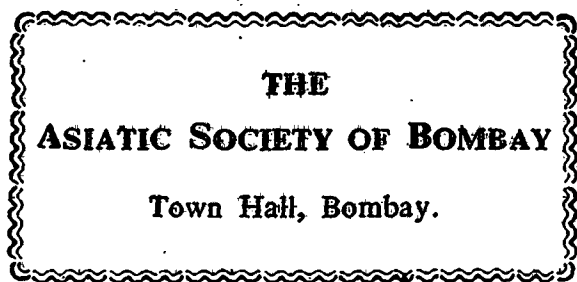




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ADMIRAL SIR JAMES SAUMAREZ, BT G.C.B.

Vice-Admiral of Great Britain

*From an original Picture by Westmacott in the possession of Captain Brenton.*

Engraved by C. Turner for Capt. Brenton's Naval History

THE  
NAVAL HISTORY  
OF  
GREAT BRITAIN,

FROM THE YEAR

MDCCLXXXIII TO MDCCCXXII.

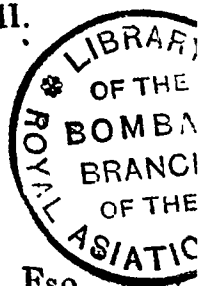
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BY

EDWARD PELHAM BRENTON, Esq.

CAPTAIN IN THE ROYAL NAVY.



VOL. IV.

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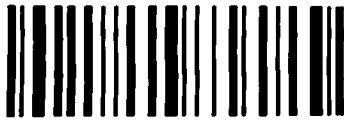
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PETER RAINIER ESQ.

of the Blue.

from an original Picture by the Artist of the Hon<sup>ble</sup> Basil Cochrane.

Engraved by C. Turner. Cap<sup>t</sup> Brenton's Naval History.



THE  
NAVAL HISTORY  
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OUR last volume terminated with the battle off St. Domingo, which, following the splendid victory of Trafalgar, seemed to have completed the ruin of the French navy. The history of nations has few examples of such a series of successes as those obtained by the fleets of Great Britain between the 22d of July, 1805, and the 6th of February, 1806. In that time the enemy had lost thirty-four sail of the line; and their crews, which were either destroyed or made prisoners, amounted to twenty-five thousand men. Their merchant marine had long since been nearly annihilated; their colonial trade was carried

on by neutrals; rarely under a hostile flag, unless in fast-sailing letters of marque, or frigates equipped and manned at a great expense; and of these it will be shewn that the greater part were conducted to British ports. Viewing these splendid exploits of our navy, we might be led to a conclusion, that Great Britain had no longer an enemy to cope with on the ocean, that she might have disarmed her fleets, and confined her naval operations to small squadrons with active officers, harassing the enemy's coasts, and preventing the revival of commercial intercourse.

But when the ample and almost boundless resources of the extended empire of France are considered, it becomes evident that no relaxation could be allowed to our naval energies—that the blow which had been given must be followed up, or its effects would be lost on the power of our gigantic enemy. France, in the possession of the Texel, the Scheldt, Cherbourg, Brest, L'Orient, Rochefort, Toulon, Port Espezia, Genoa, and Venice, with the extensive forests of ship timber, either contiguous to, or within water-carriage of these places, still possessed the means of building ships. Her forest laws were all subservient to the public good, without any reference to individual right. Where the “*marteau national*” (national hammer) had imprinted on a tree the mark of its appropriation to the service of the dock-yards, it became from that moment sacred; the owner was indemnified by an arbitrary valuation, and was answerable for its safety. By these

means the register of the minister of the marine contained an account of all timber necessary for his purpose; and though the expedient was incompatible with a free government, it answered the purpose of a despot, and gave him that temporary power which a British monarch and a British parliament could not attain. Another navy, as if by magic, sprang forth from the forests to the sea shore, manned by a maritime conscription, exactly similar in principle to that edict by which the trees were appropriated to the building of ships.

In France the merchant service is divided into what is technically called "le grand et le petit cabotage;" the first is the foreign, the latter the coasting trade. Though it has been proved that France could have had little or no communication under her own flag directly with her colonies, or with distant nations, yet in spite of all our endeavours she enjoyed a very considerable coasting trade, which, together with her seamen sailing under neutral flags, furnished her at a short notice with a sufficient number of hands to man her fleets; and however inefficient, the ships had at least that appearance of equipment, and readiness, which required a naval force on our part equally numerous to guard them, allowing for a certain number of our ships to be always necessarily in port refitting, or detached. The seamen of France have long been subject to the regulation of a registry; moving only by permission, their places of residence and mode of occupation were always known to the municipality of the arron-

dissement, or district, in which they were domiciliated. In this manner they were permitted to follow their individual callings, until the service of the state required their appearance at the naval head quarters of their department. By such means arbitrary power could form a naval militia, which could not fail to give us some cause for alarm; though, for want of practice and habits of discipline, it was never so effective as our own. Thus while the enemy's marine decreased in strength, and her commerce disappeared, the duties of the blockade, for these very reasons, became more tedious, holding out no prospect of either honour or reward, at the same time that the expense of our ships was undiminished. Bonaparte, by this semblance of a fleet, waged a war against our finances, and paralysed a large portion of our navy. Our men, it is true, had the advantage of constant practice, while those of France were condemned to the narrow limits of their own harbours; an advantage not overlooked by the immortal Nelson, and justly considered by him, in a national point of view, as more than equivalent for the loss of masts, or the destruction of shipping. After these observations, the reader will not be surprised to find, that in the course of a few years, Bonaparte had nearly ninety ships of the line in the different ports of his empire; and though he had long decided, that the attempt to invade England could only end in mortification and disaster to himself, and had relinquished the project, yet he knew that the flotilla, if only kept in view of the

coast of England, would answer all the purposes of intimidation, to one part of the nation, and of expense to the whole. In fact, Boulogne was watched, during many years, with a British force far exceeding the importance of the object; at the same time the best ships of the enemy were employed in cruising in small squadrons, to our considerable annoyance.

We find from official returns laid before the lords commissioners of the admiralty, in the years 1810 and 1812, the following total of enemy's ships of the line: in the Texel, eight; Antwerp, seventeen; Helveot, one; Cherbourg, two; Brest, one; L'Orient, one; Rochefort, three; Toulon, seventeen; Genoa, one; Naples, one; Venice, three; amounting to fifty-eight sail of the line, and fifty-one frigates; besides twenty-nine sail of the line building in the ports of France, or her tributary states. Such was the maritime power of this revolutionary hydra, and such the difficulties almost insurmountable, against which the British navy contended for so many years, and which she finally conquered, confirming to the United Kingdom, the well-earned title of Mistress of the Seas. In the acquisition of this title Great Britain had effectually excluded from the ports of France, those articles of colonial produce, which habit had rendered indispensable to the comforts of the French people. Sugar, coffee, cotton, indigo, spices, and similar commodities, were obtained only at such a price as confined their use to the upper classes. By them so much was the want of sugar



felt, that the National Institute, under the direction of Napoleon, offered rewards for the discovery of a substitute, and beet-root was declared to contain the same properties as the sugar-cane. The speculation was never reduced to practice; the small quantity procured could not have reimbursed the projector, nor supplied a thousandth part of the public demand.

But that which keenly mortified Napoleon was the conviction, that France alone was deprived of these luxuries, while the other nations of the continent, enjoyed them at a trifling advance of price. Hence his Berlin and Milan decrees; hence his impotent threats against British commerce; the confiscation of our produce wherever it could be found, and however legally imported. This was a part of the continental system which he hoped would bring the British government suppliant at his feet: but the fallacy of these hopes was soon displayed in the re-action of his own injustice; a strict and universal blockade, as it regarded the enemy's colonial property, from Memel to the ports of the Adriatic, soon taught him, that the loss was on his side, and not on ours. England became the mart, to which the carrying merchant resorted to purchase his cargo; and France, through the ports of her allies, received from us that colonial produce, which having in its transit conferred a considerable benefit on England, went to her with our permission. Here began a new cause of complaint with the neutral carrier, under the numerous flags with which the states bordering on the German Ocean abounded: America too, which engrossed so

large a share of colonial importation, felt, and loudly complained of the injury done to her commerce. England could not recede from her rights; if she did she was lost, and the crisis, for her, was a fearful one.

Before we proceed to detail the naval operations of the year, it will be necessary to take a view of European politics, and if, in tracing the outline of military positions, we may appear to depart from our proper element, it must be remembered, that this is no deviation from our original plan, but rather a continuation of it. A view of the contending empires, as to their military preparations, is absolutely necessary, to shew the relative value and effect of naval co-operation. Did the armies of France cross the Vistula?—a British fleet met them in the Baltic; did they approach the banks of the Elbe or the Scheldt?—our navy cruised on the dangerous Flemish banks, in the dead of winter; if the states of Verona, if Istria or Dalmatia were the scenes of action, our squadrons met them in the Adriatic, with the harbours and creeks of which our officers were as well acquainted as the natives themselves.

The Count de Dumas, in his *Précis des Evénemens Militaires*, vol. xi. p. 52, makes some observations which are not inapplicable to our subject. “The emperor, Francis II. renouncing the vain title of emperor of Germany, took that of hereditary emperor of Austria. To this arrangement Francis was compelled to submit, but received very coldly the notification of the accession of the emperor Napoleon, or

more properly speaking, his assumption of the imperial crown. The emperor of Russia refused to acknowledge him, nor was the murder of the Duc D'Enghien the only motive which guided Alexander in this decision; he seized with avidity every opportunity of obtaining that influence in the affairs of Europe which the house of Austria had lost by the treaty of Luneville. Embracing the system of Catharine II. agreeing with England, and secretly attached to Prussia, under the mask of neutrality, he revived the hopes of, and prepared a powerful protection for, the humbled princes of Bourbon."

In the eleventh chapter of our last volume, we left the formidable army of Bonaparte encamped on the heights of Boulogne, awaiting with anxious expectation the result of a battle between Villeneuve and Lord Nelson; ready to cross the Channel the moment the defeat of our fleet was announced, and to fulfil the long suspended threat of invasion. The arrogance and delusion of such a project began to be clearly foreseen: the defeat of the combined fleet off Trafalgar had no share in changing the views of Napoleon: his camp was broken up before the disastrous account had reached him. A powerful diversion, which was planned by our ministers, began to develop itself. The active preparations of Austria and Russia called the legions of France to the bank of the Danube: the object therefore of Mr. Pitt was to form a league among the states of Europe, to force the French troops to evacuate Hanover and the north of Germany; to obtain the independence of

Holland and Switzerland; the re-establishment of the king of Sardinia in Piedmont; the integrity of the kingdom of Naples; the evacuation of Italy; and the establishment of such an order of things in Europe, as should oppose a solid barrier to future usurpations. The emperor of Austria declined for some time to become a party to this treaty; but at length acceded to it, as did also the king of Sweden.

The moderation of Francis was contrasted with the hostility of Alexander, who acted under the instigation of England. Squadrons from Revel and Cronstadt cruised in the Baltic: another, of nine sail of the line, and several frigates, passed the Sound, and proceeded to the Mediterranean to join the fleet in the Black Sea. Five expeditions sailed from Sebastopole, the finest harbour of Russia in the Crimea, passed the Dardanelles, and landed eight thousand men in the Ionian Islands. Induced by similitude of language and religion, the Greeks, on the southern coast of Illyria, were shaken in their allegiance to the Porte. Russian officers formed regular corps of Montenegrins, and no longer concealed their intention of making, in concert with the English, some diversion on the coast of Lower Italy. The rupture between France and Russia became certain. General Hedouville, the French ambassador, quitted St. Petersburg. Gustavus of Sweden recalled his minister from Paris, without deigning to answer the official notification of the accession of Napoleon: he united himself with Russia and England; recruited his marine; concluded a treaty of alliance, offensive

and defensive, with the enemies of France; and accepted the subsidies offered by the cabinet of St. James's.

The acknowledgment of Napoleon met the same obstacles at Constantinople, owing to the efforts of England. The Ottoman government beset by two parties, England and Russia, being unable to preserve her neutrality, placed herself under the protection of her ancient rival; and the Bosphorus was thrown open to the naval forces and convoys of Russia. She refused to acknowledge Napoleon; and Marshal Brune, who notified his elevation, received only cold compliments; and, after six months' fruitless application, unable to obtain the acknowledgment of his new credentials, demanded his passports, and quitted Constantinople.

