherbourg 26 hours; had made no other capture than the two brigs beforementioned, which she had taken that morning.

I have the honour to be, &c. W. SHEPHEARD.

[To be continued regularly]

PLYMOUTH REPORT, FROM DECEMBER 24 TO JANUARY 23.

Dec. 24. ARRIVED the ship *Mariner*, Captain Chivers, from London, bound to Nevis, laden with horses and various merchandize. On the 6th instant, when in the Bay of Biscay, during a violent gale of wind, a tremendous sea struck her on the quarter, which threw her on her beam ends, carried away her mizen mast, and washed every thing off the deck, together with the whole watch, consisting of seven men, two only of whom were able to regain the ship; the other five poor fellows, after a long time using every exertion among the floating wreck to save themselves, perished in the sea. The ship lay on her beam ends many hours, and eight of the horses were drowned in the hold, before she was again on her bottom. The *Venus*, of 32 guns, Captain Graves, fell in with the *Mariner* off the Start, and conducted her into this port.

27. Last night, about ten o'clock, Humphrey Glynn, an officer of the customs, belonging to a boat stationed at Cawsand, within this port, whilst in the execution of his duty, was shot by a party of smugglers, and died instantly: the boat in which he was killed was commanded by Mr. Ambrose Bowden, who, together with the deceased, and three other officers, fell in with a very large smuggling cutter, about three miles south-west of Penlee Point, lying at anchor, and just going to put her cargo into boats then alongside her, for the purpose of landing it at Cawsand. When Mr. Bowden got within hail of the smugglers, he gave them to understand what the boat was, upon which they immediately fired point blank into her, and repeated the fire many times, the second or third of which struck the deceased, and carried away the whole front of his head, when he dropped and expired immediately. The fire was returned from the boat, and was kept up so gallantly, that the smugglers cut their cable and put to sea, without effecting the landing of the cargo.

Dock, 27. Came into harbour his Majesty's ship *San Fiorenzo*, 40 guns, Sir H. B. Neale. Docked his Majesty's ship *La Nereide*, 36 guns. Sailed his Majesty's ship *Haarlem*, 64 guns, Captain Burlton, for Cork.

29 This morning arrived his Majesty's ship *Spitfire*, of 20 guns, Captain Seymour, from a cruise, and brought in the *Sybill*, of Dartmouth, Captain Jeremiah Cruso, bound from Dartmouth to Guernsey, laden with bullocks and sheep, for the troops on that island: she was captured the 25th instant off the Start, by the Vigilant French schooner privateer, and retaken on the coast of France the 27th following by the *Spitfire*: as the *Sybill* was returning to the English coast, they discovered the same schooner off the Start, but escaped by steering to Plymouth.

The *Spitfire* has also brought in a French national transport of about 400 tons burthen, mounted with 14 guns, called *Le Wilding*, bound from Abrevrac to Brest, under the protection of *La Leverette* gun vessel, which she captured the 28th instant: the gun vessel had parted company, or she would have shared the fate of the transport; she was formerly an English ship in the West India trade, called the *Wilding*, and had been captured by the French; she has on board firewood, for the use of the French navy, and is manned with seamen from three line of battle ships.

Dock, 29. Yesterday morning sailed the *Fishguard*, of 48 guns, Captain T. B. Martin, on a cruise. Undocked the *Arab*, of 18 guns. Docked *La Nereid*, of 36 guns; and the *Havick*, of 18 guns, Captain Bartholomew. Sailed the Fearless gun brig, Lieutenant Manderson, with two navy transports, for Scilly, to bring away the stores, &c. saved from the wreck of the *Colossus*, of 74 guns.

30. Sailed for Cork, his Majesty's ship *Shannon*, 32 guns, Captain A. Frazer. Also his Majesty's ship *Iatona*, of 38 guns, Captain Sotheron, to refit. Sailed on a cruise, his Majesty's ships *Phoebe*, of 36 guns, Captain Barlow; and *La Nymph*, of 36 guns, Captain P. Frazer. Also his Majesty's schooner *Spider*, of 14 guns, Lieutenant Harrison.

Jan. 3. Orders were received at Plymouth, for paying off the *Orion*, Captain Sir James Saumarez, who has been in that ship, with his brave crew, five years, during which they were in three great actions: on the 1st of June with Lord Howe; on the 14th of February, with Lord St. Vincent's; and on the 1st of August, with Lord Nelson; in which last battle Captain Saumarez was wounded, but is now perfectly recovered.

6. Yesterday we had a grand sale of prizes and prize goods taken by his Majesty's ships. A great number of respectable merchants from London, Bristol, and Exeter, attended, and the different vessels and stores sold remarkably well, even to a very extravagant rate, in the opinion of good judges; but the wide field of commerce being opened in the Mediterranean, the merchants are aware of the great lucrative advantages from that source, and are purchasing every ship and vessel calculated for that trade. We hear Lord Nelson's prizes do not leave Lisbon until the spring. A gentleman who left that place not long since, and was on board of them, declares, that their sides from shot holes resembled a honeycomb. The carnage had been dreadful, and the stench was still very offensive. They are all fine men of war, but not to be compared with our seventy-fours of the same class.

Dock, 6. Arrived his Majesty's ship *Druid*, 32 guns, Captain Apthorp, from Portsmouth. Sailed his Majesty's ship *Stag*, 32 guns, Captain Yorke, for Spithead. Also, his Majesty's sloop *La Raileur*, 18 guns, Captain Raynor, for Jersey. Likewise the *King George* cutter, 12 guns, Lieutenant Rains, on a cruise; and *Lady Jane* cutter, 8 guns, William Bryer master, with dispatches for Sir A. Gardner, off Ushant. His Majesty's ship *Alfred*, 74 guns, is to be immediately fitted for a temporary hospital ship. His Majesty's ship *Terrible*, 74 guns, Sir R. Bickerton, is taken into dock. Also his Majesty's gun brigs *Force*, 12 guns, Lieutenant Tokeley, and *Attack*, 12 guns, Lieutenant Hinton.

9. Arrived the *Impromptu* French brig privateer, of 14 brass guns, taken by his Majesty's ship *Triton*, of 32 guns, Captain Gore; she is commanded by Captain Lancelong, belongs to Bourdeaux, is quite new, on her first cruise, and is a very handsome vessel; *Druid*, of 32 guns, from the eastward, and *Cambrian*, of 44 guns, Captain Legge, from a cruise. Sailed the *Galatea*, of 32 guns, Captain Byng, for Cork; the *Melpomene*, of 44 guns, Captain Sir C. Hamilton, on a cruise; the *Venus*, of 32 guns, Captain Graves, for the eastward; the *Stag*, of 32 guns, Captain Yorke; and the *Triton*, of 32 guns, Captain Gore, for Portsmouth, with French prisoners.

Dock, 13. Sailed on a cruise his Majesty's ship *Boadicea*, 38 guns, Captain Keats. Also his Majesty's hired cutter, *William Pitt*, 16 guns, Lieutenant Haswell, with dispatches for Earl St. Vincent; and his Majesty's hired cutter, *Stag*, 14 guns, with a convoy for the Downs. Arrived his Majesty's cutter, *Viper*, 14 guns, Lieutenant Pengelly. Went out of Hamoaze into Cawsand Bay his Majesty's brig *Sylph*, of 18 guns.

14. Sailed the *Sylph*, of 18 guns, Captain White, on a cruise. Arrived the *Providence*, of Poole, laden with fish and oil, from Newfoundland, bound to Poole: she had been taken by a French privateer, and was retaken by his Majesty's ship *La Nymphe*, of 36 guns, Captain Fraser. The *Jenny*, Captain Lory, from Waterford; and the *Eagle* Excise cutter, Captain Adams, from a cruise: the *Eagle* brought in the *Morning Star* and *Charming Sally*, two smuggling vessels, laden with spirits from Guernsey. This morning arrived the American ship *Hiram*, of and from Castine in America, Captain Samuel Witney, laden with lumber, bound to Liverpool. She was captured the 4th instant, in lat. 49 deg. 30 min. long. 21. by *La Vengeance* French privateer, of 22 guns, of Bayonne, and recaptured about three hours after by his Majesty's ship *Clyde*, of 32 guns, Captain Cunningham.

Dock, 16. Arrived the *Bellona*, 74 guns, Captain Wilson; *Ramillies*, 74 guns, Captain Inman; and *Megara*, 16 guns, Captain White, from Torbay.

Arrived the *Revolutionaire*, 44 guns, Captain Twysden, from Ireland; also the *Clyde*, 38 guns, Captain Cunningham, from a cruise, with a French brig privateer, 16 guns, and a French schooner privateer, 14 guns.

19. Arrived the Fishguard, of 44 guns, Captain T. B. Martin, from a cruise; also the Maria, of Exeter, Captain Fickle, and the Chelmer, of Malden, Captain Stone, both from Oporto, laden with wine and fruit, for this port and Exeter. They sailed from Oporto the 1st instant, in company with seventy-five sail, under convoy of the Endymion, of 44 guns, Captain Sir T. Williams, and left the fleet, all well, last Friday evening, with a fair wind for the Channel, so that ere this they must have passed the Sound to the eastward. Last night a great number of French prisoners broke from their confinement at the Mill Prison, by means of a hole which they dug under the wall at the west end of the building and effected their escape; very few of them are yet taken, but as the wind is unfavourable for their getting away in shipping or boats, the greater part, if not the whole, will no doubt find their way back to the prison again.

Dock, 22. Arrived his Majesty's ship Indefatigable, 44 guns, Sir Edward Pellew, from a cruise. We are informed that when she last looked into Brest, there were fifteen sail of the line to appearance ready for sea. Sailed his Majesty's schooner, Spicer, 14 guns, Lieutenant Harrison, and Plymouth lugger, 16 guns, Lieutenant Elliott, with a convoy, to the eastward.

Undocked his Majesty's brig Le Venturier, 16 guns, and his Majesty's gun boats Assault, 12 guns, Lieutenant Horton, and Hecate, 12 guns, Lieutenant Hutton. Went out of harbour his Majesty's ships Anson, 44 guns, Captain Durham, and Ethalion, 38 guns, Captain Countess.

PORTSMOUTH REPORT, FROM DECEMBER 29 TO JANUARY 20.

Dec. 30. SAILED his Majesty's ship Diomedes, of 50 guns, Capt. Flphinstone for the East Indies, with the Carnatic and Lantion Castle Indianmen under her convoy. Arrived the Latona frigate from Lisbon with convoy.

Jan. 3. Sailed this day the outward bound West India ships, under convoy of the Hydra, Captain Sir F. Maitrey, Penelope, Captain Paget, and Echo, Captain Hammond. Gen. Trigge sailed in the Lydia, to take a command in the West Indies. Lord Hugh Seymour is gone passenger in the Penelope to Madena.

8. Arrived the Venus frigate from Newfoundland.

13. Arrived at Spithead the Triton, from Plymouth; and the Tamur passed by with a convoy for the river, the Experiment and Blonde, from Guernsey, the Hyæna, Inconstant, and Thames, from Marcou.

14. This day arrived the Boadicea and Druid frigates from Plymouth, the latter with French prisoners, the Hornet sloop, and Camilla lug from before Havre-de-Grace, the Atalanta armed brig from Marcou, and the Fly sloop from Guernsey.

15. The following ships now lying at Spithead are ready for sea, viz.

Guns	Commanders.	Guns	Commanders.
Queen Charlotte, 100	{ Ad Thompson, Capt Irwin,	Phaeton, - 40	{ Hon. Capt. Stopford,
Royal William 98	{ Adm. Parker, Cap Pickmore,	La Seine, - 40	Capt. Milne,
St. George, - 98	Cap. Holloway,	Thames, - 32	I ukim,
Atlas, - 98	Squire,	Blonde, - 32	Dobree,
Sans Pareil, 84	Atkins,	Stag, 32	Yorke,
Dragon, - 74	Campbell,	Success, - 32	Wilkinson,
Captun, - 74	Bowen,	Hyæna, - 28	Boyle,
Defiance, - 74	Jones,	Atalanta, - 18	Griffiths,
Triumph, - 74	Lessington,	Alecto, - 14	Garrett,
Superb, - 74	Sutton,	Camelcon, - 18	Stiles,
Dictator, - 64	Hardy,	Venus, - 32	Graves,
Experiment, - 44	Saville,	Liberty, - 16	Starck,
Latona, . 40	Southron,	Explosion fire Ship,	Kutt

16. Arrived this day Sir Alan Gardner, in the Royal Sovereign, with the Glory, Neptune, Pompey, Impeteux, and Magnificent. Arrived his Majesty's ship Arethusa, of 38 guns, Captain Wolley; she has been on shore on the coast of France, in consequence of which she makes so much water that she immediately came into the harbour. This day arrived the Van Tromp man of war with the Abey transport, from Cork, they have on board six hundred and twenty French prisoners.

17. Sailed this day the following ships, under the command of Vice-Admiral Thompson, on a cruise off Brest, viz. Queen Charlotte, 100 guns, Vice Admiral Thompson, and Captain J. Irvin; St George, 98 guns, Captain J. Holliday, Sanspareil, 80 guns, Captain D. Atkins; Superb, 74 guns, Captain J. Sutton, Dragon, 74 guns, Captain G. Campbell, De fiance, 74 guns, Captain T. Jones; Captain, 74 guns, Captain G. Bowen, Triumph, 74 guns, Captain W. Esington.

Arrived the Mercury frigate, Captain Rogers, from a cruise, with the Danish brig Resolution, from Venice to Hamburg, which she detained some days since in the Channel.

20 Friday night the Triumph, in going out to St Helen's, missing stays, ran foul of the Neptune, and received considerable damage she went aground on the Hawse, and was got off yesterday. Admiral Thompson's squadron remains at St Helen's—The Adventure, of 44 guns, in coming in yesterday, from the West Indies, got aground on the Middle bank, opposite the Queen's Battery, and was got off this morning, without having received any material damage. Yesterday arrived the Gaete, from Guernsey,

PLYMOUTH, Jan 4 Yesterday was sent in, by his Majesty's ship Indefatigable, Sir Edward Pellew, the French privateer, La Minerve, Captain J. H. d'Auginot, of 16 guns, and 125 men, from St Maloes, had been out 34 days. During her cruise, she captured the ship Minerva, Captain Ross, from New Providence to London, the Telemachus, Portuguese brig, from Lisbon to Bristol, retaken and sent into Plymouth, the Ann and Dorothy, Danish schooner from St. Thomas to Altona, the Asphelon, Captain Edgar, from Halifax to London, with coffee and sugar, said to be worth 60,000l the two latter are retaken, and sent in by the Indefatigable. This privateer engaged, on the 28th of December, a letter of marque from Liverpool, which beat her off after an engagement of an hour and a half. the privateer had eighteen men wounded, and the vessel much shattered.

HARWICH, Jan 6 On Friday last four sail of Russian ships of the line passed this place from Yarmouth to the Nore, and the same day the Driver sloop of war, Captain Dunbar arrived from the Downs, and remains with the following ships and vessels that are stationed and refitting at this port:

Blaakel	54	Capt Walker	Furious gun vessel	Lieut Corseilis
Pylades	18	— Mackenzie	blazer ditto	— Burgess
Inspector	16	— Lock	Asp ditto	— Ferrieres
Martin	10	—	Hasty ditto	— Charlton
Jalousie	18	— Temple	Biter ditto	— De Vitre
Speedwell	14	—	Piercer ditto	— Elliott

12 We regret to state the total loss of his Majesty's frigate Apollo, of 38 guns, Captain Halkett, a few days since, on the coast of Holland. Intelligence of this unfortunate event was yesterday received from Yarmouth, with the consolatory addition, however, that a part of the crew had arrived at that port, and that great hopes were entertained that not a single man had perished.