The Count de Dumas says (vol. ii. p. 89), "Pressed by the imminence of the danger, the English government redoubled its efforts and its sacrifices to induce the great powers to declare against France. The emperor Alexander had, on the 11th of April, 1805, signed a treaty with England, which" (says the count, p. 81), "no longer occupied with her own defence, recommenced offensive operations at all points, drew into her policy all the sovereigns of Europe, scattering among them her gold, and the calamities of war." In a demi-official answer to the declaration of the allied powers, the ministers of Napoleon declared, "that France had as much right to prescribe limits to the conquest of Russia, as Russia had to France. After the partition of Poland, France

had a right to Belgium, and the left bank of the Rhine. Russia took the Crimea, Caucasus, and the mouth of the Phasis. France had a right to an equivalent in Europe; her interest and her self-preservation demanded it. Let the powers of Europe place at the disposal of congress all they have taken within the last fifty years; let Poland be re-established; let Venice be restored to the senate; Trinidad to Spain; Ceylon to Holland; the Crimea to the Porte; let Russia renounce the Phasis and the Bosphorus; restore Caucasus and Georgia; let Persia breathe after so many misfortunes; let the empire of the Mahrattas and the Mysore be restored, and be no longer the exclusive property of England; then, and not before, France will return to her ancient limits." Neither the emperor of Russia, nor the king of England, feeling disposed to listen to such pretensions, Mr. Pitt raised a third coalition, in which Russia, England, and Sweden, were the first to join. Austria hesitated too long; but at length acceded. Prussia stood neuter, and declared she would remain so; but her neutrality was of a timid, cautious, and even treacherous character, which, whether in nations or individuals, is sure to be visited with vengeance or contempt. The elector of Bavaria threw himself at once into the arms of France.

The Aulic council had placed its grand army, of eighty thousand men, in Swabia, and gave the command to General Mack, whose character seems to have been justly appreciated, by the great Nelson. Napoleon, turning from the Ocean to the Rhine,

appeared at Strasburgh, on the 29th of September, preceded by his best generals, Murat, Ney, Marmont, and Davoust; the latter with the army from Boulogne. These corps crossed the Rhine between the 27th and the 1st of October, in the neighbourhood of Huningen, Spires, Strasburgh, and Mayence, and marched towards Aschaffenburg. Bernadotte, with sixty-three thousand men, violated the neutrality of Prussia, by passing through Anspach, on his way from Wurtzburgh: this movement the Count de Dumas calls an inevitable violation, a *coup de maitre*. Against this, the king of Prussia feebly remonstrated, and permitted a Russian army to pass through Silesia, to join the allies in Swabia: had he resolutely supported this measure, by a declaration of war, and an order for his own troops to join the allies, he would have saved himself and his country from disgrace and ruin.

Gustavus IV. king of Sweden, accepted of a British subsidy, and placed an army of twelve thousand men in Pomerania, under the orders of the Russian General Count Tolstoy, who, with twenty-four thousand Russians, was to dispossess Prussia of Hanover, which she so dishonourably held, by the permission of Napoleon, as the price of a base neutrality. This army was conducted to Stralsund, whence, on the 20th of October, it set out through Mecklenburgh to join the Hanoverian Legion raised in England. Mack concentrated his forces on either bank of the Danube, in and about Ulm; Napoleon crossed the Rhine on the 1st of October;

Davoust, on the 6th, crossed the Danube at Newburgh; and Munich was entered by Bernadotte. Soult crossed at Donawert, and marched upon Augsburg, which he entered on the 8th. Thus was a junction effected by those skilful warriors, and one hundred thousand soldiers, almost at the same hour, appeared on the right bank of the Danube. The effect of these movements was to cut off the retreat of the Austrian army into Bavaria, and enclose it in Swabia, between the mountains of the Tyrol and the Danube. The Marshals Ney, Lannes, and Murat, with their corps, joined the army of Napoleon, whose head-quarters were at Donawert: Murat was sent with seven thousand cavalry to cross the Lech, and cut off the communication between Ulm and Augsburg. Disconcerted by the rapidity of these movements, Mack found himself suddenly surrounded, without a hope of relief, except from the Russians under Kutuzoff, calculated by the sagacious Napoleon to be at that time one month's march from the scene of action. Gunsburg was taken, and twelve thousand men killed, wounded, or made prisoners. The Archduke Ferdinand, and General Mack, with fifty-five thousand men, shut themselves up in Ulm and its suburbs. Ney defeated the Austrians at Echlingen; the city became completely surrounded and invested, an attack was made, and the French repulsed, when Bonaparte looking down from the heights of Michaelsburg, ordered his troops to fall back, out of the reach of fire, while they loudly clamoured to be led to the assault. The city was



already crowded with more troops than were necessary for its defence. The Archduke Ferdinand marched out with twenty-five thousand men, but pursued by Murat, lost nearly the whole of them. Mack, finding resistance useless, surrendered on the 19th of October: thirty thousand men marched out with the honours of war, and flung their arms indignantly from them. Napoleon, seated by a bivouac fire, on the pinnacle of a rock, surrounded by his staff, saw, for five hours, the garrison defile before him. It was on this occasion his pride and insolence dictated that celebrated speech, which the victory of Trafalgar, gained only two days after, turned into a bye-word of contempt and derision:—“I want nothing more on the continent, I want only ships, commerce, and colonies!!!” The unexpected success of the French arms alarmed the Aulic council, which now looked with anxiety for the junction of Kutuzoff with Mack and the Archduke Ferdinand, whom they sought to reinforce by all the means in their power. The Archduke Charles, who with the Austrian army in Italy had received orders to cross the Adige and the Mincio, and lay siege to Mantua, was suddenly stopped, and directed to detach the whole of his infantry through the Tyrol, to join the Archduke Ferdinand; but this was prevented by the French, and the Archduke Charles remained on the left bank of the Adige, between Verona and Legnano. On the 28th of October, Massena received the news of the capitulation of Ulm: the terrible battle of Caldiero succeeded; the Austrians were beaten, and the

Archduke effected his retreat through Vicenza, fighting his way for three days successively, until the 4th of November, when he crossed the Brenta and the Piave, pursued by the intrepid Massena, until the French halted at Treviso. The Archduke, forced to abandon the Venetian States, left at the same time a very strong garrison in Venice, under General Bellegarde, and pursued his way to the Tagliamento, with the hope of joining the Russians in Upper Austria. Massena came up with him at the bridge of Valvasone, and partially defeated him. The Archduke arrived at Isonzo, about the 13th of November; the Russian army, under Kutuzoff, had in the mean time reached the Inn; the Archduke used every effort to join him. Bonaparte at Augsburg, watched and skilfully counteracted these movements. On the 24th of October, he was at Munich: his army marched the next day towards the Inn. Ney was ordered to conquer the Tyrol. The army of Angereau, which was to have been embarked at Brest, on board the squadron of Gantheaume, was directed to support him: this, which was called the seventh corps, had, like that from Boulogne, gone through France, and crossed the Rhine at Huningen. Prussia, after the violation of its neutrality, had become inimical to France. The Emperor Alexander went to Berlin, and Frederick consenting to enter the coalition, the treaty of Potsdam was signed on the 3d of November. Alexander and the king of Prussia, joining their hands at midnight on the tomb of the great Frederick, swore an eternal friendship.

Early in November, the emperor Alexander, quitting Berlin, passed through Saxony and Bohemia to Brunn in Moravia, where he found the Emperor Francis. Having excited his hopes, and with him concerted farther operations, he set off to join his second army in Galicia. It was late in November before Lord Harrowby, arrived at Berlin with full powers to regulate the payment of subsidies. Bonaparte allowed no time to mature these combinations, but crossed the Inn in great force; and on the 29th and 30th of November, the whole French army, having gained possession of Brannau and Altheim, prepared a flotilla to cross the Danube, under the direction of an able sea officer. The bridge of Lintz fell into the hands of Murat, and the allies retreated until they reached the gates of Vienna. Marshal Ney having entirely possessed himself of the Tyrol, and entered Inspruck, Dupont was ordered to quit Passau, and to move along the left bank of the Danube towards Vienna, supported by Marshal Lannes.

Napoleon, holding his court at Lintz, decreed the formation of the army of the North, under the orders of Prince Louis, his brother, and commanded the Spanish division of twelve thousand men, under Romana, to pass through France, and repair to Lubeck. The army of Kutuzoff coming out of Bavaria, down the right bank of the Danube, fought its way with valour, and gave the French a bloody day at Amstettin and Mariazell. Crossing the river again at the noble bridge of Khrems, Kutuzoff came to the left bank, and the bridge, the finest on the river, was burnt. Murat

gained the bridge of the Danube at Vienna by treachery. The Emperor Francis retreated to Brunn; the French entered Vienna on the 14th of November, and Napoleon made his head-quarters at the palace of Schoenbrunn. In six weeks from the day on which he crossed the Rhine, he had gained possession of the capital of the German empire. About the same time that the French were victorious on the Danube, Massena still pursued the Archduke Charles, who, having re-crossed the Tagliamento, evacuated Palma Nova and Udino, crossed the Isonza, and entering Carniola, entirely evacuated Italy, with the exception only of the city of Venice. The French in possession of Leghorn prepared for a siege, while an army of British and Russian troops of twenty-four thousand men, assembled in Sicily to invade the kingdom of Naples, at that time bound in a treaty of neutrality with France. The French took possession of Trieste on the 19th of November, driving out the Austrian garrison, which followed the route of the Archduke Charles. General St. Cyr having left Leghorn in October, went to Ancona and Pescara, then threatened by the Russians in the Seven Islands. Having provided for the security of these places, he returned to the blockade of Venice, and defeated a gallant attempt of the Prince de Rohan, who, with ten thousand Austrians, had wonderfully escaped out of the Tyrol, in hopes to raise the siege of that place; but the Archduke Charles having marched to Laybach, and his brother the Archduke John to Klagenfurth, Bellegarde evacuated Venice, and with his division

joined them at Prevald. The French entered Fiume, and remained completely masters of Upper Italy, and both shores of the Adriatic. Mr. Pitt had in the mean time been preparing another diversion for the French armies in Italy: he contrived that a body of English and Russian troops should land in the bay of Naples, supported by a strong squadron of our ships of war.

On the promulgation of the King of Prussia's decree for shutting the ports of the German Ocean against the English, dated 28th of March, 1806, his Britannic Majesty, who had borne with patience the invasion of his Electoral dominions, caused an immediate embargo to be laid on all Prussian vessels in the ports of his empire; and on the 16th of May, an order in council was issued, by which the ports of the continent, from the Elbe to Brest, inclusively, were directed to be blockaded. But this order was more formidable in appearance than reality; the exceptions were too numerous, and so weakened the whole, as to leave naval officers in much doubt and perplexity: the order did *not* extend to property *not* belonging to the enemy, or not being contraband of war, except to the ports from Ostend to the river Seine (inclusively); which no vessels were permitted to enter. Other places they were only permitted to enter, under the certainty of their not having loaded at an enemy's port; nor could a vessel sailing from any of these ports be permitted to pass, unless bound to a friendly port, and affording proof of not having violated the blockade. In the course of the year;

exceptions were granted to the Elbe and Weser, the blockades of which were raised. Prussia was allowed to import into France articles of innocent merchandise: indulgences were granted to the Spanish ports in the West Indies, trading to our colonies; and Spain was permitted to be supplied with grain. The questions of maritime right and blockade became more complicated than ever; and finally involved us in a war with America, which ended without settling the disputed points.

We now proceed to the detail of Naval operations. The important events of 1805, left us no room to notice in the third volume; the successful cruise of Rear-admiral Allemande, who, with the Rochefort squadron, early in that year, had sailed from Basque Roads, and committed most serious ravages on the commerce of Great Britain. He captured, in September, the *Calcutta*, of 54 guns, and 350 men, commanded by Capt. D. Woodriff. This gallant officer was returning home from *St. Helena*, with the *Indus*, *East Indiaman*, and four whalers under his convoy. Being chased by five sail of the line, and four frigates, in the true spirit of Nelson's counsel, "Let them sink you, but do not let them touch a hair of the head of one of your convoy" (See vol. iii. p. 434), Captain Woodriff sought first the safety of the charge confided to him; he threw himself between the chasing ships of the enemy, and the British merchant vessels; engaged the *Armide*, a frigate of 44 guns and 350 men, and afterwards the *Magnanime*, of 74 guns,

for fifty minutes; having occupied the attention of the enemy until all his convoy, except one brig from the West Indies, were in safety, and finding the remainder of the enemy's squadron approaching; his ship disabled, and of course no prospect of escape, Capt. Woodriff surrendered. On his return from France he was honourably acquitted by the sentence of a court-martial. Admiral Allemande took many other valuable prizes, besides the Calcutta. He captured a British sloop of war, and fifty-two sail of merchant vessels of different nations; for the French were never very scrupulous on the article of neutrality. He landed about one thousand two hundred prisoners in the month of December, at the isle of Aix, after a cruise of one hundred and sixty-one days, during which the value of property taken from Great Britain only is said to have amounted to 750,000*l.*

The squadron of Allemande consisted of—

	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Le Majestueux . . . . .	116 . . .	1150	} Admiral Zacharie Jaques Theodore Allemande.—First Captain, Etienne Joseph Willaumez. — Second Ditto, Charles Auguste Fourre.
Le Magnanime . . . . .	74 . . .	700	
Le Lion . . . . .	74 . . .	700	— " E. J. N. Soleil.
Le Jemappe . . . . .	74 . . .	700	— J. N. Pettit.
Le Souffrein . . . . .	74 . . .	700	— A. Gilles Fronde.
L'Armide . . . . .	44 . . .	350	— A. F. Loveil.
La Gloire . . . . .	44 . . .	350	— E. M. I. Bonami.
La Thetis . . . . .	44 . . .	350	— I. Pinson.
Le Palineure . . . . .	18 . . .	120	— P. F. Jauce.
Le Sylphe . . . . .	18 . . .	120	— J. J. J. Langlois.

In the beginning of the year 1806, Admiral Cornwallis held Gantheaume blocked up in the harbour of Brest, and it is a remarkable fact, that the French Admiral never was able to elude the vigilance of our fleets, and escape by sea from that port. He went some time after by land to Toulon, where he took the command; and, although he did get to sea from thence, never did any thing worthy of commemoration. For thirteen months the indefatigable Cornwallis kept his station off Brest; but in the month of February, 1806, the Earl of St. Vincent was ordered by His Majesty, in person, to hoist the Union at the Main, and take the command of the Channel fleet. His Lordship obeyed the royal commands on the 8th of March, and on the 12th sailed in the *Hibernia*, of one hundred and ten guns, for his station off Ushant. He had under his command two and forty sail of the line, and fifteen frigates, besides sloops, and other small vessels. He immediately detached Rear-Admiral Sir Richard Strachan in the *Cæsar*, with six sail of the line, to watch Ferrol, and to intercept the squadron expected home under the command of Willaumez. Captain Sir Joseph Yorke, in the *Barfleur*, of ninety-eight guns, was ordered with four other ships of the line to cruise for the same purpose fifty leagues west of Belleisle; Rear-admiral Eliab Harvey was sent, with a squadron, off Cape Finisterre. Captains Lawford of the *Impetueux*, and Oliver of the *Mars*, were ordered to anchor off the Black Rocks; a crowd of small vessels were kept in shore to watch and report the



slightest movement of the enemy from Ushant to Bilboa. One great object of this vigilance was to intercept the supply of provisions from the out-ports reaching the French fleet in Brest. Admiral Cornwallis served under Earl St. Vincent, as second in command; and never was the British fleet in every respect better officered, manned, and equipped.

In our account of the Naval transactions of the preceding year, we left the French Admiral Linois off the Cape of Good Hope, after his unsuccessful attack, and fortunate escape from Sir Thomas Trowbridge, in the *Blenheim*. Returning from India in the *Marengo*, with the *Belle Poule*, a large frigate, M. Linois was so unfortunate as to encounter a squadron under the command of Rear-admiral Sir J. B. Warren, who had his flag in the *Foudroyant*, of eighty-four guns. The *London*, of ninety-eight guns, commanded by Captain Sir H. B. Neale, the *Ramillies*, seventy-four, Captain F. Pickmore, and the *Amazon* frigate, Captain W. Parker, with some other ships, were in company. On the 13th March, at half-past three in the morning, the *London* being to windward, got sight of the enemy, and gave the requisite information, by signal, to the Admiral, who immediately went in chase. The *London* soon brought the *Marengo* to action, and as daylight appeared, they were seen in close conflict; while Captain Parker, in the *Amazon*, was equally fortunate with the *Belle Poule*. The ship of the line having nobly contended

with the London; surrendered; on receiving a few broadsides from the Ramillies; and the Belle Poule in ten minutes after, to the Amazon. The Marengo mounted seventy-four guns, and had seven hundred and forty men; the Belle Poule forty-four guns, with three hundred and twenty men. The London had eleven men killed and fifteen wounded: the Amazon lost her first lieutenant, Richard Seymour, an officer of uncommon professional merit; also, her lieutenant of marines, Mr. Edward Prior, and two seamen; five more were wounded. The loss on board the captured ships, though not stated, was very severe. Linois was himself wounded. He was on the whole a most unfortunate officer: his victory at Algéziras, if such it may be called, in 1801, was more the effect of accident than skill; and in every subsequent attack or engagement, whether with the Centurion on the Coast of Coromandel, the East India fleet off Pulo A'or, or with the London off the Western Islands, Linois was universally defeated. In this last action he shewed much bravery, and yielded to superior numbers. On his arrival in England, (unwilling to trust himself in the presence of Napoleon) he retired on his parole to Bath, where he remained a considerable time; but having at length made his peace with the Emperor, he returned to France.

In detailing the actions of single or detached ships, those of the Pallas, or the Imperieuse, commanded by that distinguished and promising

officer, Lord Cochrane, stand pre-eminent. The career of this young nobleman had been marked by a series of actions, useful to his country, and honourable to himself. Their value was always greatly enhanced by the skill and judgment with which they were executed; the effect of this was particularly observable on reference to his lists of killed and wounded. No officer ever attempted or succeeded in more arduous enterprises, with so little loss. In his attacks on the enemy, the character of "vigilans et audax" was entirely his. Before he fired a shot, he reconnoitered in person, took soundings and bearings, passed whole nights in his boats under the enemy's batteries, his lead line and spy glass incessantly at work. Another fixed principle with this officer was, never to allow his boats to be unprotected by his ship, if it were possible to lay her within reach of the object of attack. With the wind on shore, he would veer one of his boats in by a bass halser (an Indian rope made of grass, which is so light as to float on the surface of the water): by this means he established a communication with the ship; and in case of a reverse or check, the boats were hove off by the capstan, while the people in them had only to attend to the use of their weapons.

- At the breaking out of the Spanish war, in 1805, his lordship was appointed to the Pallas, a new frigate of thirty-two guns, which he fitted for sea, and manned with a celerity peculiar to himself, at a time when seamen for other ships could rarely

be procured. Having got off the Western Islands, he soon returned to Plymouth, with prizes to an enormous amount. In April, 1806, Lord Cochrane was stationed in the Bay of Biscay, under the orders of Vice-admiral Thornborough. Off the Gironde he obtained information of an enemy's corvette being in the mouth of that river: after dark in the evening of the 5th of April, he anchored his ship close to the Cordouan light-house, and sending his boats in, they boarded the vessel, and brought her out, although she lay twenty miles above the intricate shoals, and within two heavy batteries. This enterprise was conducted by Lieutenant Haswell of the Pallas: day light, and the tide of flood found this gallant officer, and his prize, still within the probability of recapture. Another French corvette, weighed, pursued, and brought him to action, but was defeated, and only saved from capture by the rapidity of the tide. The prize which had been so nobly acquired, and so bravely defended, was called *La Tapageuse*; mounted fourteen long twelve pounders, and had ninety-five men.

While the officers and a part of the ship's company of the Pallas were away on this duty, Lord Cochrane perceived three vessels approaching him. He weighed, chased, and drove them all on shore; and with the injury only of three men wounded, furnished to the admiral the following surprising result of this enterprise:—

Vessels taken—La Tapageuse, 14 guns, 95 men.

————— La Pomone, (a merchant brig).

————— Another ditto (burnt).

————— And two chasse mareés.

Vessels wrecked—La Malicieuse . . . . . 18 guns.

————— Imperial . . . . . 24 guns.

————— Imperial, (also) a ship of 22 guns.

————— And a chasse mareé.

In the month of May following, his lordship finding himself much annoyed by the signal posts on the French coast, conveying intelligence of all his movements, determined to interrupt their communication. He landed and destroyed two at Pointe de la Roche; one at Caliola; and one at Ance de Repos: the flags were all brought away; the houses burnt; the batteries destroyed; guns spiked, and shells thrown into the sea. The battery and signal post of l'Equillon, shared the same fate. After these exploits the Pallas cruised off l'Isle d'Aix, when, on the 14th of May, a frigate and three brigs came out to engage her; and a smart action against this unequal force took place, under the fire of their own batteries, while the Pallas was working to windward among the shoals of the Pertuis D'Antioche: the action had continued from half-past eleven till one o'clock. One of the brigs was disabled; and the Pallas, by the skill and courage of her captain, having got between the frigate and the battery of Aix, gave her a few vigorous broadsides, which silenced her fire, and then ran her on board; the guns of the Pallas were driven in by the shock, she also carried

away her jib-boom, fore and main top-sail yards, sprit-sail yard, bumpkin, cathead, chainplates, fore-rigging, and bower anchor; "with which last," says his lordship, "I intended to hook him." Yet, with his ship a perfectly helpless wreck, he still would have made another effort, but two more frigates being sent out by the admiral, the hero retired to the offing to repair his damages, with the loss of only one man killed, and two wounded.

On the 8th of April, orders were received to detain and bring in, provisionally, all Prussian vessels: this measure was dictated by the strange vacillating policy of the King of Prussia, Frederick III. as alluded to in a former part of this chapter.

On the 11th of June, Sir Samuel Hood was sent, in the Centaur of seventy-four guns, to relieve Rear-admiral Thornborough, in the Pertuis D'Antioche. On the 17th, Sir Charles Cotton, with six sail of the line and some frigates, was left off Brest, while Lord St. Vincent and Admiral Cornwallis returned into port. His lordship arrived at Spithead in the Hibernia, and, on the 23d. of June, attended the Privy Council, in London, still retaining his command, and issuing orders to the fleet. He returned to Portsmouth on the 3d. of July, hoisted his flag again in the Hibernia, and sailed immediately for his station. On his arrival off Brest, he detached Captain Keats with six sail of the line to relieve Rear-admiral Stirling, on the station which had been occupied by Sir Joseph Yorke, fifty leagues westward of Belleisle. The

summer passed away with very few naval occurrences of any note. Many, indeed, could not be expected, after the disasters experienced by the enemy in the preceding winter.

Captain the honourable Charles Paget, in the *Egyptienne*, had, in the month of March, sent his boats into the harbour of Muros, whence they cut out, by boarding under the batteries, a large frigate-built privateer, pierced for thirty-four guns: the affair was conducted by Captain Handfield, who, having been first lieutenant of the *Egyptienne*, had been promoted to the rank of commander, and volunteered his services on this occasion.

Rear-admiral Eliab Harvey held the command of the squadron off Cape Finisterre. Captain G. R. Collier, in the *Minerva* of thirty-two guns, (one of the squadron) had the duty of watching the enemy between Ferrol and Vigo. On the 23d of June he sent his boats into Finistère-bay, under the command of Lieutenant William Howe Mulcaster, who landed and stormed a fort of eight guns, twenty-four and twelve pounders, carried it, with the pike and bayonet, before the guard could raise the drawbridge, or discharge a twelve pounder, which they had placed opposite to the gate. Having spiked the guns, Lieutenant Mulcaster brought out five Spanish luggers, loaded with wine, for the fleet in Ferrol, and returned to his ship without a man hurt. Commodore Sir Samuel Hood was off Rochefort in the *Centaure*, of seventy-four guns, and by his officers and

boats' crews, another brilliant enterprise was performed. The Gironde, or mouth of the river at Bordeaux, takes that name only from the confluence of the Dordogne, and the Garrone, a little below the city; it is full of dangerous shoals, rendered still more so, by the rapidity of the stream. This river and the city of Bordeaux, form the great mart of trade, between France and America; and an intercourse mutually advantageous was carried on by means of fast sailing vessels, in the construction, and management of which, the Americans are peculiarly skilful, and expert. Schooners of one hundred and fifty or two hundred tons, have been known to convey from France in one voyage, to the value of 60,000*l.* sterling in jewellery, clocks, watches, silks, laces, wines, brandy, oil of olives, and drugs. These, on their return voyages, frequently rewarded the labour of our cruisers: their cargo from America consisted usually of tobacco, coffee, flour, rice, and cotton.

In the month of July, two corvettes were lying in the Gironde, with a large convoy of traders; and the Commodore gave permission to Captain J. T. Rodd, of the *Indefatigable*, to cut them out if possible. For this purpose each ship in the squadron furnished a boat well manned: all assembled alongside the *Indefatigable*, and the command of them was given to Lieutenant E. R. Sibley, first of the *Centaur*, who, proceeding to Verdun Roads, boarded and carried the *Cæsar* of eighteen guns, and eighty-six men; a vessel not only well pre-



pared, but most honourably and obstinately defended; the victors and the vanquished were alike covered with renown, the decks of the prize being strewed with dead and dying. Lieutenant Sibley himself received no less than seven wounds; six of his followers were killed, and thirty-six wounded. One of the boats of the *Revenge*, owing to the strength of the tide, was taken with twenty-one of her people, who long afterwards regained their liberty.