Captain Halkett was tried by a Court Martial on board the Monmouth man of war at Yarmouth, on Tuesday, for the loss of the Apollo frigate on the Dutch coast, and honourably acquitted, but the pilot is broke, and rendered incapable of ever serving his Majesty any more in the Navy.

In consequence of some late instructions from the Admiralty Board, an addition of a frigate, two sloops and a cutter, have been made to the convoy from the Mouth of the Thames at the Nore to the North, independent of the men of war and hired armed ships that have for some time been employed on that station.

WOOLVERINE.

Engagement between the WOOLVERINE Gun Vessel of 14 Guns and 70 Men, and two French Luggers, one of 16 Guns and the other of 14, having on board 140 Men each.

The following particulars we are happy in being able to add, as they cannot fail to place the name of Captain Mortlock high in the list of those brave Officers who, in the course of the present War, have raised the character of the British Navy to an unprecedented height of fame.

The Woolverine sailed from the Downs on the 3d of January, on a cruise on the coast of France. Being off Boulogne, she discovered two luggers, and as it was then a thick fog, she was of course close to them before they saw one another. Captain Mortlock immediately made them to be French, and his first care was to get them brought to action, as he knew that if they supposed his to be a ship of war, they would make off. He therefore put the Woolverine's head towards them, and hoisted Danish colours. They immediately bore down and came within hail. Being hailed by them, Captain Mortlock answered, he was from Plymouth for Copenhagen, reserving his fire till they should come abreast of him. One of the luggers was close upon the starboard quarter, and he caught her bowsprit between the mizen chains and the side of the Woolverine, having his main and mizen topsails shivered. He kept her in this situation ready to wear. At this moment the action commenced with musquetry and great guns (the Woolverine hoisting English colours) and was warmly contested for near two hours. Captain Mortlock now lashed the bowsprit of the vessel on board of him to his mizen chains, as he began to entertain the hope of being able to take both vessels.

The other lugger meanwhile shot a-head, and got on the larboard bow of the Woolverine, running on board of her. In this position she was boarded by the enemy three different times from both vessels, but every Frenchman engaged in these attempts was killed. At one time the crew of the lugger on the larboard bow made so strong an attempt, that it required the assistance of almost every man in the Woolverine to repulse them. At the same moment an equally desperate effort was made by the other lugger on the quarter, and many Frenchmen were actually on board the Woolverine, but were killed by the gallantry and exertion of Captain Mortlock, and his brave officers and men. One Frenchman in particular was seen to cheer his men, and beat them with the flat of his sword. This man himself got on the top of the little roundhouse of the Woolverine, and gave three cheers to encourage the others to follow him. He was supposed to be captain of the French vessel. Captain Mortlock ran up to him to dispute with him the possession of his post. The Frenchman presented a pistol to Captain Mortlock's face, which fortunately missed fire. He again cocked his pistol, but seemed in a moment struck with a panic, and Captain Mortlock plunged his half pike into his body before he could fire, and he fell overboard. The Frenchmen now threw some leather bags into the windows of the Woolverine's cabin, the contents of which immediately set her on fire, with an explosion as if the magazine had blown up. The whole crew were obliged to leave the enemy for the purpose of extinguishing the flames, and in the mean time both vessels got clear of the Woolverine, and made off with all sail set, and as they out-sailed her they got away. While they were going off, one of them fired a shot at the Woolverine, which unfortunately struck Captain Mortlock, and gave him his death wound. He had before this been wounded in three different places, but not so badly as to induce him to quit the deck. He was first wounded in one of his fingers—a spent ball, which had passed through a hammock, hit him on the breast, and occasioned him a considerable degree of pain, and he was again wounded in the hip by a splinter. His last wound was a very bad one, his arm being much shattered, and the flesh torn from his side.

It is to be regretted that this gallant young man has not lived to reap the fruits of his bravery. His friends, however, have the consolation of thinking he has died nobly, and his merits must entitle his memory to the respect of his Country.

The Woolverine is the gun-vessel fitted out by Commissioner Schank, with the *inclined plane* in the gun carriages, which is justly considered as the greatest modern invention in gunnery; and she has never gone upon a cruise without having been in action either with the enemies batteries or ships. This is the same vessel that was so eminently useful at Ostend, upon the expedition under General Coote, and that was engaged off Dunkirk, and cut out nine vessels from Nieupoort, all within the space of about seven months.

THE AMBUSCADE FRIGATE.

An account of the capture of this ship by the Bayonnaise French frigate of a similar force, (viz. 32 guns, although the Directory rate the latter as only a corvette of 20 guns) has been received from Captain Jenkins. The action took place off the coast of France, on the 14th ult and lasted with much desperation for some hours, when the enemy succeeded in boarding the Ambuscade, from her foremast being badly wounded, and falling on board the French vessel in such a manner, that the victory became a task of no great difficulty, the mast and rigging serving the Republicans for a bridge to pass over. The Bayonnaise had on board three hundred picked troops, independent of her full complement of seamen, which gave her a decided superiority over the British ship. The prize was sent into Rochefort.

Those killed in the action were,

Dawson Mayne, First Lieutenant,
George Brown, Master,
Thomas Powers, Seaman,
William Sexton, ditto,
John Brown, ditto,

John Thompson, Seaman,
Daniel Britain, ditto,
Massay Campbell, ditto,
John Lewis, ditto,
George M'Comas, Marine.

and thirty-six seamen wounded.

Captain Jenkins was desperately wounded early in the action, but we are happy to hear that great hopes are entertained of his recovery, as well as that of Lieutenant Sinclair, of the Marines, who was likewise wounded.

Captain Jenkins, of the Ambuscade, is considered by his brother officers as a very good and gallant officer. The circumstance of his being wounded so early in the action, was a misfortune to which perhaps the loss of the ship may in some measure be imputed.

The Ambuscade was one of the old 32 gun frigates, carrying twenty-four twelve pounders on her main deck, and eight six pounders on her quarter-deck and fore-castle.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS few persons in mentioning the loss of the Ambuscade frigate seemed to have considered with proper attention the different circumstances which led to her capture, I beg leave to offer the following remarks. After Captain Jenkins, according to his orders, had seen L'Hirondelle into port, he sailed with an intention to rejoin the Phaeton and Stag. He had only been out a few days when he captured a French brig letter of marque, from the West Indies; on board of which he put his *Third Lieutenant and fifteen men*, and sent her to Plymouth. The day following, he fell in with La Bayonnaise; at this time he had his *Second and Third Lieutenant, and fifty men* *short of complement*; during the action, he was himself dangerously wounded, the First Lieutenant, and the Master also, I believe, was killed. The Ambuscade, thus bereft of all her principal officers, was boarded by *two hundred troops*. The Bayonnaise has been reported to be a corvette; but I have been lately told by several French officers, that she is just such another frigate as La Flore, and she mounted 40 guns, as well as the Ambuscade. The event seems to have been principally determined by the two hundred troops, who boarded the Ambuscade, with fixed bayonets, from the fore-mast, which had fallen during the action across both ships. Sailors, though possessed of such cool and determined courage, must struggle in vain against a powerful opponent, when they are without officers to direct and regulate their exertions. I am, Mr. Editor, your sincere well wisher.

M.

Extract of a Letter from Captain A. Spiers (late Duncan), of the ship Amelia and Eleanor, to his Owners, in Liverpool, Messrs. W. Brettagh and Co. Dated Barbados, October 26.

On the 1st inst. I fell in with a French privateer, of 18 guns, 6 and 9 pounders, in latitude $3\frac{1}{2}$ S. long 22. W. We failed from London bound to Angola. At eleven A. M. the action commenced, and continued till half past two P. M. Early in the action I lost my bowsprit and foremast, close by the rigging; when he found I was disabled, he renewed the action with double vigour, and hoisted the bloody flag at his main-top-gallant mast head, sheered alongside within pistol shot, and hailed me, "Strike you——, Strike!" which I answered with a broadside, which laid him on a green; he then stood away to the northward, to plug up his shot holes, as I could see several men over the side. In about twenty minutes he came alongside again, and gave me a broadside as he passed; he then stood to the southward, and got about a mile to windward, gave me a lee gun, and hauled down his bloody flag, which I answered with three to windward. I have received a deal of damage in my hull; on my starboard bow, two ports in one; several shot between wind and water; I have not one shroud left forward but what was cut to pieces, stays, &c. I lost all my head sails, and my after sails much damaged; I lost one slave and four wounded; four of the people wounded, two are since dead of their wounds. I shall not be able to proceed from hence till January, as my hull is like a riddle.

EAST INDIA SHIPS.

The following ships remaining of the present season are to be dispatched in divisions, according to their respective destinations, as follows, viz.

First Division, to be dispatched after the ships arrive at Portsmouth, Jan. 30.—The Glatton, to St. Helena, Bencoolen, and China; Sir Edward Hughes, for Bombay and Madras; Manship and Lord Thurlow, for Coast and Bay.

Second Division, to be dispatched after the ships arrive at Portsmouth, Feb. 30.—The Walmer Castle, for Bombay and China; True Briten, Alfred, and Boddam, for Coast and China; William Pitt, Preston (new ship), and Marquis of Lansdown, for Coast and Bay.

Third Division, to be dispatched after the ships arrive at Portsmouth, March 30.—The Minerva, Britannia, Rose, Charlton (new ship), and Asia, for Coast and Bay; Sir Stephen Lushington, for Bengal and Bencoolen; Lord Hawkesbury, from St. Helena and Bengal.

Fourth and last Division, to be dispatched after the ships arrive at Portsmouth, April 30. The Woodford and Albion, for Bombay; Duke of Buccleugh, Hindostan, Earl of Abergavenny, Hope, and Warley, for China direct.

Extract of a Letter from a Naval Officer, dated off Cadiz, Dec. 5.

Lord St. Vincent remains at Gibraltar exerting himself, with his usual zeal and ability, in expediting the completion of the ships intended for our reinforcement. The Majestic and Bellerophon are refitting there, and are expected soon in our line. The Defence joined us the 2d instant. We have heard nothing at present of Lord Keith's arrival.—The annexed is a correct list of the squadron of his Majesty's ships under the command of Sir Roger Curtis, Bart. Rear Admiral of the Red, &c.

Prince,	{ Sir R. Curtis, Bart.	Northumberland,	Capt. Martin,
	{ Capt. J. Larcom.	Gibraltar,	Kelly,
Prince George,	{ Sir W. Parker, Bart.	Powerful,	Drury,
	{ Capt. Bingham.	Edgar,	McDougall
Princess Royal,	{ Rear Ad. Frederick,	Montagu	Knight
	{ Capt. Dixon.	Warrior,	Savage,
Barfleur,	Dacres,	Marlborough,	Sotheby,
Ville de Paris,	Bathurst,	Hector,	Campbell,
Namur,	Luke,	Defence,	Stevenson;
London,	Purvis,		

Recapitulation of the captures from the different hostile Powers during the War, to the present Month.

French.—Three of 110 guns to 120; twelve of 80 to 84; thirty-five of 74; thirty-five of 40 to 44; twenty-three of 36 to 38; eleven of 32; seven of 28; sixteen of 24 to 26; twenty-eight of 20 to 22; nineteen of 18; thirty-four of 14 to 16; twenty of 8 to 12; and twenty-five of 6 and under.

Spanish.—Two of 110 guns to 120; two of 80 to 84; four of 74; two of 40 to 44; three of 36 to 38; two of 32; one of 22; three of 18; three of 14 to 16; and three of 6 and under.

Dutch.—Two of 74 guns; nine of 64 to 68; four of 54 to 56; two of 40 to 44; three of 36 to 38; three of 32; two of 28; five of 24 to 26; one of 22; two of 18; five of 14 to 16; seven of 8 to 12; and seven of 6 and under.

Total	345	Men of War,
	597	Privateers of all Nations,
<hr/>		
	942	Grand Total.

LIVERPOOL, Dec. 27.—The *Bud*, Tyrer, was taken on the 27th of September last, in latitude 37, longitude 18. N. after a very severe action of half an hour, by a French privateer of 8 brass guns, 36 pounders, one long 9 pounder, and 65 men; the *Bud* had two men killed and two wounded. She was retaken the 4th of October, with the privateer, by his Majesty's ships *Flora* and *Caroline*, and sent to Lisbon.

Extract of a Letter from Barbadoes.

I wrote to you by the *Venerable*, and this goes by the *Venus* to Lancaster, a single ship, she is not, I think, unlikely to get there.—*L'Agreeable* (that belonged to Mr Barton) is cruising off this island, and lets nothing come in; *Victor Hughes* has put 18 twelve pounders and 210 men on board, which makes her a match for any merchantman. The *Concord* frigate is gone after her, but she sails too fast, and is likely to do a deal of mischief. The *Amphitrite* is now going after her, and is not to come back without her.

The tonnage employed in our commerce at present amounts to upwards of sixteen millions: at the close of the American war it amounted to eleven millions.

The French are about to establish, in the different parts of the Ocean and of the Mediterranean, engineers and sub-engineers, to superintend and promote naval architecture, and in general every thing relating to the Navy.

Captain Gifford and Lieutenant Jones will each receive 500*l.* for bringing the official news of the taking of Minorca; the usual present given when the guns fire on receiving accounts of important successes.

Admiral Nelson has declared all the ports of the Ligurian Republic to be in a state of blockade; and that all Ligurian vessels taken by the ships of the coalled Powers shall be deemed good and lawful prizes.

Captain W. G. Lobb, of *L'Aimable*, has been presented with a valuable time-piece from the Merchants of the Island of Tortola, as a token of the high sense they entertained for his services during his naval command on that station, and particularly for his vigilant and careful protection of their trade.

Lately a Board was held at the Admiralty for the passing of sailors into Greenwich Hospital; among the numbers admitted were several of the heroes of the Nile.

Extract of a Letter from Captain Wilson, of the ship Lancaster, to his Owners in Lancaster, dated Cork, the 8th inst.

I have the satisfaction to inform you of our arrival here, to repair the damage sustained in an action with a French ship; the second day after I left Lancaster.

I fell in with the Elizabeth Packet, a sloop from Bristol, bound to Alderney, she was water-logged, and near sinking. I took out of her two boys, who told me the Captain had quitted her some days before; he had got on board a neutral vessel. At twelve o'clock that night we had one of the hardest gales of wind I ever experienced, it continued some days, and we were driven up the King's Channel as far as the Start Point: it moderated, however, and steering down channel with the wind at S. E. on the 6th inst. at day-light in the morning, we discovered a ship a-head standing to the southward; at eight o'clock she tacked towards me, and although she had English colours up, I made her plainly an enemy, mounting twenty guns, besides small arms, and very full of men; our guns were well loaded with grape, and the men at their quarters, when she came alongside, hauled the English colours down, and hoisted French. I have the pleasure, however, to say, that after engaging us two hours he had enough of it, and hauled his colours down; but our vessel being in a shattered condition, without a brace, or any rope to get the yards round, he took the advantage of it, and made off. As soon as I could follow him I did, and chased him till dark. I am sorry to inform you that we had one man killed and four wounded, and the sails and rigging much torn and cut. Immediately on my arrival I applied on board the men of war to be permitted to send the wounded men to the hospital, which was granted, and every assistance offered me that I wanted.

Public Lectures on Ship-building are given at Philadelphia, and other parts of America.