Captain Lavie, in the *Blanche* of thirty-six guns, having been sent to protect the whale fishery in the Northern seas, fell in, off the Feroe Islands, with the French frigate, *La Guerriere*, of nearly equal force with himself in point of guns and men; but after an action of fifty minutes, he captured her.

In August, Captain Keats, in the *Superb*, commanding one of the Western squadrons in the bay of Biscay, fell in with four French frigates. Captain Oliver, in the *Mars* of seventy-four guns, out-sailing the others, was the only ship which could keep sight of the enemy, and after a chase of one hundred and fifty miles, ran alongside of one of the frigates, which immediately surrendered: she was called *Le Rhin*, mounted forty-four guns, eighteen pounders, and had a complement of three hundred and eighteen men. During the chase, the frigate had thrown over board her quarter-deck and fore-castle guns. The squadron was commanded by Commodore *La Marre Lamillerie*, in the *Hortense*,

who, with the *Hermione* and the *Themis*, was on his way from Porto Rico to France.

It was not in the power of Captain Oliver to secure more than this frigate: the weather was extremely bad; and while his boats were exchanging the prisoners, the other ships escaped.

During the absence of Lord St. Vincent on the affairs of Portugal, the command off Ushant devolved on Vice-admiral Sir Charles Cotton; Admiral Cornwalkis having retired from ill health. Rear-admiral Sir Thomas Louis, had his flag in the *Canopus* of eighty guns, and cruised to the southward with his division, which, on the 6th of September, in latitude  $47^{\circ} 17' N.$  and longitude  $6^{\circ} 52' W.$  captured, after a chase of eighteen hours; the French frigate *Le President* of forty-four guns, and six hundred and thirty men. This frigate was, no doubt, one of a very strong squadron, full of troops, which had sailed or were about to proceed against our colonies.

Sir Samuel Hood had with him six sail of the line, and was about six or seven leagues from Chasseron light-house, when, at one o'clock in the morning of the 25th Sept., Capt. Richard Lee, of the *Monarch*, made the signal for an enemy. The Commodore very soon perceived them to leeward of him; and made the signal for a general chase. The *Monarch* being the nearest, was the first in action; the *Mars*, Captain William Lukin, the second; followed by the *Centaur*; daylight discovered the enemy's force, which consisted of five large

frigates, and two corvettes. One of the frigates bore a broad pendant; this is always the case with the senior officer of a French squadron. At five o'clock the *Monarch* began upon the sternmost ship; the *Mars* was sent in pursuit of the weathermost which had hauled up; one frigate and the two corvettes edged away to the south-east; the remaining three frigates kept in close order. Captain Lee in the *Monarch*, at a quarter past ten, got his broadside to bear on them, and about eleven, the *Centaur* came up; the sea was running high, and the lower-deck ports of the *Monarch* could not be kept open for any time. The enemy fought with bravery, and the three frigates did not surrender to these two ships of the line, till past twelve o'clock, about which time, Sir Samuel Hood had his arm shot away. The squadron was however very successful; the *Mars* had come up with her chase; and four of the French frigates were secured. Their names were,

La Gloire.....	46 guns,	Captain Soleil.
L'Indefatigable.....	44 ditto	— Giradiers.
La Minerve.....	44 ditto	— Colet.
L'Armide.....	44 ditto	— L'Anglois.

They were all remarkably fine ships, each having on board, about six hundred and fifty men, including troops, with a vast quantity of stores, arms, ammunition, and provisions. This capture was a very unfortunate blow to the projects of Napoleon.

It was not long before the object of Lord St. Vincent's return to Portsmouth, and journey to London; in the month of June, was discovered. The unhappy condition of the court of Portugal had induced the Prince of Brazils, who held the government of that country, to think seriously of transferring the seat of his government to his South American dominions.

In pursuance of the orders of the British cabinet the commander-in-chief of the Channel fleet proceeded to Lisbon, taking with him eight sail of the line to protect the Tagus, and if necessary, and agreeable to the wishes of the Prince, to embark his royal highness and family, with their suite and treasure, on board the British squadron, and proceed with them to Rio Janeiro. His Lordship arrived in the Tagus on the 14th of August; the *Illustrious* and *Defiance* having been previously detached with orders to join him off the Rock of Lisbon. The ships which composed his squadron were the *Hibernia* of one hundred and ten guns, Captain Western, flag; *Prince of Wales*, ninety-eight; *Colossus*, seventy-four, J. N. Morris; *Impetueux*, seventy-four, John Lawford; *Illustrious*, seventy-four, William Broughton; *Donegal*, seventy-four, Pulteney Malcolm; *Defiance*, seventy-four, Henry Hotham; *Kent*, eighty, Thomas Rogers: frigates, *Lavinia*, forty; *Pomona*, forty; *Flora*, thirty-six.

The state of Portugal at this time may be best described by the following letter from the Earl of

St. Vincent to Lord Viscount Howick, then first lord of the Admiralty :

*Hibernia, in the Tagus, 24th August, 1806.*

MY DEAR LORD,

For the melancholy picture of the court I must refer you to Lord Strangford's despatches; the description is too bad for the pen of a seaman. Monsieur d'Aranjo returned to Lisbon on the 18th; the following morning, we were admitted to Pratique, having had notice overnight, the squadron was unmoored, and run up a-breast of the palace; as soon as the officer of health had done his business, I landed, while the ships were running up; and after paying my respects to Santa Martha, the residence of his majesty's minister, I waited upon Monsieur d'Aranjo, who received me with cordiality, as far as the outward and visible sign went. He made an awkward apology for keeping us so long in quarantine, which I did not suffer to pass without a remark upon it; and expressed my astonishment, that my appearance should have created suspicion in the minds of the Portuguese government (which had been artfully worked upon by the French party, and had sunk the paper four per cent.). I observed, that the selection of an officer who had always been the fast friend and protector of Portugal, ought to have reconciled the government and people to the sudden appearance of a British squadron. He interrupted me at this sentence, and observed, that the Prince had said, upon his communicating our arrival, "Lord St. Vincent is my friend." Upon the whole, our conversation, as far as it went, was satisfactory, and would have been continued, but that the Spanish ambassador was announced, when I took my leave, and faced the Spaniard in my way through the room of audience; he did not seem to like me at all. On Wednesday I called upon the Viscount d'Anadria, minister of the marine, who has been very friendly in the prompt supply of a main-topmast for the Illustrious, and a main-topsail yard for the Kent.

A complete change in the sentiments of the people, touching the object of my mission, is manifested in the kindness shewn to myself, and every officer in the squadron, by all ranks and

orders, particularly the clergy, from the Pope's nuncio downwards; and I have every reason to believe, that they have the most unbounded confidence in the rectitude of my intentions. The army is very much diminished in numbers, since I was last in Portugal. Thirteen thousand ill-armed infantry is the utmost that can be counted upon; and the cavalry beggars all description, both as to officers and men. The magazines, and all the wood work of the interior of the barracks in and about Lisbon, have been torn away, and consumed in cooking the soldiers' dinners. One seventy-four-gun ship, and a few frigates are cruising in the Straits' mouth, and they are now making every effort to equip a sixty-four and a frigate to go out after an Algerine of twenty guns; but I doubt whether they will be able to effect it.

Most truly yours,

ST. VINCENT.

*Viscount Howick.*

The number of ships of the line, which by treaty we were allowed to bring at one time into the Tagus, was six; two therefore were left to cruise off the Rock, and were occasionally relieved by two others; but in the autumn, the *Illustrious* was sent to England. It appears that the French party in Lisbon expected the arrival of a squadron to counteract the intentions of the British Admiral; and the sullen coldness of the court of Portugal induced his Lordship to be very much on his guard. It was some time before he was admitted to *Pratique*; he therefore remained below the Castle, and kept the *Lavinia* off Cape Roxent, to give him the earliest intimation of the approach of an enemy. In a letter to a friend in office, he says, "there never was such a scene of

apathy and anéantissement as Portugal presents. I could not have conceived it possible that a country, low enough certainly seven years ago, should have been so sunk; no one seems aware of the impending danger. Lord Strangford stole on board yesterday, and though a very young man, seems up to his situation. The French squadron at Martinique must have the devil's luck if they escape all the squadrons which Lord Howick has so judiciously placed to interrupt them."

Unwilling to renounce his native country, the Prince of Brazils long hesitated, while the dangers pressed around him. It was a cruel necessity to be forced to leave his faithful people a prey to a blood-thirsty and rapacious enemy; yet his stay among them could not alleviate their misery, while it exposed him to insult and cruelty; but being unprepared to take advantage of the protection of the British squadron, the Earl of St. Vincent was suffered to depart; and on the 18th of October we find his Lordship off Ushant, renewing the blockade of Brest.

In the early part of the year, a communication had been opened with France, which would undoubtedly have terminated in a general peace, had not Napoleon been inaccessible to every feeling but that of ambition. An assassin, by the name of Gillet de la Gevilliere, made an offer to Mr. Fox, to take the life of Bonaparte; the infamous proposal was received by the British minister with

abhorrence, and the villain ordered to quit the country. Information of the circumstance was immediately sent to the French government. M. Talleyrand returned a suitable answer, and at the same time made some slight overtures for peace. This led to a correspondence, and in the month of June, Lord Yarmouth, who had been detained a prisoner at Verdun, was liberated at the request of Mr. Fox, and brought over with him the substance of a conversation he had held with the French minister, respecting the views of Bonaparte, which appeared so pacific, that the British cabinet, desirous of terminating the war, directed Lord Yarmouth to return, and commence immediate negotiations. His Lordship, in the month of August, was followed by the Earl of Lauderdale with full powers. This nobleman soon discovered, that the object of Bonaparte was to separate the interests of Great Britain and Russia, and to deceive both. The basis of the first offer was, the restoration of Hanover, and the *uti possidetis*. Joseph Bonaparte was to relinquish the claim he had made on the island of Sicily, as king of Naples; a kingdom which he had usurped. The French cabinet while treating with Lord Lauderdale, had without his knowledge induced Monsieur D'Oubril, to sign a separate treaty between France and Russia; but Alexander refused his ratification, even before our court could make any representation; and while the negotiation was



pending, the perfidious Corsican and his prime-minister Talleyrand, left Paris with General Clarke, who had been specially appointed to discuss the question with Lord Lauderdale. Champagne, his substitute, acknowledged he had no power; and Lord Lauderdale, justly indignant at such conduct, demanded his passports, and returned to London.

Captain Burrowes, in the *Constance*, a small frigate of twenty-four guns, had under his orders the *Sheldrake*, sloop of war, Captain J. Thicknesse, and the *Strenuous*, gun-brig, Lieutenant Nugent. These vessels were part of the squadron of Rear-admiral Sir James Saumarez, on the Guernsey station. On the 14th, they fell in with a large ship near St. Maloes, to which they gave chase: the enemy took refuge under a strong battery close to some rocks, and carried out bow and quarter springs. Troops lined the beach; and nothing was omitted to ensure an obstinate defence. The *Sheldrake*, owing to her superior sailing, led into action; and the three British vessels anchored within pistol-shot of their enemy. The action began at two p. m. and continued till four, when, in spite of all the field-pieces, and troops, and guns, they could bring to her support, and in spite of her own heavy battery, she was compelled to surrender. She proved to be the *Salamandre*, a frigate-built ship, mounting twenty-six long twelve and eighteen pounders, and manned with one hundred and fifty men; commanded by a

lieutenant, who was killed in the action, and was bound from St. Maloes to Brest with ship timber.

This was an action of no common merit : it was a remarkable display of valour and perseverance ; and although the assailants failed in a part of their enterprise, it convinced the enemy of the increased difficulty of carrying on their coasting trade, where ships of such force were not safe under their own batteries. The Salamandre took the ground, as did the Constance. Captain Burrowes was killed, and thirteen of his men : many others badly wounded. Captain Thicknesse, on whom the command devolved, used every endeavour to get off the Constance and the prize, but was forced to leave the former to her fate, and set fire to the latter, bringing away all the wounded out of the French ship, and one hundred of the crew of the Constance, which was totally wrecked and destroyed.

We now call the attention of our readers to the affairs of the North Seas and the Baltic, where the politics of Prussia had opened a new scene of maritime warfare. We have already adverted to the miserable state of bondage to which that monarchy had sunk, in consequence of her treaty with France, concluded soon after the disastrous battle of Austerlitz, when she consented to the exchange of the three provinces of Anspach, Bareuth, and Nuremburg, for the Electorate of Hanover. If the Prussian monarch considered this treaty to have been made in sincerity by Bona-

parte, he had soon abundant reason to alter his opinion. But the infatuation of his ministers in plunging him into a war single-handed against France, can only be compared to the treachery of their conduct in making the treaty. Having lost the glorious opportunity of restoring liberty to degraded Europe by joining an effectual alliance with Russia and Austria, Frederick waited until Bonaparte had crushed the coalition, strengthened his frontier by new conquests, augmented his armies by additions to the already enormous population of his empire, enriched his treasury by contributions, and flushed his soldiers by conquest; then came forward, more as a victim to the slaughter, than as a monarch resolved to maintain his rights. In the month of July, Bonaparte having matured his plans, gave the finishing blow to the Germanic constitution, and established on its ruins the famous confederation of the Rhine, of which the Emperor of France was to be the head, the states having among them a force of two hundred and forty thousand men. Prussia was kept quiet with a promise of being permitted to establish herself at the head of a similar confederation in the north of Europe, including the Hans towns. But amidst all these demonstrations of friendship, the Prussian minister at Paris discovered that Bonaparte, in the course of negotiations, had actually offered to restore Hanover to England; and at the same time he had endeavoured to conciliate Russia, by urging her to take

possession of any part of Polish Prussia she might desire. Prussia now began seriously to prepare for war with France: early in October the Prussian army, under the command of the Duke of Brunswick, amounting to one hundred and fifty thousand men, had taken the field on the banks of the Saall, their head-quarters at Naumberg. Bonaparte having now no other enemy to dread in his immediate vicinity, resolved to avail himself of this favourable circumstance, and collecting all his forces, advanced in three divisions, attacked the Prussian flank, killing, wounding, and making prisoners nearly two thousand men, taking thirty pieces of cannon, and gaining possession of Naumberg, with the Prussian magazines. On the sixth day, from what may be considered the commencement of the campaign, the fatal battle of Jena took place, and the Prussian monarchy for the time was annihilated. From this period the north of Germany was overrun by the French army, and the whole continent, from the Weser to the Vistula, fell into their hands, with the exception of the Danish peninsula. How awful and sudden was this retribution; and what a lesson does it afford to politicians who endeavour to conciliate an unprincipled conqueror, by becoming his willing instruments of base aggression!

The Mediterranean fleet was at this time under the command of that distinguished officer, Vice-admiral Lord Collingwood, who had succeeded to it by fair inheritance, on the death of his friend, the

immortal Nelson. The Mediterranean was still a station of great importance, the principal part of the enemy's naval force being in the ports of Cadiz, Carthagená, and Toulon.

Cadiz, which still contained the sad remains of the fatal day of Trafalgar—the fugitive ships of the combined fleets—was blockaded by Collingwood in person, with a squadron of ten sail of the line: in Carthagená there were eight sail of Spanish line of battle ships ready for sea; Toulon had a strong squadron preparing to sail. There were also at that port three ships of the line on the stocks. The movements and preparations of the enemy in all these ports were strictly observed by our frigates, the captains of which made the most accurate reports to the Commander-in-chief.

We have already noticed the resources which France drew from her coasting trade in the Mediterranean, both as to seamen and revenue. Her foreign commerce being destroyed, this became her next great nursery. In the earlier period of the war, when our ships had full occupation in cruising for the enemy at sea, we scarcely attempted to annoy them in-shore; but when the ocean was cleared of their flag, our officers naturally resorted to the coasts and harbours for prizes, and these were found to yield a plentiful reward, although obtained with very considerable danger. The European coasts of the Mediterranean had for ages been subject to the incursions of the Barbary states. Hence the erection of strong towers

on every point or inlet, to defend the merchant or the agriculturist from their depredations. These towers had obtained the name of Martello, and have been before mentioned in the second volume of this work. Vessels seeking their protection anchored as close as the nature of the land would permit, securing themselves with strong halsers made fast to the shore in every direction, and not unfrequently with one to the keel, which being unperceived by the assailants, in many instances gave rise to fatal consequences, stopping the vessel under fire after she had been boarded, and every other mooring cut away. These remarks become necessary, as we have now to detail an entire new species of naval war. The most daring acts of intrepidity were daily performed by our officers in every part of the shores of France, Spain, and Italy. The kind of vessels in which the trade was carried on in these countries we have already described in p. 169 of vol. iii. No part of the voyage, or very little of it, was performed in the night; nor did they attempt to run in the day, unless the signal-posts announced the coast to be clear of enemy's cruisers. The signal was invariably made at daylight, and it is wonderful, considering the length and the celerity of the communication, which extended from Corfu to Estepona, that our ships could ever get within gun-shot of the enemy, who moved in large convoys, escorted by gun-boats, and heavily armed vessels. If a British cruiser appeared, the trade

ran for the land, and the gun-boats covered their retreat; but frequently the whole were captured. The shore of the Mediterranean is usually high, affording excellent situations for signal-posts. The hills were occupied by corps of Douaniers, gens d'armes, cavalry, and infantry, which, together with the armed crews of the merchant vessels, formed a powerful body, and sometimes rendered their positions nearly impregnable. The intrepidity of our officers, and the skill which they gradually acquired in pilotage, overcame all these obstacles. One spirited enterprise stimulated to another; and we shall soon shew, that the trade of the Mediterranean in the latter part of the war, was safe in no ports but such as were calculated to sustain a regular siege. The celerity of our movements from one place to another, obliged the enemy to supply large bodies of cavalry and infantry to protect their coast; but even these were often defeated, or only arrived in time to see their batteries destroyed, their guns spiked, and their magazines blown up; while the victorious British sailors, with animating cheers, towed their prizes out to sea, or proceeded to the attack of another port. The best commentary on this state of things is the history of the naval transactions in these seas, to the detail of which we now proceed.

In April, 1806, Captain Prouse, of the *Sirius*, of thirty-six guns, stationed to the eastward of Civita Vecchia, having heard that an enemy's force was about to proceed from that port to Naples, made

all possible sail to intercept them. On the 17th, at four o'clock in the afternoon, he saw them, formed in compact order, having taken up a judicious position, within two leagues of the Tiber, and near a dangerous shoal, to await the attack of the British frigate. An action commenced at seven o'clock, within pistol-shot, and lasted two hours, when the French Commodore hailed to say he had surrendered: the rest of the squadron escaped, the *Sirius* being too much disabled to pursue them, and the darkness of the night, and the shoals favouring their retreat. The vessel captured was called *La Bergere*, mounted eighteen long eighteen pounders, and one thirty-two pound carronade, with a complement of one hundred and eighty-nine men. The others were *L'Abeille*, of eighteen twelve pounders, two thirty-six pounders; and one hundred and sixty men; *La Legere*, twelve nine pounders; *Le Janus*, twelve nine pounders; which, with five heavy gun-boats, and the advantage of local knowledge, made a force in that smooth water, far exceeding that of one of our largest frigates. The *Sirius* had one officer and eight seamen killed, and twenty seamen and marines wounded. The whole of this affair was highly creditable to the professional character of Captain Prouse.

On the 10th of April, the *Renommé*, of thirty-eight guns, Captain Sir Thomas Livingstone, and the *Nautilus* sloop, were watching eight sail of the line in the port of Carthage, when two of



them, and a frigate, came out and chased them off towards the Barbary shore near Oran. This was intended to facilitate and cover the departure of a convoy which sailed at the same time from Carthage, and ran to the westward, under the protection of a brig of war. Sir Thomas Livingstone comprehending the intention of the enemy, sent the *Nautilus* to communicate with Lord Collingwood, while he proceeded in the *Renommé*, in search of the brig and her convoy. He fell in with them off Cape de Gat, under a battery, the guns of which were soon silenced, the brig's main-mast shot away, and she brought out a prize. She was a vessel of war of twenty guns, and one hundred and thirty men, called *La Vigilantia*: the convoy being all small vessels, were hauled up on the beach; and it was not deemed worth the trouble or expense of time to attack them. In the following month the boats of the same frigate and the *Nautilus*, conducted by lieutenants Sir William Parker and Charles Adams, first and second of the *Renommé*, boarded a Spanish armed schooner, under Torre de Viagas, and although she was protected by batteries, boarding nettings, and guards of soldiers, they obtained possession, and brought her out. She mounted nine guns of heavy caliber.

In the early part of this chapter we have given a sketch of the military movements of the French and Austrians in Italy, under the command of Massena and the Archduke Charles—the evacuation of Italy by the latter—his retreat into Car-

niola—and the landing of twenty-four thousand men of the Anglo-Russian army in the Bay of Naples.

The treaty of neutrality, concluded between France and Naples, in September, 1805, had been interrupted. The ships of Great Britain and Russia appeared in the Bay of Naples on the 20th of November, and landed a body of fourteen thousand troops, under General Lasey. The French ambassador immediately demanded his passports, and quitted the place.

The British forces consisted of ten thousand men, under the command of Sir James Craig: they landed at Castel a Maré, and were cantoned in the neighbourhood of that place and Torre del Greco. Bonaparte, in consequence of these measures, declared that the Neapolitan dynasty had ceased to exist. The Emperor of Russia soon after sent an order to withdraw his army from that country.

The British troops, unable to remain without their auxiliaries, quitted the Continent, and Sir James Craig retired with his army to Sicily. The King of Naples was again driven from his throne, in consequence of which the country was in the hands of the French, and Sicily alone remained to give him shelter. The Calabrian army was dispersed. A British squadron, as usual, attended, to afford succour and protection during all these disasters. Captain Sotheron, of the *Excellent*, of seventy-four guns, had the direction of this force,

which he conducted until relieved by Captain Sir S. Smith, in the *Pompée*, of eighty guns. The unhappy and disheartened Neapolitans considered all resistance to their invaders entirely hopeless; and that the progress of the French army was irresistible. Gaeta, however, still held out. The fortress was commanded by His Serene Highness the Prince of Hesse Philipsthal. Sir Sidney relieved the wants of the garrison; while the enemy redoubled their fire on the breach as the supplies went in; but the courage of the governor and the troops rose with the assistance which they received. Four of the lower-deck guns of the *Excellent* were sent on shore, and being placed in battery returned the fire of the besieging army. The *Intrepid*, of sixty-four guns, brought a second convoy, with farther supplies, and the French were in their turn compelled to act on the defensive. Captain Richardson, of the *Juno*, of thirty-two guns, was ordered to remain in co-operation with the Prince of Hesse, having also under his orders a Neapolitan frigate, and eight gun-boats. Sir Sidney having thus provided for the safety of Gaeta, took with him the *Pompée*, of eighty; *Excellent*, seventy-four; *Athenienne* and *Intrepid*, of sixty-four guns each; and proceeded to Naples, where he found the city illuminated in honour of Joseph Bonaparte, who had been proclaimed king of the two Sicilies. The *Eagle*, of seventy-four guns, having joined the British force, Sir Sidney had with him five sail of the line, with which, he observed, that "he might

have easily interrupted their festivities ;” but as it would only have reduced the city to ruins, and destroyed the innocent inhabitants, he very wisely and humanely, according to his invariable practice, spared the destruction of human lives, when the sacrifice could not further the common cause. He, however, summoned the island of Capri, which not complying with his demands, he directed Captain Charles Rowley, in the *Eagle*, to cover the landing of the marines and seamen. After an hour’s cannonading from the *Eagle*, which was placed within musket-shot of the works, the enemy’s fire began to abate, and Lieutenant W. F. Carrol, and Captain Stannus, of the royal marines, landed, and mounting a steep staircase in face of the enemy, gained the heights, where the governor fell dead under the sabre of Captain Stannus. The garrison immediately capitulated ; and the troops being allowed to march out with the honours of war, passed over to Naples.

In the mean time, Captain Richardson, in conjunction with the Prince of Hesse, made two sorties from Gaeta with very considerable success, and the Neapolitan navy distinguished itself.

In July, 1806, Major-general Sir John Stewart, who commanded the British army in Sicily, for the protection of that island and the neighbouring kingdom of Naples, crossed over into Calabria, with a body of near five thousand troops, including artillery. Landing in a bay in the gulf of St. Euphemia, he attacked General Regnier, who was

encamped near the village of Maida with nine thousand men. He completely overthrew him, taking, killing, and wounding, near five thousand of his troops, with the very small loss on our side of forty-five killed, and two hundred and eighty-two wounded. Such was the famous battle of Maida, in which the navy had no other share than that of landing the supplies, being ready to cover the retreat in case of need, and receiving on board the wounded men and prisoners. Sir Sidney Smith had arrived at the anchorage the night before the action, which took place too far inland to admit of his being present. Captain Edward Fellowes, of the *Apollo*, had with his ship been attached to the army by command of the Rear-admiral, and was very honourably mentioned in the dispatches. This brilliant victory was of important consequence to the cause of the allies: Cotrone immediately surrendered to the naval and military force of Great Britain; and the French army evacuated Upper and Lower Calabria, leaving those countries once more to the government of their lawful sovereign. Captain William Hoste, of His Majesty's ship *Amphion*, and Lieutenant-Colonel M'Leod, of the 78th regiment, were the officers who conducted the attack, and received the capitulation of Cotrone: but neither the reduction of this place, nor the victory gained at Maida, could save the Calabrians from the power of the French arms. Sir John Stewart returned after his victory to the island of Sicily, leaving a garrison in the fort of

Sylla, and having possession of Messina, at the north-east point of the island: he also occupied the pass of the Faro.