Captain Halkett, who commanded the Apollo frigate, which was unfortunately lost off the coast of Holland, is an officer who has risen by his merit. He was first Lieutenant of the Syren frigate, in which Captain Manley carried out the Duke of York to Helvoetsluys, when he took the command of the Guards, &c. in Holland. His Royal Highness was so much pleased with the activity and vigilance of Lieutenant Halkett on this service, that he obtained for him, soon after, the rank of Commander, and on his return from the continent that of Post Captain.

The naval preparations at Havre-de-Grace are far from being spirited, and rather wear the appearance of their numerous defeats at sea having totally disheartened them, than any intention of ever renewing the contest on that element.

The ship King William, of Liverpool, T. Bent, master, having on board fifteen effective hands, was, on the morning of the 11th of October, at the distance of one hundred and eighty miles from Barbadoes, chased by a French privateer of 16 guns, six and four pounders, and one hundred and seventy men. Captain Bent, finding that he could not avoid fighting, brought the enemy to close action, which lasted two hours and a half, when the privateer, having sustained considerable damage and an immense loss of men, sheered off, leaving King William almost a wreck, having received six hundred and two shots, and her rigging cut to pieces. She had one of the crew killed and four wounded, besides eight slaves below, two of them mortally.

The Magicienne frigate arrived the 30th of October at Port Royal, Jamaica, with a French schooner and her prize, a sloop laden with taffia. The same day the Renoume, of 44 guns; Squirrel, of 20 guns; and Pelican, of 18 guns, sailed on a cruise.

The Stork sloop of war, of 18 guns, was off Tiberon on the 20th of October, and the brig Abigail, Williams, was spoke off Crooked Island. The Acasta, of 40 guns, and Trent, of 36 guns, were cruising of Porto Cavello.

PROMOTIONS.

The Lords of the Admiralty have been pleased to promote Lieutenant Henry Garrett, of his Majesty's cutter Trial, to the rank of Commander in his Majesty's navy, and have appointed him to the command of the Alector fire-ship.

Captain Thomas Stephenson, of the Royal Navy, has been promoted to the rank of Post Captain by the Earl of St. Vincent, and now commands the *Defence*, of 74 guns.

The Hon Captain Capel, who brought over the dispatches to the Admiralty from Commodore Duckworth, of the *Leviathan* man of war, with the particulars of the taking of Minorca, is appointed to the command of the *Arab*, of 22 guns, fitting at Plymouth.

Admiral Dickson has succeeded Lord Duncan in the command of the North Sea fleet, the state of his Lordship's health rendering it very doubtful that he will go to sea again.

Captain George Clarke, appointed to the command of the *Conquerant*, of 74 guns, is promoted to the rank of Post Captain.

Captain Thomas Secharbe is appointed to the command of the *Triumph* man of war, in the room of Captain Essington.

MARRIAGES.

Captain J. Edwards, of the Navy, to Miss S. Doo, of Chipping.

Latency, at Weybridge, in Surry, Lieutenant Prevost, of his Majesty's ship *Agincourt*, to Miss Haultain, of that place.

OBITUARY.

DEATH OF MR. SUTHERLAND, MIDSHIPMAN OF HIS MAJESTY'S SHIP *LA PREVOYANTE*, CAPTAIN WEYMISS, AT HALIFAX.

Extract of a Letter from an Officer of that Ship, dated Sept. 27th 1798.

"On the 25th we experienced a tremendous storm in this harbour, our ship and most of the King's ships rode out the gale without much damage, though in great danger, but many of the vessels in the harbour were either bilged, upset, or dashed to pieces. One young man perished belonging to our ship, Mr. James Brace Sutherland, a midshipman who was on board a prize brig lately captured by us, of which he had the charge. This youth's unhappy end is very sincerely lamented by all our ship's company, and by every person who knew him, as he was distinguished for his attention to his duty, and every manly qualifications. He was not above seventeen years of age, and gave the strongest promise of being an ornament to his profession and satisfaction to his friends. He was the second son of Captain Sutherland, who, with his numerous family, will feel severely when they hear of his melancholy fate; none of them are now at Halifax, but His Royal Highness Prince Edward, on hearing of the death of young Mr. Sutherland, has with his usual attention to the calls of distress, declared he would take the Father and the rest of his family under his protection. His Royal Highness knows the unfortunate father to be an old and deserving officer, who has often bled in defence of his King, and the British Constitution."

July 31. At sea, in lat. 14 N. long. 42 E. Captain James Cornwallis, of the *Sheerness* frigate, employed on the coast of Africa.

August 17. Captain John Hopkins, of the marines, in consequence of the wounds he received on board the *Bellerophon*, which so gallantly fought the enemy's ship *L'Orient*, in the glorious action off the Mouth of the Nile. He had been twenty years in the service, although only thirty-five years of age when he died.

19. In his 20th year, on board the *Leander* in the Mediterranean, Mr. Peter Downes, late midshipman of that ship, and youngest son of the ancient family of Downes, of Shrigley, in Cheshire. It is a tribute justly due to the memory of the most promising merit at an early age, to add, that this young gentleman had served in the most active scenes during the whole of this war, with the highest honour to himself, the most distinguished approbation of his commanding officers, and the universal esteem of his comrades. Towards the conclusion of the gallant Captain Thompson's ever-memorable defence of the shattered *Leander*, Aug. 18, on her way from the action off the Nile, against so superior a force of the enemy, he received a fatal shot, of which he lingered, with the greatest resignation, till the following morning.

Sept. 11. At St. John's, Newfoundland, Mr Robert Baylis, son of the late Rev. Joseph B. rector of Luggershall, Wilts, and lieutenant of his Majesty's ship *Mercury*. Among the many escapes of a naval life of fifteen years, in which he was, with short intervals of exception, continually at sea, the most remarkable was that when the *Centaur* foundered. Our readers will recollect that this ship, one of the fruits of Lord Rodney's memorable victory in the West Indies, sunk on her passage to England. Captain Inglefield and about twelve others had the good fortune to get off in the long boat, but before they were at any material distance from the ship, Mr. Baylis, then a midshipman, threw himself into the sea, and reached the side of the boat, which, though much crowded before, was just capable of allowing the additional weight of such a lad. He was accordingly lifted into it. After seventeen days and nights encountering all the distress of hunger, thirst, and fatigue, the boat, by skilful management and the signal interposition of Providence, made the Island of Fayal, and they were saved.

At Cowes in the Isle of Wight, Lieutenant Nathaniel Stuart, of the Royal Navy.

Oct. 23. Lieutenant T. B. Bucke, of the marines, eldest son of Mr. Bucke, surgeon, at Ipswich. He was on board the *Victory* on the 14th of February 1797, and in five other different engagements since the commencement of the present war.

Nov. 14. At the Isle of Whithorn, Captain Alexander Cook, commander of the *Prince Edward* cutter.

18. By a fall from the mast-head of his Majesty's ship *London*, cruising off Cadiz, which nearly dashed him to pieces, Mr. Edward Watson, midshipman, son of Jonathan Watson, Esq. of Horksley, near Colchester,

22. At Guernsey, of a putrid fever, Mr. William Southee, midshipman of the *Euridice*.

Of an apoplectic fit, Mr. Thomas-Cook, formerly an eminent land surveyor; who, as a pupil of the late celebrated Capability Browne, acquired great reputation in the same line, while a specimen of his peculiar skill and taste in the happy disposition of pleasure ground is widely exemplified by that at West Wycombe, where he was employed for the space of ten or twelve years, by the late Lord Le Despencer, who, in memory of his approved services, was pleased to leave him an handsome annuity for his life. As an engineer, he was also the ingenious inventor of a machine for the purpose of making wedges for the use of the navy during the American war, whereby, in making an experiment, he lost his right arm, owing to one of his assistants having accelerated its motion by putting on a double weight, of which he was not aware, that returned in half the time he had calculated for the operation of its action, being that of only half a minute.

At his house in Fetter-lane, aged 47; Mr David Samwell, surgeon, in his Majesty's navy. He accompanied Captain Cook in his last voyage to the South Seas; and, a few years ago, published an account of the circumstances attending the death of that celebrated navigator. He was likewise author of many short detached pieces of poetry, as well in his native Welsh as in the English language, which possess considerable merit. His little poem of "The Negro Boy" was very favourably received by the public. He was a man of cultivated understanding and friendly disposition. In his profession he was justly esteemed skilful; and he is much lamented.

At Ottery St. Mary, Devon, in her 82d year, Mrs. Mary Taylor, widow of the late Captain T. of the royal navy. She was of a respectable family in Wales.

Captain Brown, of the *Kite* sloop of war, a young officer of great merit, and son of Commissioner B. of the Excise. He was shot about eleven o'clock in the evening, at Sheerness, by an inhabitant of that place, at whose house he had knocked for admission, having occasionally slept there when on shore. The man, after he had opened the door, refused him admittance; and, while Captain B. and an officer who was in company were parleying with him, fired a pistol at Captain B. and shut the door in his face. He immediately called out, "the fellow has killed me!" and fell into the arms of a fisherman who was passing by at the time. The ball entered Captain B.'s left side, just below the ribs, but did

not pass through his body. He expired in a few minutes. The murderer escaped out of a back door, but was taken in about two hours after, while attempting to cross the ferry, and committed to Maidstone gaol for trial.

Mr. Branstion, of the marines. Stepping down the side of the Yarmouth hulk at Plymouth, he fell against the swale of the vessel, and was killed on the spot.

At Lapworth, in the county of Warwick, aged 83, Michael Gilbert a companion of Lord Anson in his voyage round the world. He was present at the taking of the rich Acapulco ship near Manilla; was afterwards, for a considerable time, a prisoner in Turkey; and now, at length, made his exit from the stage of human life near his birth-place.

Dec. 14. At Chatham Dock-yard, much respected, Mr. Benjamin Jennings, master rope-maker.

15. At Kentish Town, Captain John Walfh, sen. one of the oldest superannuated officers in the royal navy.

29. After a long and painful illness, Miss Waghorn, daughter of the late Captain Martin Waghorn, of the Royal Navy.

At sea, in the East Indies, Mr. James Elliott Harriot, assistant surgeon.

At Totteridge, the Rev. W. Paget, secretary to the late Lord Rodney, &c.

On his passage from Jamaica, Captain Clements, of the Princess Charlotte Packet, of the yellow fever.

The remains of Lord Shuldham, brought over in the Colossus, lately lost in St. Mary's Road Scilly, being rescued from the Wreck, after remaining for some time in the citadel at St. Mary's, were interred on the 9th of January, in Wyredsburys church yard, in Buckinghamshire.

At the Royal Naval Hospital, Plymouth, Mrs. G. Cleather, wife of G. Cleather, Esq. steward to that noble institution for sick and wounded seamen and marines.

Jan. 1. 1799. At his apartments in Greenwich Hospital, Mr. Daniel Ball, near forty years steward's first clerk of the said hospital. He was a man of unsullied integrity, and universally respected by all who knew him.

8. At Halle, in Germany, aged 70 years, the celebrated navigator Jean Reinhold Forster, who left England in 1772, on a voyage round the world. His son, George Forster, died at Paris four years since, to which place he was sent as deputy from Mayence.

11. Was buried at Gosport, with every honour that could be possibly shewn, Captain Lewis Mortlock, who died of the wounds received in his gallant action with the two French luggers. All the captains from their respective ships attended in procession; the melancholy silence that prevailed strongly declared the loss which the service had received. Captain Mortlock greatly distinguished himself in the expedition against Ostend. We are promised further particulars of this distinguished Officer. Captain Mortlock died, as he lived, like a hero. His spirits were so good to the last moment, that he exerted himself to comfort an afflicted mother and brother, who attended him, by representing his death as the mere fortune of war. He spoke much of the action in which he had received his wounds, and of the excellence of the ship which he had commanded in it. The utmost height of his ambition, he said, were he to live, would be to command a frigate on the same plan as that ship. [For particulars of the action see page 169.]

In Cannon-street road, St. George's, Mrs. Mary Gilchrist, relict of the late Arthur Gilchrist, Esq. formerly of the Navy.

16. At the house of his father, Admiral Sir George Young, in Great Russel-street, Bloomsbury, Lieutenant George Young, of the Navy.

Lately, in the Isle of Wight, Lady Christian, wife of Admiral Sir H. C. Christian, K. B.

At Blackheath, after a most afflicting illness of five years, Mrs. Elizabeth Miller, wife to Captain Simon Miller, of the Royal Navy.



MEMOIRS OF
NAVIGATION AND COMMERCE,
FROM THE EARLIEST PERIOD.

No. I

By Heaven's decree, so sacred records tell,
The ponderous bark first brav'd the billowy swell.

PYE'S NAUCRATIA.

TO trace in a clear yet concise manner the history of Navigation and Maritime Commerce, from the earliest periods to the present time, is a duty imposed on us by the very nature of our undertaking; and will occasionally occupy, as it deserves, a considerable portion of our attention.

On reviewing the annals of the early ages, it has been too much the custom to neglect the information which is afforded by the pages of Holy Writ, and to resort rather to the specious and more diffusive authority of pagan writers. The origin of navigation, if we trace it from the observation of aquatic birds, the astonishing formation of the nautilus *, or the floating trunk and the leafy sail, had certainly an inconsiderable original: but if we regard it as proceeding from that ark, which Noah formed by the appointment and direction of God, we considerably augment our veneration for a subject so peculiarly the boast and glory of Great Britain.

* Bonani observes that this genus of shell fish is well named from the Greek ναυτιλος, which signifies both a ship, and a sailor; for that the shells of all the nautili carry the appearance of a ship with a very high poop. When this species intends to sail, it expands two of its arms, and between these supports a membrane, which it throws out on this occasion for its sail; its two other arms hang out of the shell, and serve occasionally either as oars, or as a steerage. When the sea is calm, numbers are seen diverting themselves in this manner; but as soon as a storm arises, or any thing interrupts them, they draw in their legs, and receive as much water as makes them specifically heavier than that in which they float, and then sink to the bottom. When they rise again, they get rid of this water by a number of holes. There is an exact account of this curious animal in the Gent. Mag. vol. xxii. p. 6, 7, 8, and 301; and also vol. xiv. p. 128.

The ark was the first vessel ever known to have floated on the face of the deep. "To the immediate interposition of God, says Burchett*, are we to attribute the invention of shipping, as we are to his concurring providence, those improvements which have been since made therein, and the perfection it is arrived to at this time." We can neither discern the necessity of controverting the fact, nor perceive the smallest reason to doubt its truth. This ark, ship, or whatever else it may be called, had neither oars, sails, masts, yards, rudder, nor any sort of rigging whatsoever; being guided by Divine Providence, and having no particular port, or coast to arrive at, it was only formed to float upon the waters, and when these were dried up, it rested on the mountains of Ararat. The length of it appears to have been 450 feet, the breadth 75, and the height 45. Its form was rectangular†. The wood with which it was built, and which in Scripture is styled *gopher-wood*, was from the cypress tree, as being, according to Vitruvius, the least subject to decay: the sap, which pervades every part of that wood, is so very offensive, that no worm, or other corroding animal, will touch it. The structure of the ark was certainly adapted to the burthen it was to carry, and the weather it was to endure; and in these respects may be considered as the most complete and perfect model that ever was devised ‡.

* Burchett's Naval History, chap. i.

† About the beginning of the last century, Peter Janson, a Dutch merchant, caused a ship to be built for him, answering in its respective proportions to those of Noah's ark. At first this ark was looked upon no better than as a fanatical vision of this Janson, who was by profession a Menonist, and whilst it was building he and his ship were made the sport of the seamen. But afterwards it was discovered, that ships built in this manner, were in time of peace beyond all others most commodious for commerce, because they would hold a third part more, without requiring any addition of hands.—*Bibliotheca Biblia*, vol. i. Occas. Annot. 13.

‡ Catcott, in his learned and valuable Treatise on the Deluge published in 1761, gives a collection of the principal heathen accounts of the flood. The Roman as described by Ovid. The Grecian, Syrian, and Arabian, as recorded by Lucian. The Egyptian, as retained under the history of Osiris and Typhon, from Plutarch. The Babylonian as preserved by Josephus and Berossus. The Assyrian, from Abydenus, as recorded by Luseb us. The Persian, from Dn.

If, as Mr. Locke observes, in his history of navigation, we give credit to poets, and poetical writers, we shall find Neptune covering the Mediterranean sea with his mighty fleets, as admiral under his father Saturn, supposed to be Noah, as Neptune is to be Japheth, and to him is ascribed the first building of ships, with sharp stems, or heads shod with iron or brass. Not many years after the flood, it became necessary for the descendants of Noah to employ themselves in the science of constructing ships, to convey themselves and families to their respective allotments of territory. The Isles of the Gentiles* were assigned to the sons of Japheth. Kittim a grandson of Japheth, according to Josephus, settled in Cyprus; and from his name, not only all islands in general, but most maritime places, were in the Hebrew language termed Kittim.

Isis, who reigned in Egypt with her husband Osiris about the year of the world 2230, and was afterwards worshipped under the names of Cybele and Ceres, first invented the use of sails. She was in consequence of this valuable discovery raised to that elevation, which credulity in those early periods too readily assigned to the benefactors of mankind; and so entirely was she believed to preside over the sea, that it afterwards became an established custom for the mariner, who had escaped from the perils of shipwreck, to suspend in her temple the votive tablet of his gratitude.

In the forty-ninth chapter of Genesis, verse 13, we have an authentic testimony of the antiquity of shipping. The patriarch Jacob dying, about the year of the world 2315, in blessing his twelve sons, says of Zebulun—*Zebulun shall dwell at the haven of the sea, and he shall be for an haven of ships.* This likewise shews the great antiquity of the Phœ-

Hyde's *Historia veterum Persarum*, &c.—The accounts of the flood as retained by the inhabitants of the East Indies.—As preserved among the Chinese.—The descriptions of it given by the several nations of America in general.

See also the Indian History of the Deluge, in a literal translation by Sir W. Jones from the Bhagavat, of the first Purana.—*Asiatic Researches*, vol. i.

* The Isles of the Gentiles included the continent of Europe, the northern parts of Asia, and Asia Minor, with all the islands of the Mediterranean and Ægean Sea.

nician commerce and navigation; being prior, by almost two hundred years to the coming of Danaus, surnamed Armais, from Egypt to Argos, with the first ship that had ever been seen by the Greeks; who, until that period, had only used floats or rafts *. The learned Dupin, in his Universal Library of Historians, is very positive that the Phœnicians were the first who practised navigation, and established colonies into Africa, Spain, and the Mediterranean islands.

We should however be rather inclined to favour the opinion, that the Arabians, and Egyptians, and afterwards the Phœnicians, were the earliest in the practice of navigation; the inhabitants of the sea coasts and isles of Syria, Lesser Asia and Greece, appear to have followed them †. It seems most probable, that the inhabitants of Arabia first made long voyages: no country could be better situated for the purpose than a peninsula washed by the Arabian, Indian, and Persian seas. It was very early inhabited, and the first notice we have of any considerable trade in the world refers it to the Ishmaelites, who were settled in the hither part of Arabia. This country was in ancient times famous for spices; but, whatever poets may have fancied of the fragrant breezes of Araby, it certainly was a mistake to suppose that any actually grew there. The Arabians traded to the East Indies, and thence only came their spices, their rich gums, their sweet scented woods, and ivory. Soon after the establishment of their monarchy the Egyptians opened a trade between the Arabian Gulph, and the western coast of the great Indian Continent; but their attention to Navigation and Commerce was but of

* Anderson's History of Commerce.

† Mr. Wood in his essay on Homer, has the following remark: "From the general character by which Homer constantly distinguishes the Phœnicians, as a commercial and seafaring people, it has been naturally supposed, that he was indebted to that nation for much of his information with regard to distant voyages. I think we cannot be at a loss to account for the poet's acquiring, *at home*, all the knowledge of this kind which we meet with in his works. We know the Ionians were amongst the earliest navigators, particularly the Phœaciens and Milesians. The former are expressly called the discoverers of Adria, Iberia, Tuscany, and Tartessus."

short duration. The long fertile valley of Egypt soon rendered its inhabitants careless of the productions of other countries; and amid the indolence which succeeded, they were soon induced to renounce all intercourse with foreigners: they in consequence held all sea-faring persons in detestation, and fortifying their own harbours, denied admittance to strangers*. In the decline of their power they again opened their ports, and resumed communication with the rest of the world.

The Phœnicians †, who in Scripture are called Philistines, or Canaanites, made the greatest discoveries of any nation, and carried trade and commerce into the most distant regions. The prophet Ezekiel ‡ speaking of Tyre says, “it is situate at the entrance of the sea, is a merchant for many isles; its ship boards are of fir-trees of Senir, their masts of cedars from Lebanon, their oars of the oaks of Bashan, their benches of ivory, their sails of fine embroidered linen;” and thus proceeds throughout the chapter, extolling its mariners and pilots.

The Phœnicians occupied a tract of country particularly favourable to the purposes of navigation. Situated on a barren coast, separated from the continent by the Mediterranean on the one side, and by the mountains of Libanus on the other, they seem to have been destined by Nature for the dominion of the Sea. Their fisheries, not only instructed them in the first principles of navigation, and thus formed an admirable school for their marine; but also furnished them with the purple dye that is extracted from the murex §: at

* Robertson's America, book i.

† Varro is the only writer among the ancients who uses the word *Phœnicia*, by the rest it is termed *Phœnice*. They were called Phœnicians, from Phœnix, son of Agenor, who was one of their kings; or, according to others, from the great number of palm trees (*φοινίκες*) which grow there.

‡ Ezekiel, 27th chap.

§ This species is found in various parts of the Mediterranean, it adheres to the rocks that are washed by the sea, and is about the size of a walnut. The colour which at first is of the whiteness of milk, becomes afterwards green, and is not purple until the thread is dry: it succeeds better on cotton, than wool,

the same time the sea sand led them to discover the secret of making glass. Phœnicia was, originally a province of Syria, bounded on the north by the river Eleutherus, now the Velana, on the east by Cœlosyria, and part of Palestine, on the south by Palestine, and on the west by the Mediterranean. The first expedition of its inhabitants was to the coast of Africa, where they founded the city of Carthage; from thence they extended their power to Spain, and coasting it round, pursued their discoveries through the Straits, along the shore of France, and even unto Great Britain * ; where they settled a trade for tin, and such other commodities as it at that time afforded. The situation of the Phœnicians was admirably adapted to extend their commerce: by inhabiting, as it were, the confines of Africa, Asia, and Europe, they were enabled, through means of a commercial intercourse, to communicate to every nation the luxuries of other climates. They not only availed themselves of the numerous creeks, harbours, and ports, which nature had liberally bestowed upon their narrow territory, but improved them in such a manner, that they became no less remarkable for their strength, than for their accommodations. Their manufactories acquired so great a superiority, that whatever was elegant or pleasing in art, was by the ancients termed Sidonian. They were a people of merchants who aimed at the empire of the sea, and an exclusive right to commerce ; which for a time they enjoyed without a rival. Their daring and enterprising spirit was not confined to the Mediterranean, nor even the Western Ocean. Having rendered themselves masters of several commodious harbours, towards the bottom of the Arabian Gulph, they established a regular intercourse with Arabia, the continent of

linen, or silk. It has however been affirmed that no such dye was ever extracted by the Tyrians from the murex, but that the whole was a falsehood to conceal their knowledge of cochineal. Had they depended one on this fish for their dye, the whole city, says Mr Bruce, applied to nothing but fishing, would not have coloured twenty yards of cloth in a year.

Great Britain was then called the Cassiterides islands, or at least as much of it as was then known, which consisted of the islands of Scilly; parts of Cornwall, Devonshire, and Somersetshire.

India, and the eastern coasts of Africa. Being in possession of Rhino Colura, the nearest port in the Mediterranean to the Red Sea, they were enabled there to reship the cargoes which had been brought by land from Elath, the safest harbour in the Red Sea towards the North, and thus to transport them to Tyre ; from whence they were distributed over the world. The ships of Hiram, King of Tyre, brought gold to Solomon from Ophir*.

They were directed in these long and perilous voyages, by the course of the sun during the day, and by the stars at night. Their capital cities Tyre, and Sidon, were for many ages the flourishing emporiums of Asia. Byzantium †, the Grecian Thebes ‡, Leptis §, Byrsa ¶, and Utica ¶, all owed their foundations to Tyrian Colonies.—Gades ** also was indebted for its origin to this nation.

The inhabitants of Phœnicia were of great use to the Assyrian and Persian emperors in their naval wars, with Greece, and other countries. Herodotus also informs us, that Pharaoh Necho King of Egypt, after he had abandoned the project of cutting a canal from the Nile to the Red Sea, sent out some Phœnicians on a voyage of discovery by that sea, through the Straits of Babelmandel, to discover the coasts of Africa ; who, having sailed round it, came home the third year through the Straits of Gibraltar : a most extraordinary voyage when the mariner's compass was unknown. This voyage was performed about two thousand one hundred years before Vasquez de Gama a Portuguese, by discovering the Cape of Good Hope in 1497, found out, as Prideaux observes, the same way from hence to the Indies, by which these Phœnicians came from thence.—“ Their relation,” says Herodotus, “ may obtain attention from others, but to me it seems

* Vid. Memoire sur le Pays d'Ophir par M. D'Anville, Mem. de l'Academ. des Inscript. tom. 30. p. 83. The situation of this country has occasioned much controversy. Mr. Bruce after displaying great ingenuity determines it to be Sofala, a kingdom of Africa, on the coast of Mosambique, near Zanguebar. Dr Doig on the contrary concludes that it was situated on the south of Arabia Felix between Sheba and Havilah.

† Constantinople.

¶ Carthage.

‡ Stives.

¶ Biserta.

§ Tripoly.

** Cadiz.

“ incredible : for they affirmed, that having sailed round Africa, they had the sun on their right hand * :”—an evidence to the truth of a voyage, which, according to Larcher, without this, might have been doubted. Thus the Cape of Good Hope was known, and doubled by the antients, long before the time of Hanno the Carthaginian.

From Egypt the Phœnicians drew a great part of those rich commodities, and valuable manufactures, which they exported into all the countries, between their own and the Mediterranean Sea ; they gained likewise a great resort to their cities, even from countries at a considerable distance : and we need only look into the prophets Isaiah and Ezekiel to be convinced, that these *governments, founded on trade, were infinitely more glorious and more firm, than those established by force*. Old Tyre was indeed destroyed by Nebuchadnezzar, but not until she had flourished for ages, and was become corrupted by prosperity : and even then she fell with dignity. From the ashes of this proud city arose another, little if at all inferior to the first. New Tyre was situated on an island ; and though her bounds were very narrow, yet she became quickly the mistress of the sea, and held that supreme dominion, until subdued by Alexander the Great. It was afterwards repaired by Adrian, and was the metropolis of the province. It then came under the dominion of the Arabs ; and after being taken by Baldwin the second, King of Jerusalem, was destroyed by the Sultan of Egypt in 1289, and abandoned, never more to arise. An excellent account of its situation and modern state may be found in Volney's Travels, vol. ii. It now consists of a small village, composed of wretched huts, containing about fifty or sixty families. The words of Ezekiel are literally fulfilled, *they shall make a sport of their riches*. Mr. Bruce saw this early, and once powerful queen of the ocean, converted into a place for fishermen to dry their nets. Its harbour, formerly so celebrated, is now almost choaked up. It is called *Sour* or *Tsour* by the Orientals.

* Herodotus, Beloe's Trans. vol. ii. p. 216.

The riches of the Phœnicians incited their neighbours the Jews, under the prosperous reigns of David and Solomon, to make some advances towards navigation and commerce. Conducted by Phœnician pilots, the fleets of Solomon* sailed from the Red Sea to Tarshish and Ophir; but the peculiar nature of the Jewish government, and the unsocial genius of the people, prevented their attaining any considerable progress in the improvement of navigation. The kings, that succeeded Solomon, were strangers to the wisdom and policy, which, during his reign, had rendered the land of Israel the glory and wonder of the East. The commerce of Judea sunk almost as soon as it appeared; and in process of time the Jews entirely lost those ports in the Red Sea, upon which their communication with India depended.

During the time that the Phœnicians possessed a proud commercial supremacy, they founded, as we have already mentioned, the celebrated colony of Carthage,

Urbs antiqua fuit, Tyrii tenuère coloni,
Carthago : —

The situation was admirably chosen, whether considered in the light of a capital, of a strong fortress, or of a commodious port. As the immediate descendants of the Phœnicians, we shall now consider such events, respecting the Carthaginians, as will admit of a separate discussion; and shall leave the remainder, which is so much blended with the navigation and commerce of the Romans, until we arrive at the interesting and important history of that people.

Carthage is supposed to have been founded about twelve hundred and thirty-three years before Christ, in the year of the world 2771, during the reign of Pygmalion King of

* It is a curious observation, which has been made, that in the account of the visit of Queen Sheba to Solomon, it adds, *neither were there any such spices as the Queen of Sheba gave to Solomon*; which seems to intimate that the Arabians had penetrated farther into the Indian seas, than even the fleets of this famous prince, though guided by Phœnician pilots, and had brought from thence other spices, which had never been seen before.

Tyre. It stood at the bottom of a deep bay, thirty miles north of the present city of Tunis. On the east side of this bay, a long cape, extended northward into the sea, and divided the bay from the Syrtis Minor. The head of this cape was called Pulchrum Promontorium. "Carthage lies," says Strabo, "in a kind of peninsula forty-five miles in compass, walled round; the neck or isthmus taking up sixty stadia, where stood the stalls for the elephants. In the heart of the city stood the citadel called Byrsa; below this lay the harbours, and Cothon, a small round island, encompassed with a narrow gut, furnished on every side quite round with docks for ships."—It was equally distant from all the extremities of the Mediterranean, had a fine country behind it, and was not in the neighbourhood of any power capable of restraining either its commerce or naval force. By degrees therefore the Carthaginians extended themselves on all sides, conquered the best part of Spain, and erected there a new Carthage. These conquests, however, were inconsiderable when compared with their navigation. On one side they stretched as far westward as Britain;—the Scilly Islands, now so inconsiderable, were by them considered as valuable as India is to us; and their route was concealed with the utmost industry. They also sailed along the western coast of Africa, and traded with the natives for gold, which is thus noticed by Herodotus:—"We have the same authority of the Carthaginians to affirm, that, beyond the columns of Hercules, there is a country inhabited by a people with whom they have had commercial intercourse. It is their custom, on arriving amongst them, to unload their vessels, and dispose their goods along the shore. This done, they again embark, and make a great smoke from on board. The natives seeing this, come down immediately to the shore; and placing a quantity of gold, by way of exchange for the merchandize, retire. The Carthaginians then land a second time, and if they think the gold equivalent, they take it and depart; if not, they again go on board their vessels. The inhabitants return and add more gold, till the crews are

satisfied. The whole is conducted with the strictest integrity; for neither will one touch the gold, till they have left an adequate value in merchandize, nor will the other remove the goods till the Carthaginians have taken away the gold*." The Carthaginians also discovered the Canary Islands, the utmost boundary of ancient navigation in the Western Ocean. Too much cannot be said in praise of the industry and enterprize both of this nation and its mother country. Phœnicia, and Carthage, were the first who reduced commerce into a science, and were in fact the the merchants of the world †. They carried foreign trade, and navigation, to a degree of perfection unrivalled by antiquity, and hardly to be credited in modern times.