Sir Sidney Smith made good use of the command of the sea, by transporting supplies and bodies of the insurgents, from one part of the coast to another, and cutting off the intercourse of the enemy, whose artillery could be moved only by water, the roads being impassable for heavy carriage. His utmost exertions, however, did not save the fortress of Gaeta from falling into the hands of the French. The gallant Prince of Hesse Philipsthal having been wounded, was compelled to retire; and his successor, Colonel Hotz, though a brave soldier, seeing himself without a hope of saving the place, surrendered: thus the south of Italy again became a prey to foreign invasion, civil discord, rapine, and murder. The royal family retired to Sicily, and their existence seemed to depend on the presence of their British allies.

Our readers will recollect, at the surrender of Malta, the capture of a sixty-four gun ship, called the *Athénienne*: she was taken into the British service, and having had a thorough repair in England, returned to the Mediterranean station in 1806, commanded by Captain Rainsford. On the night of the 20th of October, she was running at the rate of nine miles an hour, between Sardinia and the coast of Africa, being bound to Malta with specie, and some troops. At half-past nine, in the evening, she struck on a reef of rocks called

the Esquerques, or Skerki, and in less than five minutes, filled up to the orlop-deck; in five minutes more her masts fell over the side. Two cutters and the pinnace, lying on the booms, were stove by this accident; the barge, which they had hoisted out and were towing astern, was swamped by too many people crowding into her; two jolly-boats and a gig were got out, and the launch was striking heavily on the ship's booms, while the people were sinking and drowning in all directions. The ship which on first striking heeled over on her starboard side, suddenly righted, and fell over to port. The sea then rose to the middle of the quarter-deck, and broke violently against the wreck. Nothing was now to be heard but the shrieks of the drowning, and wailings of despair. The man who would courageously meet death at the mouth of the cannon, or the point of the bayonet, is frequently unnerved in a scene like this, where there is no other enemy to contend with but the inexorable waves, and no hope of safety or relief, but what may be afforded by a floating plank or mast. The tremendous shocks, as the ship rose with the sea and fell again on the rocks, deprived the people of the power of exertion; while at every crash, the shattered hull, loosened and disjointed, was scattered in dreadful havoc among the breakers. Imagination can scarcely picture to itself any thing more appalling, than the frantic screams of the women and children, the darkness of the night, the irresistible fury of the

waves, which at every moment snatched away a victim; while the tolling of the bell occasioned by the violent motion of the wreck, added a funereal solemnity to the horror of the scene.

The moon gave but little light, and that at intervals. Darkness was scarcely relieved but by the flashes of the signal guns, the livid glare of the blue lights, or the streams of fire from the rockets as they darted into the air; signals of distress, alas, unavailing! as no human aid was near. The only boat on board was the launch, which could not contain above a fourth part of their number. This boat about eleven o'clock was crowded with people, and a heavy sea lifted her off the booms, clear of the ship. Three loud cheers succeeded this slender relief, and the gallant men in the boat came under the stern, to save, if possible, more of their shipmates, who in that hope threw themselves into the sea from the poop, which was crowded with people. Nine of them were picked up, but the officers in the boat, perceiving the impossibility of her containing any more, pulled away to a safer distance, long listening to the cries of their drowning companions, and of the sad group huddled together on the poop and taffrail, the only place of refuge left to them, and that rapidly giving way to the overpowering element. At twelve o'clock as the moon sunk below the horizon, they took the last glimpse of the Athenienne, with three hundred and fifty officers and men clinging to the wreck, and prolonging a hopeless and painful existence.



Nor was the situation of those in the boat yet free from peril: the launch had neither sail, bread, nor water, on board. There was a compass, and for a sail the officers displayed their shirts, and the seamen their frocks. On the following morning they fell in with a Danish brig, which relieved in some degree their urgent necessities. Lieutenant John Little, a passenger in the Athenienne, with a party of seamen, went on board of her to return to the wreck, and to endeavour, if possible, to save some more of their unfortunate shipmates: this generous attempt was frustrated by violent and adverse winds. On the 21st, in the evening, the launch arrived at Maretimo, and the next day at Trepani in Sicily. On the 24th she reached Palermo, where the news of the event had been conveyed to Sir Sidney Smith, by means of a letter which had been written from Maretimo. The Eagle, of seventy-four guns, was instantly ordered to the Esquerques, but returned with the certain intelligence, that all, except two men left on the wreck, had perished. These poor fellows, who had been picked up from a raft by some fishermen, related, that the poop separated about eleven o'clock, on the morning after the launch left them; that themselves and ten others embarked on it, but that they had all been washed off, or died, except the two. There were two other rafts, on one of which there were three warrant officers, and on the other Captain Rainsford, Lieutenants Swinburne and Salter, and a

great many people; but those upon it being half-leg deep in water, and unable to disengage it from the rigging, with which it was attached to the ship, every one perished.

The number on board before the accident was	..475
Saved in the launch, jolly boats, and gig.....	122
Picked up off the raft .....	2
	<hr/>
Lost.....	351

The existence of the Esquerques had long been doubted by some, and as positively asserted by other, experienced officers in the Mediterranean. They must, however, have been accurately laid down, as Captain Rainsford observed one moment before the ship struck, "If the Esquerques do exist, we should now be upon them."

The true bearing, by the most accurate survey, now in the Admiralty, is N. by W.  $\frac{1}{4}$  W. from Cape Bonn, distant forty-five miles; from Cape Spartevento, in Sicily, S.E.  $\frac{3}{4}$  E. distant one hundred and eleven miles; and from the island of Maretimo, W. by S.  $\frac{1}{4}$  S. sixty miles.

When the squadron, which was defeated by Sir John Duckworth, in 1806, first put to sea from Brest, in December of the preceding year, it was accompanied by another, under the command of Admiral Willaumez, whose destination was long unknown. The united number of ships amounted to fifteen sail of the line, six frigates, and four corvettes. Soon after their sailing the ships separated: the division under the orders of Rear-

admiral Lesiegue, went to the West Indies, where we have recounted its motions; that under Admiral Willaumez, was probably intended to reinforce the Cape of Good Hope. His arrival in its neighbourhood was proved by the capture of the *Volontaire*, and the testimony of the merchant vessels which had seen him: touching at the island of Ferdinand de Noronha, Willaumez learnt that the Cape had fallen into our hands; he therefore changed his route, and steered for St. Salvador, in South America, whence, after having taken in a supply of water and provisions, he steered for Martinique, with six sail of the line and one frigate, which outnumbered our squadron on that station. Sir Alexander Cochrane, having with him only four sail of the line, kept sight of his rival, and on the sailing of Willaumez from Martinique, followed him to the northward, without any intention of bringing him to action, unless he should meditate an attack on our islands. In passing St. Thomas's, another French ship of the line joined their squadron, with three frigates.

Having traced them as far as Porto Rico, the Admiral left two frigates to watch their motions, and returned to Tortola. Sir J. Warren arrived at Barbadoes on the 12th of July, with a squadron of six sail of the line: he had been dispatched with all possible diligence, from England, the moment the accounts arrived, that Willaumez had moved to the northward of St. Salvador. Another squadron of five ships of the line, under the command of Rear-admiral Sir Richard Strachan, was sent in quest

of the same enemy ; and a third under Sir Thomas Louis. Thus pursued abroad, and the ports blockaded at home, the French Admiral considered his safety would be best secured by separation. He detached in the *Veteran*, of seventy-four guns, Jerome Bonaparte, the younger brother of the emperor, who, falling in with the Quebec convoy, under the protection of the *Champion*, of twenty-four guns, captured six sail of them, which he burnt. Approaching the coast of France, in the latitude of Belleisle, he was chased by the *Gibraltar*, of eighty-four guns, and was so fortunate as to find his way into the little port of Concarneau, in Brittany, close to the Glenan Islands, into which no ship of the line had ever been before. The *Veteran* ran on the beach, and there remained for some time. Jerome, happy in thus escaping from his pursuers, resolved to trust his fortune no more on the ocean ; and his brother, the emperor, established him in the splendid palace of the Landgrave of Hesse, in the beautiful city of Hesse Cassel. It is related of Jerome, that, having taken a British transport, he conversed on terms of familiarity with the captain ; told him what great things his brother, the emperor, intended to do for him ; that he should soon be a king ; but, he added, laying his finger on the map of England, "This is the country I mean to be king of, and, rely on it, I shall !"

Willaumez, after parting with the *Vétéran*, encountered a hurricane in the gulf of Florida : his ship the *Foudroyant* was dismasted, and reached

the Havannah with much difficulty, after a severe action with the *Anson*, of forty-four guns, commanded by the gallant and unfortunate Captain Lydiard, who drove him for protection under the guns of the Moro Castle. The *Impetueux*, of seventy-four guns, dismasted and disabled, bore away for the Chesapeake. On the 14th of Sept. she fell in, off the Capes of Virginia, with the *Belleisle*, of seventy-four guns, commanded by Captain William Hargood; the *Bellona*, seventy-four; and *Melampus*, frigate. These ships had been separated from the squadron under the command of Sir Richard Strachan, and were looking for him when the *Impetueux* appeared. She no sooner saw our squadron than her captain ran for the land, and laid his ship on shore within a mile of the beach. Captain Hargood anchored near her, took out the prisoners, and directed Captain Poyntz, of the *Melampus*, to burn her. From the French captain they learnt that the squadron of Willaumez, after the *Veteran* had parted company, consisted of the *Foudroyant*, eighty; *Patriote*, seventy-four; *Eole*, seventy-four; *Cassard*, seventy-four; *Impetueux*, seventy-four; and *Valeureuse*, frigate. We shall conclude the adventures of these ships in another chapter.

The gale, which had disabled the French squadron, did considerable damage to that of Sir Richard Strachan, who was compelled to run to Halifax for new masts and yards.

The union of interests between Napoleon and

America grew more intimate as the former advanced to arbitrary power; and consequently the presence of a British naval force became more necessary on that coast. The nature of the contest in which we were engaged with our implacable enemy, rendered it next to impossible not to give offence to America, the most active and successful of all the agents and carriers of the French colonies. Their vessels and cargoes were not the only objects of our search. The British seamen by which they were conducted were forcibly taken away; and, in some instances, real Americans may have been included in the impress. This was unavoidable on our part; and, we maintain, not a fair cause of hostility on the part of America. The orders in council, to which we have so often referred, tended very little to allay the ferment. When the colonial produce of the enemy is permitted to be imported into the mother country only by paying a duty to the government of the neutral state, to whom the carrier flag belongs, we cannot suppose the arrangement would be very permanent. The government which framed this order was not long insensible of its utter inutility: the Americans, and all neutral nations, took the advantage of it; and we discovered that we had given up our maritime rights, and permitted the trade of the enemy to enter any of their ports not blockaded. The order of 1801 was then revoked; America became discontented, and passed her non-importation laws. The stoppage of their

trade by our ships of war became in consequence still more frequent, until a national animosity was engendered against us, which finally produced a bloody and a useless war—useless, since it left the questions precisely where it found them. The real cause of our hostility with America was a desire to enrich herself at our expense, by her vessels becoming the carriers of the colonial produce of our enemies; by supplying them with warlike stores, and by the scandalous forgeries of certificates of naturalization, which it is well known could be purchased at any time in America by our seamen, or on board of her merchant ships for a dollar, if not given gratis. The right of search *we never can concede*, nor the right of taking our seamen wherever we find them.