The Carthaginians rapidly became one of the most flourishing states. They possessed a climate so healthy, that Sallust ‡ tells us few of the inhabitants died of any infirmity but old age. Commerce awakened among them that passion for discovery, and zeal to explore unknown seas, which, under the auspices of his present Majesty, has so much tended to enlarge our limits of geographical knowledge. Two great naval expeditions were accordingly planned by the Carthaginian senate, at the public expence. The conduct of them was given to the famous navigators, Hanno and Himilco. Hanno was directed to steer towards the south, along the coast of Africa, whilst Himilco was to proceed towards the north, and survey the windings of the European continent.

These voyages, as Dr. Robertson observes, may justly be reckoned the greatest effort of navigation in the ancient world. Hanno wrote an account of his voyage, and published it in his own language, but the original is unfortunately lost. The destruction of the Punic archives by the Romans, occasions a chasm in the Carthaginian history for above three hundred years: it was the cruel act of a proud barbarity, that will reflect eternal disgrace on that

* Herodotus. Beloe's Trans. vol. ii. p. 355.

† See the learned treatise by Dr. Symonds, published in 1778, containing remarks on the colonization of the free states of antiquity.

‡ Sallust. Jugur.

arrogant nation, and which the commercial kingdoms of Europe cannot too sufficiently lament. A Greek translation of this inimitable work was published in 1533 at Basil by Sigismundus Galenius, entitled Hanno's Periplus. This has been rejected by some learned men as spurious, and Mr. Dodwell, in his learned and elaborate dissertation upon it, has laboured to adduce proofs which may tend to establish that opinion. The judicious and accurate Dr. Robertson, on the contrary, is very decided in his encomiums upon it, and refers us to Montesquieu and Bougainville, who have established the authenticity of the narrative by arguments, which appear to him unanswerable.

The Periplus Hannonis, says this historian, is the only authentic monument of the Carthaginian skill in naval affairs, and one of the most curious fragments transmitted to us by antiquity. Ramusio has accompanied his translation of this extraordinary voyage with a dissertation tending to illustrate it*. Hanno, according to the mode of ancient navigation, undertook this voyage in sixty ships, containing no less than 30,000 people. He sailed slowly southward, measuring his course by the days it occupied, and stopping at proper distances to explore the country. From Gades to the Isle of Cerne† he made twelve days sail, which probably is now known by the name of the Isle of Arguin‡, it afterwards became the chief station of the Carthaginians on that coast; and M. de Bougainville contends, that the cisterns found there are monuments of the Carthaginian power and ingenuity. Hanno however proceeded farther southward to make discoveries, and at length reached what is described as a broad river, but the name is omitted; it is mentioned as abounding with crocodiles, and the hippopotamus; from whence Bochart concludes, with great reason,

* *Racôte de Viaggi*, vol. i. p. 112.

† Cerne signifies the farthest inhabited land. Some have mistaken it for Madagascar. Dionisius Periegetes calls it Tempe.

‡ Arguin is situated on the western coast of Negroland, with a fort of the same name. It was taken by the Dutch from the Portuguese in 1638; afterwards the French took it from the Dutch. Thirty miles S. E. of Cape Blanco. Long. 17 deg. 20 min. W. Lat. 20 deg. 30 min. N.

that this river could be no other than the Gambia, which, until the discoveries of Mr. Park, was imagined to be one of the branches of the Niger.

Continuing his voyage from thence, our adventurous navigator proceeded without compass, or any of those invaluable improvements, which the diligence and skill of a more enlightened age has afforded, and is daily improving, and in seventeen days arrived at a promontory called *the West Horn*, probably Cape Palmas on the Ivory Coast of Guinea; and from thence advanced to another promontory, which he named *the South Horn*, evidently Cape de Tres Puntas, about five degrees north of the line.

It would ill become us to advance any opinion that reflects on those learned writers, who doubt the authenticity of the *Periplus Hannonis*; or to reprobate that particular scepticism, which has lately been so much indulged, in attempting to destroy the validity of opinions, long established and respected: but thus much it behoves us to declare:—the voyage of Nearchus, as preserved by Arrian, was equally condemned by Dodwell, with the *Periplus of Hanno*; and was gradually sinking into oblivion, when the learned Dr. Vincent, whose abilities were more than equal to the task, rescued it from so unjust a fate, and clearly proved* the want of candour and generosity, which was evident both in the conduct of Strabo, and of Dodwell.

Since no historical monuments have descended to us of the Carthaginians, composed by themselves, we should not lightly suffer the authenticity of so invaluable a treatise as the *Periplus Hannonis* to be questioned. The proofs must be clear and decisive; and the opinion, which the learned deliver on the subject, more uniform and similar. As Dr. Robertson observes, all the circumstances contained in the short abstract of Hanno's journal,

* Vincent's *Voyage of Nearchus*, p. 57. A new work on ancient geography has been announced from Dr. Vincent, which the literary world anxiously expects,—“*The Periplus of the Erythrean Sea, containing an Account of the Commerce and Navigation of the Egyptians, Greeks, and Romans, in the Indian Ocean.*”

which is handed down to us, concerning the appearance and state of the countries on the coast of Africa, are confirmed and illustrated by a comparison with the account of modern navigators. Even those circumstances, which for their seeming improbability, have been produced to invalidate the credibility of his narrative, now tend to confirm it. He relates that in the country to the south of Cerne, a profound silence reigned through the day; but during the night innumerable fires were kindled along the banks of the rivers, and the air resounded with the noise of pipes, and drums and cries of joy. The same thing, as Ramusio declares, still takes place. The excessive heat obliges the negroes to take shelter in the woods, or in their houses, during the day. As soon as the sun sets, they sally out, and by torch light enjoy the pleasure of music and dancing, in which they spend the night. In another place, he mentions the sea as burning with torrents of fire. What occurred to Mr. Adanson*, on the same coast, may explain this. "As soon," says he, "as the sun dipped beneath the horizon, and night overspread the earth with darkness, the sea lent us its friendly light. While the prow of our vessel plowed the foaming surges, it seemed to set them all on fire †. Thus we sailed in a luminous inclosure, which surrounded us like a large circle of rays, from whence darted in the wake of the ship a long stream of light." This appearance of the sea observed by Hunter has been mentioned as an argument against the authenticity of this Periplus. It is however a circumstance very common in warm climates ‡ — The Periplus of Hanno has been translated, and every point with respect to it has been illustrated with much learning and ingenuity in a work || published by Don Pedr. Rodrig. Campomanes.

* Voyage to Senegal, p. 176.

† This phenomenon has occupied the attention of men of science, and is thought to arise from the spawn of particular fish, from innumerable quantities of small shining polypuses, and other causes. We intend shortly to insert a paper on this interesting subject.

‡ Captain Cook's second voyage, vol i p. 15.

|| *Antigüedad marítima de Cartago, con el Periplus de su General Hannon traducido e ilustrado.* Mad 1756, 4to.

Of the voyage to the north of the Straits not a single transaction has been preserved, except that it was conducted by Himilco, and performed in four months. Nor would even this have been known had it not been fortunately mentioned by Pliny*, and by Festus Avienus, a poet of the fourth century, who informs us that he met with an account of it in a Carthaginian author.

The accounts that exist of the maritime and powerful kingdom of Carthage are chiefly derived from Roman sources, whose impartiality and candour may well be questioned. Previous to the period in which they contended, with that proud republic, their history is in a great measure unknown. Whatever acquaintance with the remote regions of the earth the Phoenicians or Carthaginians had acquired was concealed from the rest of mankind with a mercantile jealousy. Every thing, says Dr. Robertson, relative to the course of their navigation, was not only a mystery of trade, but a secret of state. Extraordinary facts are recorded † concerning their solicitude to prevent other nations from penetrating into what they wished should remain undivulged. As all memorials of their extraordinary skill in naval affairs, seem in a great measure to have perished, when the maritime power of the Phoenicians was annihilated by Alexander the Great, and the empire of Carthage was overturned by Rome; we shall insert two very curious commercial documents, the treaties of peace and commerce concluded between the Carthaginians and Romans, which have fortunately been preserved by Polybius ‡. These venerable remains, for their brevity and simplicity, appear to merit particular attention.

The first, as we are informed ||, was concluded the year after the expulsion of the kings of Rome, under the consul-

* Pliny, lib. v.

† Strab. Geogr. lib. iii. p. 265, lib. xviii. p. 1154.

‡ Lib. iii. cap. xxii. &c.

|| Colonization of the Free States of Antiquity, published by Cadell in 1777 and answered by Dr. Symonds of Cambridge.

ship of Junius Brutus, and Marcus Horatius, twenty-eight years before the expedition of Xerxes into Greece, and two hundred and forty-six from the building of Rome. It breathes a jealous commercial spirit, eager to guard against the dangers of invasion, but forward to encourage navigation for the purposes of commerce. It stipulates that the Romans should not with any ship of war* approach nearer to the shores of Carthage than the head of the White Promontory; unless driven to the southward of that cape, by stress of weather, or pursued by an enemy; in which cases they were obliged to depart in five days. It grants, however, admission into the Carthaginian harbours, to all trading vessels of Rome. It even exempts them from all imposts and expence, except what might be due to the crier, or clerk of the sales. It offers the same privileges to commercial ships of Rome, along all the coasts of Carthage, in the island of Sardinia, and in that part of the island of Sicily which was subject to the Carthaginians †.

The next treaty seems to have been the great Navigation Act of Carthage, and to have remained in force till the republic was divested, in the Punic wars, of the settlements and territories to which it relates. The time in which it

* *Longa navis*, as explained by Polybius.

† It may be acceptable to the reader to peruse this treaty as translated by Casaubon.

“ *Amicitia Romanis et Romanorum sociis cum Carthaginiensibus, et Carthaginiensium sociis, his legibus et conditionibus esto. Ne naviganto Romani, Romanorumve socii, ultra Pulchrum Promontorium; nisi tempestatis aut hostium vi fuerint compulsi. Si quis vi delatus fuerit, emendi aut accipiendi quicquam, præter necessaria reficiendis navibus et sacris faciendis, jus ne ei esto. Intra diem quantum qui navem applicuerint abeunto. Qui ad mercaturam venerint, ii vedigal nullum pendunto, extra quam ad præconis aut scribæ mercedem. Quicquid hisce præsentibus fuerit venditum, publica fide venditori debetur; quod quidem in Africa aut Sardinia fuerit venditum. Si quis Romanorum in eam Siciliae partem venerit, quæ imperio Carthaginiensium parcat, jus æquum in omnibus Romani obtinento. Carthaginienses ne quid noceant populo Ardeati, Antiati, Laurentino, Circenensi, Tarracineni, neve ulli alii e Latinis qui sub ditione crunt. Etiam eorum urbibus, qui sub ditione Romanorum non erunt, abstinento. Si quam earum acceperint, Romanis sine ulla noxa tradunto. Castellum ullum in Latino agro ne ædificant; si cum armis infesti pedem in regione posuerint, in ea ne pernoctanto.* ”

was framed is uncertain, as it bears no date, but probably it was concluded not long after the former; from which treaty, on the part of the Carthaginians, it materially differs. The line of limitation, to the southward of which the Roman ships of war were not to approach the shores of Carthage, extended from the head of the White Promontory to the cities of Mastia and Tarseium, which were situated near the Pillars of Hercules; so that the Roman ships of war must have been excluded from all the coasts of the dominions of Carthage in Africa. Even the trading ships of Rome are prohibited by this treaty, from entering the ports of the colonies and cities of Africa Propria, and the harbours of the Island of Sardinia. They are allowed, however, access to Carthage, and to that part of the island of Sicily which was subject to the Carthaginians*.

Of all the republics of antiquity, Carthage was certainly the most distrustful; of which these treaties are a sufficient proof. The Carthaginians have been accused not only of

* This treaty is thus translated by Casaubon: *Amicitia Romanis et Romanorum sociis, cum populo Carthaginiensi, Tyriis, et Uticensibus eorumque sociis, his legibus esto. Romani ultra Pulchrum Promontorium, Mastiam, et Tarseium, prædas ne faciunt; ad mercaturam ne eunt, urbem nullam condunt. Si in Latio urbem aliquam Carthaginienses ceperint, quæ sub ditione Romanorum non erit, pecuniam et captivos ipsi habent; urbem reddunt. Si qui Carthaginiensium aliquos ceperint quiescum fœdere scripto juncti sint Romani; qui tamen sub Romanorum imperio non erunt; hos in populi Romani portus ne deducunt; si quis erit deductus, et manum Romanus injecerit, liber esto. Eodem jure et Romani tenentur. Si Romanus ex aliqua regione quæ sub imperio Carthaginiensium erit aquam commeatusve sumpserit; cum his commeatibus ne cui eorum nocero quibuscum pax et amicitia est Carthaginiensibus . . . facito. Si qua injuria alicui facta erit, privato nomine ejus persecutio ne cuiquam esto; sed ubi tale quid admisit aliquis, publicum id crimen esto. In Sardinia et Africa neque negotiator quisquam Romanorum, neque urbem condito: neve eo appellito, nisi commeatus accipiendi gratia, vel navis reficiendi. Si tempestas detulerit, intra dies quinque excedito. In Sicilia, ubi Carthaginienses imperaverint, item Carthagine omnia Romanus facito, vendito, quæ civi licebit. Idem Romæ Carthaginiensi jus esto.*

This treaty is in some places imperfect. Polybius supplies in the following tenor, what refers to the allies of Rome.

“ Similiter Romani cavent ne fiat injuria Ardeatibus, Antiatis, Circeiensibus, Tarracensibus! hæc autem sunt oppida Latii maritima, quæ elegibus nujus fœderis volunt esse comprehensa.

converting islands into desarts, but likewise of extirpating the inhabitants. We learn from Aristotle*, as observed by Dr. Symonds in his learned answer to the History of the Colonization of the Free States of Antiquity, that the Carthaginians discovered an island beyond the Straits, which was uninhabited, though exceedingly fertile, and that some members of the republic settled there and married; but an order was issued that no one should enter into it under pain of death, and those who had fixed their residence there were destroyed.

The inhabitants of great commercial and naval powers should carefully watch all approaches to arrogance or distrust, both in their national and individual character. The fate of Carthage is a tremendous warning; which history holds forth to those who guide the helm of government, or repose in confidence under its security. Our enemies, with all that thirst for dominion which marked the Roman character, and which they pride themselves on apeing with no inconsiderable success, have given the appellation of Carthage to this country. Great Britain, in point of commercial character, certainly occupies the same space in the modern political world which that republic did in the ancient: but to assert that her government ever displayed, either the narrow spirit, the over bearing character, or the marked distrust of the Carthaginians; must surely evince an ignorance of our history, and an imperfect knowledge of those principals which has actuated our conduct. The Phœnicians, and their descendants the Carthaginians, deserve our admiration, in first reducing commerce to a science, and in carrying navigation to such a state of perfection, with so many difficulties to oppose its progress: but the British navy, in its present day of grandeur, moves in the greatness of its strength, not to confine, or selfishly to seclude advantages from any particular country; but to support and to secure the greatest of blessings, in defending the

* Aristotl. de Mirabilibus, p. 1159, vol. ii. ed. Duval. 1619.

cause of real liberty throughout the world; whilst the British merchant, far removed from every illiberal prejudice, continues to support that character of integrity, which was never more justly described, than in the appropriate lines of the original and inimitable Cowper,

An honest man, close buttoned to the chin,
Broad cloth without, and a warm heart within.

[*To be continued occasionally.*]

What a Compleat Treatise of Navigation should contain. Drawn up in the Year 1685. By Sir WILLIAM PETTY, late Fellow of the Royal Society, published in the Transactions, No. 198.

1. **W**HAT *Arithmetic* in whole numbers and fractions, as also in *Decimals* and *Logarithmes*, is necessary for the same? and what *Books* are best for teaching so much thereof?
2. What *Vulgar Practical Mechanical Geometry*, performable by the scale and compass, is sufficient?
3. What *Trigonometry*, right lined, and spherical, will suffice?
4. How many stars are to be known?
5. What *Instruments* are best for use at sea, with the construction of them, and the manner of using them?
6. The whole skill of the *Magnet*, as to the Directive virtues thereof, and all the accidents which may befall it?
7. The *Hydrography* of the globe of the earth, the perspective of the coasts, and the description of the under-water-bottom of the sea.
8. The knowledge of *Winds* and *Meteors*, so far as the same is attainable?
9. The history and skill of all sorts of *Fishings*.
10. The art of *Medicine* and *Cbyrurgery*, peculiarly for the sea.
11. The common laws of the *Admiralty*, and *Jurisdiction* of the sea.
12. The several *Viſtuallings* and *Clothings* fit for seamen.
13. The whole science of *Ebbing* and *Flowing*, as also of *Currents* and *Eddies* at sea.

14. *Dromometry*, and the measures of a ship's motions at sea.

15. The *Building of Ships* of all sorts, with the several *Rigging* and *Sails* for each *Species*, and the *Use* of all the *Parts* and *Motions* of a *Ship*.

16. *Naval Oeconomy* according to several voyages and countries.

17. The art of *Conting*, *Rowing*, and *Sailing*, of all the several sorts of *Vessels*.

18. The *Gunnery*, *Fireworks*, and other *Armatures*, peculiar to sea and sea fights.

19. The art of *Loading* and *Unloading* the chief commodities to the best advantage.

20. The art of *Weighing* sunken ships and goods, as also of *diving* for sunken goods in deep water.

21. The general *Philosophy* of the *Motion* and *Figures* of the *Air*, the *Sea*, and of *Seasons*; of *Timber*, *Iron*, *Hemp*, *Tar*, *Brimstone*, *Tallow*, &c. and of their several uses in naval affairs.

22. An account of five or six of the best *Navies* of *Europe*, with that of the *Arsenals*, *Magazines*, *Docks*, *Yards*, &c.

23. An account of all the *Shipping*, able to cross the seas, belonging to each kingdom and state of *Europe*.

24. An account of all the chief *Commercial parts* of the *World*; with mention of what commodities are originally carried from and ultimately to, any of them.

25. An account of the chief *Sea Fights*, and all other *Naval Expeditions* and *Exploits*, relating to *War*, *Trade*, or *Discovery*, which hath happened in this last century.

26. Of the most advantageous use of *Telescopes* for several purposes at sea.

27. Of the several *Depths* of the sea, and heights of the *Atmosphere*.

28. The art of making *Sea-water fresh* and potable and fit for all uses, in food and physic, at sea.

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

An abridged Translation of a Memoir, by Jean Baptiste Le Roy, in the Histoire de l'Academie des Sciences for 1790, published at Paris in 1797, of a Tour made to the different Sea Ports of France, to erect Conductors on the different Magazines, and to cause them to be placed on Ships.—With some additional Illustrations.*

MR. Le Roy begins this Memoir with observations on the numerous obstacles which ignorance, prejudice, and envy, oppose continually to the progress of invention and discovery. In order to afford his countrymen the satisfaction of knowing that conductors are now employed, to preserve the French ports from the effects of lightning, the author determined to give an account to the Academie des Sciences of a tour he had made, for this purpose, to the ports of Brest, L'Orient, and Rochefort.

I had often conversed says Monsieur Le Roy, with the Minister of the Marine, respecting the utility of conductors to preserve buildings from lightning, and also on the necessity of ordering them to be placed upon ships, when that Minister formed the project of establishing them at the different ports. Having done me the honour to intrust me with the execution of this design, I received his orders to visit Brest in the autumn of the year 1784; that port being the most considerable of the † war ports on the ocean, and one where this establishment would be the most necessary.

No person can see the port of Brest without being filled with admiration, on beholding the ‡ multitude of ships it contains, and the great number of magazines which surround it on all sides: yet, at the same time we cannot prevent a lively sensation of dread from thinking of the horrid ravages which may in a moment be caused there by fire. I therefore had no sooner surveyed it, than I perceived of what importance it would be to counteract the effects of lightning; effects by so much the more dangerous, as we often are not sensible of the fatal consequences, until it is almost impossible to remedy them.

To facilitate the execution of my project, the Minister (of Marine) had permitted Citizen Billiaux to come to Brest, that this artist, with

As very few copies of this work have arrived, we thought a translation of this interesting Memoir would be exceptable.

† Ports de guerre.

‡ This was written in 1787. The courage of British seamen since that date has so greatly lessened the number, that on recollecting the prospect at Spithead, we may be allowed to say,

Mutato nomine. de te fabula narratur.

whose ability and intelligence I was well acquainted, might place the conductors at the port under my direction, as he had done those of the gallery of the Louvre and of Belle Vue.

My first care was to fix them on two powder magazines, situated at the entrance of the port, and the lower end of it.

I know not whether I ought to mention the manner in which this novelty was received at Brest, and the sensation it occasioned ; but, as I think that truth requires it, I shall add, that nothing could have been better received than it was by all the officers of that department, in which they are so numerous. At the same time I must own, it did not meet with equal encouragement from many other persons, who made those frivolous and puerile objections against conductors, which have been repeated an hundred times

I was not astonished, because I was accustomed to it : but what surprized me very much was, I will avow, that the very persons who ought naturally to be the best acquainted with the subject, gave the alarm, even by their writings, respecting the danger of this mode of defending buildings from lightning : the utility and advantages of which I had long since demonstrated, and which had been supported by the approbation of the most celebrated academies in Europe.

But not employing my attention longer on these things, than they deserved ; I considered only, that in order to dissipate the doubts, which might remain in the minds of some persons respecting this security against lightning, I ought, by a simple and exact statement, better to exemplify the real nature of a conductor, and the phenomena which indubitably prove its utility. This I did in a Memoir, which I shall have the honour of communicating to the Academy. This Memoir met with the success I expected ; for it not only acquired at Brest new partisans for conductors, but also in several other towns which I visited in my tour.

Whilst I continued to have them placed upon the different buildings at this port, I employed myself on the second object of my mission, the defending of ships by their means.

It is impossible to reflect, without trembling, on the dreadful consequences which may arise from a single flash of lightning on board a ship. A Dutch Captain, whose vessel was in the road of Batavia, when getting under weigh, perceived a black cloud that formed itself over the island, and appeared advancing towards the sea. Scarcely had they felt the wind, which came from that quarter, and discerned the cloud, than they heard a violent clap of thunder, and beheld the main-sail in flames. The sail, which was very dry, burning with great rapidity, carried the fire to the yard and rigging, from whence, being com-

municated to the masts, it soon set fire to the whole vessel. A short time afterwards the upper part of it was seen to be raised into the air, and the hull, or lower part, to be buried in the sea. I could cite many other examples, and not less disastrous, respecting the descent of lightning on ships. In truth, their masts, being in general extended to a great height, tower by this means more above all that surrounds them, than the greater part of buildings, if we except church steeples and other high places. The mast of a ship of one hundred guns, is raised above the level of the sea, more than one hundred and eighty feet (French) an elevation nearly as great as that of the Tower of Notre Dame.

Besides which, ships being detached from any other body, are more exposed to be struck with lightning, as it would be easy for me to prove, if I did not fear being too prolix on this subject. In short, by sailing through different seas, and anchoring in various roads they are often in situations where storms are very frequent : whilst buildings, on the contrary, in many instances, are defended against the effects of lightning by the objects which surround them, as woods, hills, and mountains.

It is therefore evident, that it becomes an object of more importance to defend ships from storms of thunder, than houses. This indeed will make it appear very extraordinary that they should so long have continued without conductors ; but we ought not to be more surprised at this, than at the time it has taken to have them placed upon the latter. The same cause has operated in both instances.

Nevertheless we must confess, that the Americans, owing to the confidence they reposed in the celebrated Franklin, their countryman, have long since employed some on their vessels ; for in this they enjoy the honour of being the first, as also in the use of these preservatives against lightning, on their houses and buildings : but this custom is not very extensive ; and besides those which they have, are not fixed and stationary on the rigging of a vessel, but are only used when they expect a storm. This manner of employing them is indeed simple ; but sailors are often subject to forget the conductor, when, in the confusion created on board at the unexpected approach of an hurricane, they are alone occupied in their immediate preservation. In every thing proposed to mankind, we cannot pay too much attention to their prejudices ; besides, the greater number are very improvident, and, above all things, trouble themselves very little with what they are not accustomed to. It is therefore necessary not to trust sailors in this respect : we ought to take care that they are defended from the effects of lightning by conductors, without being sensible of it themselves : and this determined me to place them upon ships in a man-

ner, that should be fixed and durable. But before I enter into the necessary detail that may explain my mode of doing this, it will be proper to describe the construction of a conductor in as few words as possible.—It is composed of two parts: *the point*, which causes the electric matter to be attracted towards it, in preference to the surrounding objects, and *the conductor*, which is employed to transmit that matter, from one extremity to the other, into water or damp earth: so that a conductor is in fact nothing else than a means of communication for the electric matter, established between the clouds and the water, or any reservoir adapted to receive it.

It is therefore evident, that the conductor on board a ship, should be composed of the same parts with that on an house or building, that is to say, of a *point* and a *conductor*. What remains particularly to be determined, is the position we ought to give it on the ship, and the manner in which it must be constructed. In the first place, it ought to be so formed, as not in the least to impede the service or working of the ship; and to be so constructed, as to have all the flexibility necessary to give way to the various motion of the rigging on which it is placed.

Whilst the Academy was engaged in examining the mode I had proposed, I was employed in causing a conductor to be made for the *Etoil Galley**, of 700 tons, destined for America, and commanded by Lieutenant *Voutron*. This well-informed officer, who clearly perceived the utility of conductors, had requested one from me. I was anxious to oblige him, and fixed one on his vessel, Nov. 18, 1784. This was the first fixed conductor which had ever been placed on a French ship.

To form a correct idea of it, imagine *the point* fixed on the main-mast, with a metallic conductor attached to it, at a small distance below. This conductor is formed of a chain of copper rings, continued along the part of the rigging † employed to steady the main-top mast. From thence, by means of metal plates sufficiently thick, a communication is formed between the conductor and the sea ‡.

In an object of this nature, experience alone will enable us to discover the decree of perfection we have attained. I had not the

* *Gaberre*.

† *Galhauban*.

‡ Dr. Watson, in vol. lii, p. 2d, of the *Philosophical Transactions*, says, that if a wire of any metal were to be connected with the spindles and iron work at the tops of the masts, and conducted down the sides of the masts, in any convenient direction, so as always to touch the water of the sea; it would, by silently conducting the lightning or electrical fire from the clouds, prevent an explosion, and all damage that might ensue. Dr. Watson recommends brass wire rather than iron, because less liable to rust, and thinks it should be as thick as a goose's quill.

smallest doubt respecting the physical effect of this conductor; but that was not sufficient: it was also necessary that nothing should be wanting to enable it to resist the shakes and jerks which are inevitable in rough weather. I therefore particularly requested M. de Voutrou to cause it to be observed carefully, and to inform me, when an opportunity offered, how it had acted at sea, and resisted the shocks I so much feared. I will not conceal, that he informed me by a letter, the conductor had been broke in a storm, and by his orders had been set to rights.

This induced me to alter some parts in its construction. At length I made some that were divided in a line of continuation down the mast, in such a manner, that although connected they should not suffer so much from the motion in rough weather, and should also be better enabled to stand against it.

My endeavours met with much success; and those since placed on ships have remained uninjured, as I shall soon have occasion to relate.

The effect of conductors being no longer uncertain, and the mode in which they were constructed and fixed on ships, leaving no possibility of doubt respecting their duration, the Minister (of Marine) ordered that in future all ships, destined for long voyages, should be provided with them. Many were in consequence fixed, and, among others, on the Resolution frigate, commanded by M. d'Entrecasteaux, who went to India in the Spring of 1785. Others were placed on the ships destined for America: at length they were used for the Boussole and Astrolabe in their voyage round the world.

By a letter, since received, from M. Delamanon, who embarked in the Boussole, I learn, that the conductors placed on these ships, have completely succeeded in that long voyage, and have not in the least suffered from the tremendous seas of Cape Horn*.

Some days after my arrival at the Isle de France, M. d'Entrecasteaux wrote to the Minister of the Marine, *that he had every reason to believe, the conductor fixed on his frigate had preserved it in a storm of thunder and lightning, which, on approaching the lines, had enveloped him on all sides.*

One observation, communicated to me from Brest, seems to shew in a manner still more marked, the happy effects of conductors.—

* Since this Memoir was read to the Academy, I have received a letter from M. Clonard, who succeeded the unfortunate M. de Langle in the command of the Astrolabe. This letter fully confirms what M. Delamanon had informed me of, respecting the manner in which my conductors succeeded, in the heavy seas through which these vessels passed in their unfortunate expedition. This letter of M. Clonard was dated from Port Jackson, in New Holland, the last place from whence any news was received respecting M. de la Peyrouse.

M. Girardin, commander of the Experiment frigate, having left the port of Brest, encountered at about 15 or 20 leagues distance a dreadful tempest, accompanied with thunder and lightning. This tempest so disabled the frigate, that she was obliged to return to Brest; but although the lightning surrounded her without ceasing, and fell at a distance from her not exceeding 150 fathoms, she did not experience the least harm from it. The author of this communication adds, that all the crew were fully persuaded the frigate could not have been preserved from the violent effects of the lightning, which played continually around it, if it had not been for the conductor with which it was defended.

A curious fact that accompanied this observation, and which appears to prove that the conductor did really preserve the ship from lightning is, that on its point were distinctly seen *des feux S. Elnie*, which could only be the electric fire; and plainly indicated the passing of that fiery matter down the conductor.

In addition to what has been advanced by M. Le Roy, we shall add the following accounts of the dreadful situation of some ships, in storms of thunder and lightning, which have been communicated to us.

“ On Sunday, the 21st of Nov. 1790, his Majesty's ship Elephant, Captain J. Thompson, lying in Portsmouth Harbour, was struck by lightning on the head of her main-mast, from whence it descended to the keel, and shivered it to pieces.

“ The afternoon had been exceedingly squally, accompanied with sudden violent gusts of wind. This weather continued until a few minutes before eleven o'clock at night; when the whole crew were alarmed by a most powerful flash of lightning, and a tremendous clap of thunder. The darkest part of the ship was illuminated by it for a considerable time.

“ When the ship was struck, the shock was so great as to cause every one to jump from their hammocks, that they might instantly discover what damage the ship had received. They found the lightning had taken its direction down the mainmast, which, though of an immense size, it had entirely shivered. The iron hoops that surrounded it, as also the woodings, were every one broke into a thousand pieces, and parts of them scattered to a great distance. The electric fire continued its direction down to the pump-well; which, together with the chain-pump cases, were shivered in several parts. Providentially no lives were lost.

His Majesty's Ship Russell, Oct. 6, 1795.