The first and most unfortunate circumstance which attended this state of things occurred off New York, where the Cambrian, of forty guns, and Leander, of fifty, were ordered to cruise in search of the enemy's ships, and also to examine the cargoes of such merchant-vessels of any nation as might be passing to or from the ports of the United States:

The Leander was commanded by Capt. Henry Whitby, a young officer of talent and strict honour. He had been ordered by Captain Beresford, of the Cambrian, to gain intelligence of what was passing in the port of New York. In the performance of this duty, Captain Whitby made a

point of not infringing the neutrality, by firing at any vessel or using any force within the buoys laid down on the coast to mark the dominion of the American government. On the 25th of April, 1806, Captain Whitby had gone at half-past two p. m. to dine on board the Cambrian; while there several coasters were fired at by that ship and the Leander, to bring them to for the purpose of examination. This was not done within the limits, but at a distance of from five to seven miles from the shore. In performing this service a shot was fired from the Leander, when Captain Whitby was not on board of her, which, passing over the deck of a schooner, killed, or was declared to have killed, a man named John Pearce: whether the assertion was true or not, and without taking much pains to come at the real fact, a proclamation was issued by Mr. Jefferson, forbidding the entrance of the Leander into the American ports. Captain Whitby was rashly and intemperately accused of having "wilfully and of malice aforethought," murdered a man whom he never saw nor heard of, and whose death, if it really happened at that time, was never satisfactorily proved. Mr. Jefferson went with the stream, and complied with the popular fury. Public dispatches, containing false depositions and gross misrepresentations, were transmitted to the British admiral at Halifax. On these documents, without a witness to substantiate the charge, Captain Whitby was soon



after ordered to England, placed under an arrest, and informed that he was to be tried by a court-martial for "wilful murder." By numerous vexatious delays on the part of his accusers, the trial was put off; but he was at length brought to a court-martial, in the month of April following, and after a patient investigation, fully acquitted. On these simple facts, it must be evident that the whole was a scandalous conspiracy, concerted to favour the views of a popular candidate for the office of President. One conclusion of two the impartial reader must come to: either that John Pearce was not killed, or that the vessel was loaded with enemy's property, and the master, unwilling to submit to inspection, made his way into New York. No British officer ever saw the body of John Pearce; nor did any formal process ever verify the fact. The elegant defence of Captain Whitby, while it carries conviction of his innocence, gives so just a picture of the public feeling in the United States against this country, that we regret we cannot insert the whole of it,\* though we earnestly recommend it to the perusal of every young naval officer and true friend to his country.

The recovery of some portion of the West India Colonies, or the destruction of our own, was the constant object of Bonaparte to the last moment of his political existence. Such was the

\* It is to be found in the Naval Chronicle of 1807, and Ralfe's Naval Chronology, vol. ii.

opinion of the Earl of St. Vincent, who addressed the following letter to one of his Majesty's ministers :

*Raim House, Nov. 30th, 1806.*

SIR,

It is evident that Bonaparte has in his mind's eye the recovery of St. Domingo from the Blacks, and that he will feed the garrison from time to time with European troops. From the numbers of Germans and Poles found in the frigates captured by Sir Samuel Hood, it is probable they were bound thither; for it has been his constant maxim to employ foreigners in the French colonies. I therefore think that the commanders of our squadrons in the West Indies should be instructed to keep a watchful eye on the north side of Porto Rico and the Mona passage. Sir Alexander Cochrane no doubt keeps a cruiser off Deseada, which is the land they always make if they do not touch at Martinique: there have been instances of their going to Cayenne for refreshments and intelligence, after a long and circuitous passage.

It has been invariably remarked, that after every signal defeat of the enemy's fleets they have always redoubled their efforts, and turned their naval resources to small expeditions, composed of light squadrons of frigates, with troops, and a small body of artillery.

Captain G. C. Mackenzie, of the *Wolfe*, sloop of war, on the Jamaica station, captured two large privateers after a smart action: Captain C. B. H. Ross, in the *Pique*, of thirty-eight guns, captured the *Phaeton* and the *Voltigeur*, two brigs of war, of sixteen guns and one hundred and twenty men each; and the boats of the same ship, under the command of Lieutenant Ward, boarded and carried a Spanish armed schooner of one nine-

pounder and thirty men. The action which the two brigs sustained with the frigate was highly creditable to them: they did not surrender till cut to pieces, with one half of their crew killed or wounded. The Pique lost her master, had eight men killed, and fourteen wounded. Lieut. Ward was promoted to the rank of commander into one of the brigs.

Captain Charles Brisbane, of the *Arethusa*, of thirty-eight guns, having the *Anson*, of forty-four guns under his orders, attacked a Spanish frigate, lying near the Moro Castle, off the Havanna: although defended by a fort, and assisted by twelve gun-boats, each carrying a twenty-four pounder and one hundred men, Capt. Brisbane and his brave associates succeeded in taking the frigate, destroying the gun-boats, and silencing the fort. "The line of defence," says Captain Brisbane, in his letter to Vice-admiral Dacres, "certainly appeared formidable, added to a lee shore; but well knowing the able and gallant support I should meet with from Capt. Lydiard, I decided instantly to attack the enemy in their strong position, and bore up for the purpose, having previously passed a bower cable through the stern port." At ten o'clock he anchored the *Arethusa* close alongside the *Pomona*, in one foot water more than his ship drew: the *Anson* on the larboard bow of the *Arethusa*. The action lasted thirty-five minutes, when the frigate struck her colours; three of the gun-boats blew up; six of

them were sunk; and three went on shore in the breakers. The enemy now began to fire red hot shot, which set the *Arethusa* on fire; but the flames were soon extinguished, and a tremendous explosion at the castle, whence the annoyance proceeded, announced some melancholy catastrophe: its firing ceased; and the *Pomona* (so the Spanish frigate was called), was brought out and conducted to Port Royal. The *Arethusa* had two men killed, and thirty-two wounded; the *Anson* none killed or wounded. The Spanish frigate had twenty men killed and thirty-two wounded: she had on board a considerable quantity of plate and merchandise.

The Captains J. R. Dacres, George le Geyt, and Samuel Chambers, commanding the *Bacchante*, *Stork*, and *Port Mahon*, were very successful in destroying and capturing the trade and privateers of the enemy, in the ports of St. Domingo and the adjacent seas.

The *Wolf* sloop of war, under the command of Captain G. C. Mackenzie, went into Port Azarades, and attacked two French privateers, both of which, after an action of one hour and fifty minutes, she took: one was called *Le Napoleon*, mounting one long eighteen pounder, four brass six pounders, and had eighty men; the other, *Le Regulateur*, mounted a long nine pounder, two twelve pound carronades, two fours, and sixty-six men. The great merit of this action consisted in the difficulty of getting the sloop of war near enough to engage,

from the intricacy of the shoals with which the enemy's schooners were surrounded. The Wolf had two men killed and four wounded.

Captain Charles Dashwood, in the *Franshire*, of thirty-six guns, having heard of a Spanish vessel of war lying off the town of Campeachy, carried his ship as near to the coast as her draught of water would admit, and anchored in a quarter-less four fathoms, five leagues from the shore. He then dispatched his boats under the command of Lieutenants John Fleming and P. J. Douglas, and H. Mends, of the Royal Marines, with a party of volunteers, who, after rowing a whole night, found themselves at four in the morning, in the midst of a Spanish force, consisting of two brigs of war, of twenty guns and one hundred and eighty men each; one of twelve guns and ninety men; an armed schooner of eight guns, and seven gun-boats, with two guns each. On perceiving our three boats, the whole of this little squadron slipped their cables, and went in pursuit; but Lieutenant Fleming, with heroic presence of mind, laid his boat alongside of one of the brigs, which was prepared for his reception, by having her boarding nettings triced up, and her sweeps run out to prevent his approach. Lieutenant Douglas instantly followed, and both were in a very few minutes in possession of their prize, the enemy pursuing and firing at them with great impetuosity. The British sailors, by superior seamanship, foiled them in every attempt, and brought the vessel out

in triumph. She proved to be the *Raposa*, pierced for sixteen guns, but mounting only twelve, with a complement of seventy-five men. Only seven Englishmen were slightly wounded in this daring enterprise. One officer and four men were killed on board the enemy; many of her men jumped overboard and were drowned; and the commander and twenty-five men were wounded.

In the month of August, Captain James R. Dacres, of the *Bacchante*, of twenty guns, reconnoitring the harbour of Santa Martha, saw a brig and two feluccas lying there, which he determined to take; sending his boats in for that purpose under the command of Lieutenant Norton. This gallant young officer, in defiance of the heavy fire of the fort; the beach lined with musketry, and the vessels, boarded and took them all, driving their crews for shelter to the shore. Two of the vessels had their sails unbent, which detained the boats four hours longer under the fire of the batteries; but they returned to the ship with their prizes, and had not a man hurt.

Among the brilliant displays of valour and seamanship in the West Indies, that of Lieutenant Michael Fitten deserves to be noticed.

This officer, acting only in the command of the *Pitt*, a schooner mounting ten eighteen pound carronades, and two long six pounders, with a crew of fifty-four men and boys, fell in with the *Superbe*, a French privateer, or, more properly speaking, a pirate, commanded by a man named

Diron; a noted character in these seas, famed for his depredations on the trade of every country, no matter whether friends or foes: his vessel mounted fourteen guns, and had ninety men. Mr. Fitten, aware of the force and character of his enemy, was perfectly prepared for the worst, and made all sail in chase, out of Cape Nicholas Mole. The privateer, with two prizes, was steering for the harbour of Baracoa, in Cuba. Coming up with him off the harbour's mouth, a sharp action ensued, which lasted near three quarters of an hour, when the Pitt being much disabled, the Superbe for a time escaped from her. There were four or five privateers of the same flag lying in the harbour; but these people never assist each other, unless impelled by the prospect of gain. Mr. Fitten repaired his damages, and renewed his pursuit, which, after nearly three days and nights, terminated by his driving on shore and totally destroying the vessel, bringing away the colours and some other articles, as trophies of his victory: the captain and greater part of the crew escaped to the shore; but on her decks were found several dead, and many mortally wounded. This vessel had done great injury to our commerce; and Mr. Fitten was highly commended by Admiral Dacres for his brave and zealous conduct.

In the month of August, Rear-admiral Dacres having learnt that the enemy had collected a number of small vessels at Batibano, detached the Captains Le Geyt and Rushworth in the Stork

and Superieure sloops of war, with the Flying Fish and Pike schooners, to bring them out. The whole enterprise was crowned with complete success. Captain Le Geyt finding, on reaching the isle of Pines, that the Stork could not, from her draught of water, approach nearer than thirty leagues of the port, detached Captain Rushworth in the Superieure, with the two schooners, and a party of seamen and marines from the Stork, to carry the Admiral's orders into execution. On the 25th of August, Capt. Rushworth and his little squadron parted from the Stork; and on the 3d of September, finding from calms and baffling winds that they could not bring the vessels nearer to Batibano, he landed with a party of sixty-three men, ten of which he left to guard the boats, and boldly advanced with the others to attack a battery two miles distant: marshy ground obstructed their progress; and a party of the enemy's soldiers concealed themselves in the thick bushes, which lay in their road; but these were quickly dislodged and put to flight, leaving two of their party dead and one wounded. The situation of our people now became desperate: the whole country was alarmed; the regulars and the militia were under arms, assisted by the crews of the vessels in the bay: to retreat was impossible; safety only was to be expected from the most desperate measures. Captain Rushworth, at the head of his men, started forward, and in the midst of a volley of great guns and small arms, mounted



the enemy's walls, and carried the fort in three minutes : here they found six eighteen pounders, on traversing carriages, which they spiked, and then proceeded to take possession of the vessels, which consisted of one felucca, pierced for fourteen guns ; a schooner, pierced for twelve ; and a French privateer, of four guns ; with three other Spanish vessels, of one gun each, and six vessels with cargoes. The loss on our part, was one man séverely wounded, that of the enemy very considerable.

Captain Chambers, in the Port Mahon, a brig of sixteen guns, having chased a Spanish letter of marque into the harbour of Banes, sent in his boats under the command of Lieutenant John Marshall, who boarded and brought her out, though lying under the protection of a battery. She was called the San Josef, was richly laden, mounted one long eighteen pounder, a midships four twelve pound carronades, and two four pounders, with thirty men, who were all on deck, and well armed, prepared to defend their vessel to the last. It is remarkable that though the oars were broken, and several shot struck the boats, not an Englishman was hurt in this daring enterprise.

In the third volume of this work, we briefly noticed the second capture of the Cape of Good Hope, by the British land and sea forces, under the command of Captain Sir Home Popham, and Major-general Sir David Baird. Captain Popham remained senior officer at the Cape of Good Hope.

While lying in Table Bay with his squadron, a French frigate was seen coming in, the captain of which was quite ignorant that the place had changed masters; the forts still retained the Dutch colours, which were also displayed by his majesty's ships. The frigate at 12 o'clock passed within hail of the Diadem, when Sir Home, having the *Raisnable*, of sixty-four guns, and *Narcissus*, outside of him, and under sail, hoisted the British colours, and commanded the Frenchman to strike, which he immediately did, and was taken possession of. She was called *La Volontaire*, one of their largest class frigates, mounting forty-six guns, with a complement of three hundred and sixty men; in her were also re-captured a detachment of the fifty-fourth regiment, consisting of two hundred and seventeen men, which she had taken in transports in the Bay of Biscay.

On the 26th, Captain John Stiles of the *Adamant*, of fifty guns, arrived in False Bay, at the Cape, with the Spanish ship of war, *Nuestra Senora de Los dolores*, mounting thirty guns, and carrying three hundred and fifteen men. This ship had been fitted out in the Rio de La Plata, and manned with a desperate gang, collected from all nations.

The officers of the *Terpsichore* of thirty-two guns, Captain Walter Bathurst, performed a piece of service, which may justly rank in the highest class of naval enterprise.