“ The 1st of October, being about three leagues from Belle Isle, there came on a most dreadful squall of wind, with hail, thunder, and lightning. The lightning struck our main and mizen masts, main and mizen top-masts, and fore-top-gallant-masts: it disabled our main-

and mizen-masts so much, that we could not carry any sail on either of them, when it blew fresh. Our First Lieutenant, Mr. Charlesson, a most worthy man and excellent officer, was killed on the spot whilst standing near the ward-room table. He left a widow and eight children to lament his loss. Mr. Steel, the Second Lieutenant, who was standing close to Mr. Charlesson * when he fell, was also greatly affected by the lightning, but recovered. It is supposed to have been attracted by the *muskets ranged between the beams in the ward-room*. The lightning was seen more or less in every part of the ship, even in the hold. The report it made was louder than that of a sixty-eight pounder. If the squall had lasted a few hours longer, we must inevitably, in our disabled state, have gone ashore on the French coast, as the wind blew right on."

To this we may add the following, as related in the Gentleman's Magazine for 1779.

Friday, Feb. 23.

"Between five and six this morning, the Terrible man of war was struck with lightning, which shivered the fore-top-mast and fore-mast, broke into the gallery, melted a sheet of lead that lay under the hearth stone, and drove the cement up to the fore-castle deck. It made its way into the gun store-room, directly over the powder magazine. Two men, who lay forward on the lower gun deck, had their shirts singed on their backs, but received no other injury. The officer on the watch said it ran in a circular stream down the fore-masts, and part of it along the quarter-deck. The explosion was dreadful: no person was hurt."

An account is given, in the Philosophical Transactions, of the effects of lightning on three ships in the East Indies; by which it appears, that on one of these ships the lightning shivered that part of the main mast which was covered with grease, and did no damage to that part which was coated with tar and lamp black.

* Mr. Dederick Charlesson was fifty years of age; and had been fourteen years a lieutenant. He was much beloved and esteemed.—The Russell was at this time commanded by Captain T. Larcom, and formed one of Admiral Harve's squadron.

ACCOUNT OF THE
LA GUIRA EXPEDITION,

IN A LETTER FROM CAPTAIN WATKINS, OF THE LIVELY,
TO SIR J. NORRIS.

Now first published from the original Manuscript.

DEAR SIR,

I SHALL endeavour, agreeable to my promise, to give you some account of our expedition. Had it been a successful one, this might have bore reading, though badly described: but you must fortify yourself with patience, to have a sad series of misfortune and disappointment most sadly told.

The 11th of February sailed from St. Kitts; the 16th, anchored at Tortugas, where Mr. Knowles called a council of war, agreeable to his orders, which was to consist of the sea captains, the commanding officer of the land force, and Captain Sommers. He then opened to us his orders and instructions, which were, to use the utmost of his endeavours to take the fortifications of La Guira and Porto Cavallos; and, if we succeeded therein, to garrison those places with the land forces and marines: to let the inhabitants of the country know, that the English did not come there to take from them their rights, religion, or liberty; but that they would from us enjoy them with greater certainty, and more happiness, than when under the tyranny and cruelty of the Guaiapuscoa Company, which we were now come to rid them of. We were, by these orders, to make prize of every thing on shore or afloat that belonged to the said company, and afterwards to make an attempt on Porto Rico, if it should be thought practicable; but Mr. Knowles introduced another order of their Lordships, which in some measure contradicted the former. We were by this order to look upon Porto Cavallos, as the principal and main design of the expedition; yet were left at liberty to take what vessels we might see in La Guira Road, and insult the fortifications as we passed. This put us to some difficulty in determining whether we should attack first La Guira or Cavallos; but we came to an unanimous opinion that it was better for the service, should we find any vessels at La Guira, to attack their fortifications; as we must naturally believe, that at our most distant appearance off the place, they would not fail to haul them close under the command of their cannon, so near that our ships could not venture within them: that therefore it was quite necessary to silence most, if not all their fortifications; and which, by the intelligence laid before us, we conceived there would not be much difficulty in accomplishing. Besides, it was considered, that should Cavallos be first attacked, and the squadron should meet with any distress in

masts and rigging, it would be with difficulty, and probably take up much time, if they could at all beat up to La Guira; which garrison would by land have quick intelligence of our coming, and be better fortified and prepared for us, than it is probable they now would, as we should come upon them by surprise, which we had great reason to believe would be the case, from the secrecy of our expedition: whereas, on the contrary, should we meet with the like distress at La Guira, little or no time could have been lost, as less than twenty-four hours would carry us thence to Cavallos, which is quicker than couriers can get there by land; and masts much damaged might be made to serve so little a way before the wind; and then could we but make sail enough to bring our ships to pass against their fortifications, the success of our attack would depend more upon anchors and cables than masts and rigging: and that could we but meet with success at La Guira, it would give much spirits and encouragement to our men, and on the contrary much intimidate the enemy; which would probably be a great means of afterwards facilitating the conquest of Cavallos.

Agreeable to these reasonings, the attack of La Guira was resolved upon, and the following disposition of the fleet was made for that purpose:

The Burford, Lushington, commander; the Eltham, Smith; the Norwich, Gregory; the Suffolk, Knowles; the Advice, Elliot Smith; the Assistance, Calais: and the Lively, Watkins; to anchor astern of each other, but to lie as near each other as possible, in order that they might make, as it were, one strong and regular fortification of the whole. The Scarborough, Lisle, and Bomb Ketch, Burville, to lie under cover of the fleet. The off-side to throw their shells, the small craft to be without all. Plans were laid before us, in order to our having an insight of the place, and for the better forming the disposition.

The 19th, early in the morning, we were off the coast of Carracas, three or four leagues to windward of La Guira. The night before, the Otter sloop was dispatched, with orders to be by day-light off that place, to reconnoitre what vessels were lying there, and to make signals, as was appointed, of their number, which was accordingly done. The Commodore then called a council of war. It was represented that seven or eight sail had cut out and gone to leeward, but that three or four remained there. Elate with the hopes of success, we concluded those ships were going down to Cavallos, a place we looked upon would be soon our own, and where we should find them. It was therefore agreed to put in execution our former resolution at Tortugas; therefore, the signal being made to form in the proper line of battle, we made sail; but taking in all our sails, except our fore and

mizen top sails, which was to prevent our being confused, in coming to with much sail, as well as to be ready for action without delay ; kept us till noon before the headmost got abreast of the place. We were all to give our broadsides as we passed, as we were not to load that side again, the other being ready the moment we brought up ; but what with those broadsides and the headmost bringing to, and being in action so much sooner than the sternmost, as we were all obliged to give each other room, created such a smoke that it was with difficulty most of us could see how to form the line ; and then it was not quite according to the disposition that was proposed, some of the ships getting on board each other ; but they soon extricated themselves out of that difficulty, and each ship passed so as for all our cannon to fire clear of each other. I cannot say we were near enough, for none of the squadron were within the execution of the small arms, by which means we lost the use of the troops, except a few that were called to the guns in the room of the seamen lost. Neither did our grape, I believe, do much execution ;—our round shot undoubtedly must whenever they happened to hit. Don't be surprised, that I say whenever they happened to hit, and conclude from thence that we fired any how at random. The place is quite an open road, and the wind being to the northward of the entrance, occasioned a swell which gave the ships so much motion, that I believe it would have puzzled the most able and experienced engineer to have been any way certain of his mark. What advantage then must the enemy have had over us ! They had no motion, whereas ours was still the more favourable to them : for, as we rolled from them, they placed their shot the more sure and destructive, which proved too true in most of the ships having several shots between wind and water, and below it. About half past one all were in action ; and I believe our enemies must do us the justice to say, that there could not be a more constant repeated fire than they received from the ships, which lasted about two hours ; nor had it slackened then, only wanting powder, for it was impossible to fill cartridges as fast as they wanted them, though the filling rooms were crowded : however, I think none of us fired slow to the last. About half past four o'clock we had the misfortune to see the Burford, and Eltham, cut out of the line in distress, and carry with them the Norwich, who was no further distressed than their coming on board of her. The Eltham anchored without, the Burford and Norwich were driving, but with orders from the Commodore (who had been on board each of them, *as he was indeed every where, that his presence was necessary*) to anchor in some of the bays to leeward. These orders were particularly given to Captain Gregory, who was to take care of the Burford, which made much water. Captain Lushington was at

at that time incapable of any duty, and in great danger from his thigh being shot off. The Suffolk, Advice, Assistance, and Lively, now only remained at the attack; upon which the enemy redoubled their fire, which seemed to have slackened a good deal before those ships cut and stood out of the line. About eight o'clock the Commodore, with the rest, cut and stood off. The Suffolk, Advice, Scarborough, and Bomb Ketch, anchored without gunshot. The Assistance and Lively drove to sea. There seemed to be several successful bombs thrown into the town, especially one that blew up a magazine, and kept burning for several hours afterwards. There was an attempt made to cut out the Spanish ships that lay in shore, or to set them on fire; which, had not some of our people behaved most egregiously ill, might have been easily done. We were in quiet possession of one of the ships, and our boats had her in tow, when some of our people on board of her, mad or drunk, fired a pistol, which alarmed the fort they were nearest to. A shot was in consequence fired at them, upon which the boats precipitately left her to drive on shore without setting her on fire, though they had combustibles for that purpose. In the morning the Spaniards got her off again. This mismanagement was laid to Mr. F——'s charge, the Commodore's lieutenant, for which he was to have been brought to a court martial. He has been since killed at the action of Cavallos; so is gone to answer at a higher tribunal.

Most of our ships sustained a great deal of damage in hulls and masts, especially the latter; and the booms of all were shot to pieces, so that there was not a spare topmast yard or spar in the fleet. We were obliged to fish the wounded ones as well as we could. Several guns were rendered useless, and near an hundred men killed; two hundred and ninety odd wounded, many of which died afterwards. We lost most of our boats, they being either shot adrift, or shot in pieces. The Lively joined those at La Guira on the 22d, and reported she had seen the Norwich, Burford, and Assistance, about six leagues to leeward, the two latter not having any sail out. She was immediately dispatched to go in quest of these missing ships, with orders, if they were met with, that they should rendezvous at Barbaratt, or any where to windward of Cavallos (as there is anchoring ground all along the coast) till the Commodore should join them. While they lay at La Guira, the Bomb Ketch was constantly employed in throwing her shells into the town — La Guira is situated advantageously on the side of an hill, regularly fortified in an half moon, from one part of the hill to the other. There is no surprising it by land, the passages along the hill of each side being narrow, nor did we find it was too easily to be surprised by sea. It is computed that ninety-six guns played on the fleet.

[To be concluded in our next.]

MARINE SCENERY.

TRA MARIS, VASTIQUE PLACENT DISCRIMINA PONTI.

Val. Flac.

IT is our intention, under this head, to collect every thing that may give an increase of interest to scenes, which the power of habit considerably tends to diminish. No modern writer has been more successful in the description of marine scenery than Mrs. Charlotte Smith. Having passed a considerable part of her life on the sea coast, and in different situations; amid the romantic imagery, which her bold and powerful genius has pourtrayed;—the craggy promontory, the sedgy cavern, and the slow-retiring tide, are introduced with peculiar beauty. These we shall occasionally select, with others of a similar nature, for the mariner's attention.

The following descriptions were first suggested by the observation of an eminent Painter; who, on hearing the uniformity of the view at sea complained of, replied, “The uniformity exists in the mind of the beholder: if he does not possess a soul sufficiently enlarged to feel the sublimity and endless variety of such a scene, he should daily endeavour to awaken a sense within him, which either the force of habit has closed, or the want of a discriminating taste has never called forth.”

The observation was delivered with an animation, peculiar to the character of the person from whom it originated. During a subsequent cruise from Torbay, in the western squadron under the command of Lord Bridport, the following remarks were drawn up; and in part presented to the public through the medium of an Evening Paper. They have since undergone considerable alteration.

—The view by moonlight, at sea, has a wonderful effect. The dimness of its beams renders every glimpse of the different parts of a ship more interesting and majestic:

—A faint erroneous ray,
Glanc'd from th' imperfect surfaces of things,
Flings half an image on the straining eye*.

* Thompson's Summer, l. 1686.

A stream of its feeble light played undulating from the horizon to that part of the deck on which I stood. A variety of gigantic forms appeared to pass on the wave. The moon was now struggling with a thick fleecy cloud, through which she seemed rapidly to pass. She then darted out with fresh lustre, and gave a new character to the scene.—The mid-watch was just commencing. The hoarse voice of the boatswain's mates proclaimed the hour of night. The sound of the great ship bell was still heard in sullen vibration. The following passages, from *Hamlet*, came over my memory, and gave an additional effect :

BERN. 'Tis now struck twelve! Get thee to bed, Francisco.

FRAN. For this relief much thanks : 'tis bitter cold, and I am sick at heart. —

MAR. What! Has this thing appeared again to-night?

BERN. I have seen nothing.

The gradual rising of a gale of wind, the term by which sailors denote a storm, which is entirely banished from the Naval Vocabulary, and is only used on shore, has much of the sublime. The preceding calm is treacherous and deceitful. A water sun-set proclaims what may be expected. During the night it is heard gradually collecting its strength. If not attended with rain, a great sea is soon formed. Like an immense ridge, it slowly moves in dreadful grandeur along ; and, as if it rose out of the deep, in proportion as the magnitude is increased by its approach, seems to threaten instant destruction. Suddenly it sinks under the keel of the ship, which falling into a trough of the sea, made by the receding of such a mountain, seems almost thrown on her beam ends. As the ship gradually rights, the billow rushes on the other side with incredible force, whilst its curling and extended ridge is covered with foam :

When the fierce north-wind, with his airy forces,
Rears up the Baltic to a foaming fury ;
And the red lightning, with a storm of hail, comes
Rushing amain down,

How the poor sailors stand amaz'd and tremble,
While the hoarse thunder, like a bloody trumpet,
Roars a loud onset to the gaping waters,
Quick to devour them.

YOUNG.

The rising of the sun at sea is truly magnificent. The following description may possibly give the reader some idea of this sublime spectacle. It was composed, after repeated, and accurate observation, continued from the first dawn of day until sun rise; and may serve, in some degree, to improve and correct those delusions, which both the poet and painter are often led to form, by suffering the warmth of imagination to transgress the realities of nature.

On the 3d of November I observed the Sun-rise with a fixed continued attention. A bright effusion of orange, deepning into a variety of tints, was the resplendent harbinger of its approach. The sea, almost a calm, had lost a little of that dark blue tinge, which a continuance of easterly winds had given to its surface. A ship of the line, with much sail set, was in the Offing immediately before me. A considerable part of the fleet, nearly becalmed, at a still greater distance, were standing off to the left, under a thick grey haze, and formed an interesting group in perspective. A bright crimson was now observed to skirt, in horizontal lines, the clouds immediately above the spot, where the first rays of the sun seemed to be emerging from the deep; yet at present no part of this luminary was visible, but still seemed to repose in the bosom of Ocean, sending forth fresh effusions of light: by degrees the various reflections of light appeared to contract, and became considerably brighter. Some brilliant, yet broken rays, now shot upwards on the firmament, and immediately disappeared; but the stream of light, that issued from the waves, was brilliant beyond conception:—when, on a sudden, a large globe of pure pale fire arose in an instant from the deep, and vanished into air; and then burst forth the Lord of day in all his glory. Mallet, in his Poem of the Excursion, has described this sight with an accuracy that has not been surpassed:

" And now, pale glimmering on the verge of Heaven,
 From east, to north, in doubtful twilight seen,
 A whitening lustre shoots its tender beam,
 While shade and silence yet involve the ball.
 Now sacred Morn, ascending, smiles serene,
 A dewy radiance, brightening o'er the world.
 Gay daughter of the air ! for ever young,
 For ever pleasing ! Lo ! she onward comes
 In fluid gold, and azure, loose arrayed,
 Sun tinctur'd, changeful hues. At her approach,
 The western grey of yonder breaking clouds
 Slow reddens into flame.—
 But see ! the flush'd horizon flames intense
 With vivid red, in rich profusion stream'd
 O'er Heav'n's pure arch. At once the clouds assume
 Their gayest liveries : these with silvery beams
 Fring'd lovely, splendid those in liquid gold ;
 And speak their sov'reign's state. He comes, behold !
 Fountain of light and colour, warmth, and life."

Nothing can be more exact or beautiful than this passage, excepting the epithet *silvery beams*. This effect can only take place, I should imagine, when a sun-rise is seen through the dense medium of a fog. Silvery is an epithet appropriate to the Moon, which Mrs. Charlotte Smith so beautifully addresses as—*Queen of the silver bow*.

We seldom, in sea pieces, observe that effect sufficiently noticed, which ships afford when it blows rather hard. You, for a time, discern only the sails of the ship, all the hull seems buried in the waves.

Ships in distance, particularly when in the verge of the horizon, should be very slightly touched : as Thomson says—

Where the round ether mixes with the wave,
 Ships, dim-discovered, dropping from the clouds.

In remote situations, the masts and yards are seldom visible ; the sails, and even those indistinctly, are the only parts to be represented.

[*To be continued.*]

HISTORICAL NARRATIVE OF
NAVAL ACTIONS,
DURING THE PRESENT WAR,
FROM ITS COMMENCEMENT IN 1793.

Given correctly from the *Gazettes*, with interesting extracts from
 authentic private letters, and occasional observations *.

H EC OLIM MEMINISSE JUVABIT.

Many are the heroes of the dark rolling Sea !—Thy sails are like the clouds
 of the morning, and thy ships like the light of Heaven; and thou thy-
 self like a pillar of fire that giveth light in the night. OSSIAN.

ON the 4th of February 1793, a general embargo was laid on all French ships and vessels whatever; and on the 11th Mr. Dundas presented to the House of Commons the message from his Majesty †, that the French had declared war against Great Britain, and the United Provinces. General reprisals were immediately granted against the ships, goods, and subjects of France. Our frigates and brigs were soon very successful in taking or curbing the trade, both fair and piratical, of our enemies. The English government had just concluded a treaty of commerce with Russia, had taken a large body of German troops into its service; and had engaged the King of Sardinia, for a yearly subsidy of £.200,000, to join the Austrians in Italy with a very considerable military force. Alliances were also formed with Austria,

* This is intended to supply whatever may be omitted in our *Biography*, and *Memoirs of Navigation*; the whole together will in time, we trust, form an extensive naval history.

† GEORGE R.

“ His Majesty thinks proper to acquaint the House of Commons, that the Assembly, now exercising the powers of Government in France have, without any previous notice, directed acts of hostility to be committed against the persons and property of his Majesty’s subjects, in breach of the law of nations, and of the most positive stipulations of Treaty, and have since, on the most groundless pretensions, actually declared war against his Majesty and the United Provinces. Under the circumstances of this wanton and unprovoked aggression, his Majesty has taken the necessary steps to maintain the honour of his Crown, and to vindicate the rights of his people; and his Majesty relies with confidence on the firm and effectual support of the House of Commons, and on the zealous exertions of a brave and loyal people, in prosecuting a just and necessary war, and endeavouring, under the blessing of Providence, to oppose an effectual barrier to the farther progress of a system which strikes at the security and peace of all independent nations, and is pursued in open defiance of every principle of moderation, good faith, humanity, and justice.

In a cause of such general concern, his Majesty has every reason to hope for the cordial co-operation of those powers who are united with his Majesty by the ties of alliance, or who feel an interest in preventing the extension of anarchy and confusion, and in contributing to the security and tranquillity of Europe.

“ G. R.”

Prussia, Spain, Holland, Portugal, and Russia, all of whom agreed, with more or less reservation, to shut their ports against the vessels of France. The King of the Two Sicilies agreed to furnish 6000 men, and four ships of the line to the common cause.

Extract of a Letter from Portsmouth, February 18, 1793.

Arrived the Juno man of war, Captain Samuel Hood, with a small French privateer called L'Entreprenant, which had taken the Glory, Benson, from London, and was retaken by the Juno, and with the privateer brought into harbour.

The privateer, *Michael François Vaniere*, commander, had fired a dozen shot at the brig, and finding she would not bring to, boarded her with fifteen men, who bound Mr. Benson the master, hands and feet, and lashed him down to the chest; putting all his crew in irons, stripping them of every article, and otherwise mal-treating them: but the instant the Juno brought the privateer and brig to, the privateer's crew released Mr. Benson and his men; who, feeling a strong resentment at their inhuman usage, were actuated by the impulse of the moment to retaliate in their turn. The following particulars, of this early instance of French barbarity, were afterwards sent by Captain Benson, from Portsmouth, to the owners of the Juno at Chepstow.

The valuation of the Glory and cargo will be taken to-morrow: the salvage, consisting of one-eighth of the total value, goes to the officers and crew of the Juno, as a recompence for their vigilance. We were chased for two hours by the privateer, before she could come up with us; and after being boarded, they put the whole of my people in irons on the deck, and led me down to the cabin, where they placed me upon my back, and lashed me to my chest by the neck, arms, and legs, with my head hanging over. I was in the most excruciating pain for four hours and an half. In this helpless condition, one of the cowardly miscreants (they disgrace even the name of Frenchmen) snapped a pistol at my breast, and another made a thrust at me with a cutlass, which fortunately went in an oblique direction through my coat and jacket. They cut off my dog's head, for the purpose, they said, of representing the fate of the whole crew upon our arrival in France. In the interim, the Juno frigate most providentially hove in sight and gave chase, when we were all immediately liberated. It is difficult at all times to keep the passions within a due state of subordination: it was at that moment totally impossible for me to subdue my rage; and, snatching a cutlass from the hands of the man who untied me, I almost at one stroke severed his left arm from his body; when, fearing the further effects of my frenzy, he jumped out of the cabin window and was drowned. Another followed his example, and jumped off the taffarel; and the Captain, dreading the just vengeance which was await-

ing him, took a pistol and shot himself through the head. I was not yet reduced to reason, and, before the *Juno's* crew could overpower me, had cut and lacerated three other of the Frenchmen so dreadfully, that they were entirely covered with blood, and now lie in the hospital without hopes of recovery. Those only who suffer can feel, and though the moderate part of mankind may blame me for rashness, my own heart acquits me of any deliberate or unprovoked act of cruelty."

Feb. 19. This afternoon the *Iphigenia* frigate, Captain Sinclair, sent into the harbour a French sloop privateer, of about forty tons burthen, armed with six swivels and small arms, and twenty-five men. She was taken yesterday off Cherbourg; at which place there are thirty privateers of the same class, all of whom are to share equally in the prizes they may take.

February 24. Last week the brigantine *Sisters*, of Plymouth, Hogg, master, in her passage from London to Plymouth, was driven by stress of weather upon the French coast, and obliged to anchor in Havre Road, when four armed citizens boarded and took possession of her. Captain Hogg, after giving some directions to his mate, very politely, as a well-bred man, invited his visitors to refresh themselves; during which time the mate took the liberty to confine the captain and his companions in the cabin, slipped the cable, and brought all safe to Plymouth.

Ramsgate, February 25.

Yesterday evening about nine o'clock, the inhabitants of this town were alarmed by the firing of guns very near the shore; the cliffs were presently lined with a great concourse of people, who were the anxious spectators of a very interesting contest. Two revenue cutters, the *Tartar*, Captain Worthington, and the *Nimble*, Captain Dobbins, were firing at a French privateer close in shore, which they could not get near enough to board, and being within musket shot, the privateer returned the fire with small arms. The firing continued for more than half an hour: at length one of the guns on the south cliff being brought to bear on the privateer, and the shot falling very near her, she struck to the *Tartar* cutter, who immediately took possession, and brought her into this harbour.

Feb. 25. On Monday night at eight o'clock, a lug-sail boat from Calais, that had been skulking under the South Foreland, came close along shore. She was hailed at the north end of the town of Deal by the look out: but, not answering, she was suspected. Admiral Macbride was at hand, and immediately ran down to the beach; by which time, the boat had got abreast of the tavern called the Hoop and Griffin, and running alongside an ordnance-sloop which had 480 barrels of

gun-powder on board, cut her cables, and left four men in her. The alarm was general. Admiral Macbride's first lieutenant threw himself into one of the galleys, and with another got on board two revenue cutters, slipped their cables, and instantly got under sail. Two of the Deal boats, with no arms on board, and with only the stretchers they use to row with, instantly pushed off for the sloop, and retook her : which the lieutenant observing, he went after the privateer, and brought her into Ramsgate harbour by ten o'clock the same evening.

Feb. 30. The last cruise of Captain Durham, of the Spitfire, though more harrassing to the enemy, was less successful to himself and ship's company than the former. On the 19th he came up with a sloop rigged privateer, and two other sloops, close under Treepore, a small distance from Dieppe. He had but a few minutes sent out his boats to take possession of the prizes, when a body of 2000 troops, with field-pieces, &c. commenced an heavy fire from the shore, and, being within musket shot of the boats, it was found impossible to bring the prizes off. He, however, under this storm of bullets, knocked the privateer to pieces, and stove in, and set fire to the other two vessels, one of which was deeply laden with fine Cognac brandy.

March 15. A detachment from the crew of the Syren frigate, Captain Manly, which carried over the Duke of York to Holland, particularly distinguished themselves before Williamstadt. Lord Auckland had detained this frigate for some time in the Maese, off the Dyke. On the night of the 15th, it being quite calm, and very foggy, Lieutenant Western of the Syren, with three gun boats, rowed over close to the French forts, five in number, and opened a very brisk fire upon them. The enemy ignorant of his force, and from the quickness of his fire supposing it much greater than it was, deserted their batteries, and left their cannon behind them. The governor of Williamstadt, the brave old General Count Botzlaer, was surprised at the firing, as he did not know that any assistance was so near. The next day, Lieutenant Western went to Williamstadt, when he received the hearty thanks of the governor, and had the pleasure to see the Dutch soldiers bringing the cannon from the batteries, which the French had deserted in consequence of his attack.

The subsequent death of this spirited officer cannot be sufficiently lamented. The pen of the historian shall consecrate his memory to the esteem of posterity. He was killed a few days after this event, on the 21st, in a gun-boat before Williamstadt, by a musket ball, from the enemy's entrenched battery at the Noord Post, which passed through his head as he was in the act of levelling a twelve-pounder. He was buried on the 24th, in the church of Dordrecht. Military honours, 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, followed him to the grave. His Royal Highness the Duke of York was present, with the officers under his command. The funeral was also attended by the officers and crews of the English gun boats.

Lieutenant Western was only in his twenty-third year, and was made a lieutenant in the year 1790. He was a young man of a most amiable disposition, much esteemed by all who knew him. The regret of his Country, and the tribute of applause it has rendered to his fame, must have proved a soothing consolation to his family :

The young warrior did not fly: but met death, as he went forward in his strength. Happy are they who die in youth, when their renown is heard! Their memory shall be honoured in the song. Happy are they who die in youth, when their renown is around them!"

OSSIAN—CROMA.

Extract of a Letter from an Officer on board his Majesty's Sloop Scourge, Stonehouse Pool, Plymouth, March 16.

With pleasure I write these few lines to acquaint you of our success. On Thursday, March 7th, we sailed from Yarmouth, in the Isle of Wight, with a convoy of nine sail of vessels for Newfoundland, and on Monday the 11th, we parted company eighty leagues to the westward of Scilly, and in the afternoon fell in with a French privateer * of fourteen guns, nine pounders, and eighty-one men; which we engaged for three hours and an half, as close as your house is to the bottom of the garden, and took her. We have only eight guns and seventy men on board of us, including men and boys. On Wednesday, March 13, we fell in with a French merchant ship from Marseilles bound to Havre de Grace, which we have also taken and brought into Plymouth richly laden. We are obliged to perform quarantine on account of the vessel's coming from the Straits. We are full of Frenchmen: on board we are always on the watch, with a brace of pistols in our pockets. I am very well in health; and will send you the French captain's cockade as soon as we come near London

March 17. Yesterday arrived from the West Indies, the Triton frigate, Captain Murray, and Falcon sloop of war, Captain Bisset, from Jamaica. The Falcon captured off Ushant a French privateer. Captain Bisset was not apprized of a war between this country and France, until he fell in with the above privateer; who bore down upon

* One of the French privateers, which about this time arrived in the river, was a complete naval curiosity, having been sent to sea, in such a state as perhaps was never before remembered. The caulking of the seams was bare; neither upon them, nor upon any other part of the vessel, having an ounce of tar, pitch, or paint; and in all her fitting out, her materials were what is termed *single found*, i. e. she had only one anchor, one cable, &c. Such was the manner in which she was

"Whistled down the wind, to prey on fortune."

the Falcon ; but perceiving her to be a sloop of war, she immediately hauled her wind, and fired her stern chases. Captain Bisset, astonished at this conduct, instantly stood after her, and coming up with her, demanded the reason of such conduct ; when he was told by the commander of the privateer, that *France had declared war against all the world*. The Falcon then fired a few guns, and the Frenchman striking her colours, was taken possession of by the crew of the Falcon.

April 11. On Friday last, the first French prize taken by any vessels belonging to the port of Liverpool, since the commencement of hostilities, was brought in there. She is a fine Bermuda-built brig, raised upon a cedar frame, and copper-bottomed, called *L'Agreeable*, P. M. Culler, master, from Port au Prince, for Bourdeaux, about 150 tons burthen. She was captured by the ship *Harriet*, Caitcheon, belonging to Mr. Thomas Barton of Liverpool.

14. A Spanish register ship was taken by the Dumourier French privateer, of twenty-two six pounders, copper-bottomed, on her passage to Cadiz, about eighty leagues from that port :—and after having been eleven days in possession of the French, was retaken with the Dumourier, by the *Phaeton*, Sir A. Douglas, in sight of Admiral Gell's squadron, 140 leagues to the westward of the Lizard. The cargo had been two years in collecting from different parts of the coast, and was without exception the richest ever trusted on board of any single ship. It certainly was not over-rated at twelve or thirteen hundred thousand pounds. Many bars of gold were found thinly coated with pewter, and denominated in the invoice, by order of the Spanish merchants, *fine pewter*. The capture was made off Cape Finisterre, in lat. 44 N. long. 22 W. The ships in company at the time were the admiral's ship *St. George* of 98 guns, *Edgar* of 74, *Ganges* 74, and *Egmont* 74. The captain of the register ship took the French privateer to be an Algerine ; having never seen the national colours, or heard of the war ; and from the dread of being made a slave, stood an action of five hours, in which he had ten men killed, and thirty-seven wounded. His upper works were entirely shattered ; and his people, having been at sea from the time the ship left Lima, could not longer support the fatigue of the action. The money came over London Bridge in twenty-one waggons, escorted by a party of light dragoons, and was safely lodged in the Tower. The Honourable Captain Yorke, of the *Circe* frigate, took the first account to Corunna, in Spain, of the capture of the galleon. While the *Circe* was there, an order came to Corunna to release all English ships that had been retaken by the Spaniards, on paying a tenth for salvage. On the 11th of December 1793, Sir James Marriott delivered the provisional decision of the High Court of Admiralty, respecting the re-