A French corvette, called *La Turliviette*, pierced for eighteen guns, two only mounted, and having on board a half cargo of coffee, was moored under the forts, and secured by halsers to the shore, in the port of St. Denis, in the Isle of Bourbon. She was guarded by an armed ship, and several small craft; field-pieces were brought down to the water side, where troops, riflemen, and her own crew, awaited the expected attack.

Lieutenant Augustus L. R. Collins, of the *Terpsichore*, Lieutenants Laurence and Sweet, of the royal marines, Robson, Orlebar, Aplin, and Wormold, midshipmen, with a party of seamen and marines, ventured in a clear moonlight night to attack this vessel. They were received with volleys of shot and shells, but got on board. Mr. Collins cut her moorings, and loosed the few sails she had bent. It was nearly calm. Mr. Laurence with all the boats took her in tow: his own boat was instantly sunk, himself wounded, and one man killed; he got into the next, which had the same fate, and three men killed; he then with his people jumped into the launch, the only boat remaining, and finally succeeded in towing the prize clear out to sea. This capture was considered by Sir Edward Pellew, as deserving his approbation in public orders.

Captain James Jameson of the Honourable Company's ship, the *Fame*, carrying sixteen guns, and one hundred men, fought *La Piedmontaise*, a French frigate of forty-four guns, and four hundred men, for forty minutes, killing six, and

wounding many more of her people. The *Fame* had one man killed, and five wounded ; but the ship being completely disabled, and without any prospect of escape, Captain Jameson surrendered. His conduct was highly approved by the Court of Directors, and he was soon after intrusted with a much better command.

In the eastern seas, the success of the cruisers was far more conspicuous. Captain Charles Elphinstone, in the *Greyhound*, of thirty-two guns, and Captain T. Trowbridge, in the *Harrier*, of eighteen guns, after having destroyed two Dutch armed brigs, discovered four sail of large vessels, on the 25th July, in the straits of Salayer. Waiting till daylight to ascertain the force of the strangers ; they ran down and discovered one of them to be a frigate, another a sloop of war, and the two others armed ships of eight hundred and five hundred tons burthen. The enemy formed a line to receive the *Greyhound* and *Harrier*, who were very soon in the midst of them, in close action. The Dutch fought for some time with tolerable bravery ; but when Trowbridge saw his friend Elphinstone engaged with the frigate, he ran under her stern, and a-head of her second, engaging on both sides, and raking them with execution ; by such valour and skill united, these two British vessels soon overpowered their enemies. The frigate, and the two large ships were taken ; the brig escaped. The whole of them had on board very valuable cargoes, the produce of the Molucca Islands. The frigate was

called the Pallas, mounted thirty guns. The Victoria and the Batavia were the names of the others. This gallant action terminated with the loss on our side of one man killed, and eleven wounded. The enemy had twelve killed, and thirty-nine wounded : Captain Aalbers of the Pallas died of his wounds soon after his capture.

On the 18th of October, Captain Rainier took a brig from Bantam, and learnt that a Dutch frigate of thirty-six guns, called the Phoenix, was refitting at Omrust ; determined to bring her out, he made sail for that port. On his way thither he fell in with two Dutch brigs of war at anchor ; one of these he captured, the other escaped : the vessel taken was called the Zeerop, of fourteen guns. While employed in securing her, the Phoenix was observed to slip from the road of Omrust, and run for Batavia. The Dutch prisoners informed Captain Rainier, that the Marià, another Dutch frigate, was lying in Batavia roads, manned from the shore, and aware of their approach. The Caroline held on her course, till she discovered the Marià, and with her the William, a sloop of war, and the other brig which had escaped. In spite of all this force, and a swarm of gun-boats, the gallant Rainier selected the Marià as the largest frigate, and consequently the most worthy his attention, for an antagonist ; and with springs on both cables, ran into a very intricate roadstead, sustaining the fire of his numerous adversaries, without returning a shot, until he was within

half pistol shot of the frigate, when he began and continued the action, till the enemy struck. On boarding, she proved to be the *Marià Rygersbergen*, of thirty-six guns, eighteen pounders, and two hundred and seventy men. Unable to effect any farther operations on the other vessels, being fifty-one men short of complement, when he went into action, Captain Rainier brought out his prize, and anchored both ships in the offing.

In this action the Dutch frigate had fifty men killed and wounded, and the loss on board the *Caroline*, was four killed, six mortally and twelve slightly wounded. It is remarkable that after the surrender of the *Marià*, the force which remained, being still sufficient to have destroyed the *Caroline*, preferred running on shore, together with seven merchant ships.

The invasion of the Spanish settlements on the Rio de La Plata, in the year 1806, may be considered as the commencement of a new era in the continent of South America; and to have given another turn and character to the politics of Europe. The capture of the rich settlement of Buenos Ayres seemed at once to open a new source of commerce to the merchants of Britain, then debarred from direct intercourse with their neighbours; and to have threatened the immediate ruin of Spain, by depriving her of the treasures which she drew from her inexhaustible mines in Mexico and Peru. These anticipations have been in a great measure realized: but the enterprise of

Sir Home Popham, undertaken without orders from home, caused very singular and contradictory sensations. From the moment the British flag was seen to wave on the forts of a Spanish colony, their entire separation from the mother country was decreed and it was not long before the flame of liberty spread from La Plata to Florida, and from Valparaiso to Mexico.

We have already observed that Sir Home Popham had been left with the command of his majesty's ships at the Cape of Good Hope. That newly acquired colony was scarcely well secured from insurrection or invasion, when he collected all the forces, both naval and military, which could be spared from it, and taking on board Major-general Beresford, proceeded to St. Helena, where they expected a further reinforcement of troops from the garrison of that island; sailing thence on the 2d of May, they made Cape St. Mary's on the coast of South America, on the 8th of June. Sir Home Popham had preceded the fleet some days in the *Narcissus* frigate. The expedition anchored on that day near the Island of Flores, passed Monte Video on the following day, and proceeded to the south side of the river on which the city of Buenos Ayres is situated. The Rio de La Plata is remarkably shoal; the flats extending so far from its banks, as to render the approach impracticable for large ships, and dangerous for small ones. The attack on the capital was nevertheless determined; the trans-

ports and smaller vessels approached with the troops and artillery. The ships of the line, *Diadem* and *Raisable*, and the *Diomedé* of forty-four guns, being ordered by the Commodore to cruise off Maldonado, and the mouth of the river. The depth of water not admitting of the approach of the *Narcissus*, within less than twelve miles of the town. The expedition anchored, on the 25th of June, off Point Quelmey à Pouichiou, where the army landed in the evening, accompanied by the marine battalion, under the command of Captain William King of the *Diadem*. General Beresford having effected his landing without loss or opposition, found his enemy posted behind a morass at the village of Reduccion, about two miles from the beach. The General advanced until his guns were checked in the bog; and the Spaniards, who had foreseen the difficulty, opened a fire on them. General Beresford finding the artillery could not readily be brought up, advanced without it. The Spaniards, who had two thousand cavalry, fled at the approach of our troops; the British army mounted the hill in spite of all their fire of ordnance and musketry; dislodged the enemy, pursued and drove them to the opposite side of the little river Chuelo, the bridge of which the Spaniards burnt, to secure their retreat; a precaution which gave them very little respite. On the 27th, it blew so hard that no intercourse could be kept up between the fleet and the army; and on the 28th, the British flag was displayed on the



walls of Buenos Ayres. The castle fired a royal salute, which was answered by the ships of the squadron. The governor had capitulated, giving up every thing to the mercy of the captors, who generously restored all the private property to the owners; which, in vessels alone afloat on the river, amounted to one million and a half of dollars. The property taken, belonging to the government, amounted to one million two hundred and ninety-one thousand three hundred and twenty-three dollars, in specie, bonds, ordnance, and other stores. The news of the capture of the colony was received in England with great acclamation, except at the Admiralty. Their Lordships were dissatisfied with the mode of its execution, and disapproved of the conduct of Sir Home Popham, both in diverting the forces from the Cape, and in assuming the rank and title of a Commodore with a Captain under him. Rear-admiral Stirling was sent out to supersede him, and he was ordered home under arrest, to be tried by a court-martial.

Sir Home Popham it appears, had been directed, after having secured the possession of the Cape of Good Hope, to embark as many troops as could be spared, and to send them on to India, under convoy of the *Belliqueux*; and by a subsequent order, he was directed to send home, without delay, all the transports not wanted to go to India. These orders, he positively disobeyed. That he had reason to expect an attack would

soon be made on the Cape, was evident from the capture of the *Volontaire*, which came into the Bay, in perfect confidence that it was in possession of the Dutch, or that the fleet of Admiral Willaumez, to which she belonged, had arrived before her. The approach of this squadron received farther confirmation by the arrival of a whaler, which had seen a number of large ships in latitude  $33^{\circ}$  south, and longitude  $50^{\circ}$  east. On the same day a brig from Toningen reported that she had been boarded by a squadron of French ships of war, in the latitude of  $33^{\circ} 23'$  and longitude  $6^{\circ} 10'$  east. From all the information he could obtain from these sources, he might as justly have inferred, that they were bound to the Cape of Good Hope, as to the Isle of France, or to the West Indies. He received this intelligence on the 10th of March, and on the 13th of April, addressed a letter to Mr. Marsden, the Secretary of the Admiralty, announcing his intention of attacking Buenos Ayres; at the same time that he furnished the most unanswerable reasons why he should have remained on his post, with redoubled vigilance.

After his departure, a circumstance occurred which proved the defenceless state in which he left the colony, as to ships of war, and afforded a strong argument against him at home. The *Canonniere*, formerly *La Minerve*, taken from us in 1803, at Cherbourg, anchored in Simon's Bay, and sent her boat on shore, with an officer and

eight men, who were taken. The forts immediately opened on the frigate with red-hot shot; but she cut her cable and escaped to sea, there being no ship to pursue her.

At that time it was too much the fashion to estimate every conquest by the quantum of British merchandise which the newly acquired subjects might consume. In his letter to the Secretary of the Admiralty, Sir Home says—"I have only presumed to say a few words on the advantages which we may derive by the exports from this country; by the channel of importation which it opens up a navigable river of many hundred leagues, to supply several millions of inhabitants with the manufactures of the United Kingdom; there is, however, another of not less consequence, on any consideration, which is that of depriving the enemy of this most valuable trade, carried on entirely under neutral flags." It was, however, very justly observed in answer to this, that the commerce carried on by neutrals supplied the South American continent from our markets, and brought us hides, tallow, tobacco, and specie in return. Sir Home arrived in England early in 1806; his trial commenced on board the *Gladiator*, in Portsmouth harbour, on the sixth of March.

The names of the officers who composed the Court were—

ADMIRAL WM. YOUNG, President.

Vice-Admiral S. E. GOWER. Vice-Admiral HOLLOWAY.

Vice-Admiral S. B. ROWLEY. Vice-Admiral H. E. STANHOPE.

Rear-Admiral J. VASHON. Rear-Admiral Sir I. COFFIN.

Rear-Admiral Sir RICH. J. Capt. S. H. LINZEE.

J. STRACHAN. Capt. M. SCOTT.

Captain THOS. GRAVES. Capt. Hon. C. BOYLE.

Captain JOHN IRWIN.

MOSES GREETHAM, Judge Advocate.

The order to Admiral Young from the Admiralty was then read, part of which was as follows:—

(COPY.)

ADMIRALTY ORDER.

*By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.*

“Whereas, by an Order, dated the 29th of July, 1805, Sir Home Popham, then Captain of his Majesty’s ship *Diadem*, was directed to take under his command his Majesty’s ships *Belliqueux*, *Raisonable*, *Diomedé*, *Narcissus*, and *Leda*, the *Espoir* sloop, and *Encounter* gun-brig, for the purpose of capturing the enemy’s settlements at the Cape of Good Hope, in conjunction with the troops under the command of Major-General Sir David Baird, which settlements were surrendered to the ships and troops aforesaid, in the month of January, 1806: And whereas it appears, by letters from the said Sir Home Popham to our Secretary, dated the 13th and 30th of April following, that with a view to attack the Spanish settlements in the Rio de la Plata, for which he had no direction or authority whatever, he did withdraw from the Cape the whole of the naval force which had been placed under his command for the sole purpose of protecting it; thereby leaving the Cape, which it was his duty to guard, not only exposed to attack and insult, but even without the means of affording protection to the trade of his Majesty’s subjects, or of taking possession of any ships of the enemy, which might have put into any of the bays or harbours of the Cape or parts adjacent; all which he the said Sir Home Popham did, notwithstanding that he had received previous information of

detachments of the enemy's ships being at sea, and in the neighbourhood of the Cape; and notwithstanding he had been apprized that a French squadron was expected at the Mauritius, of which he informed us, by his letter to our Secretary, dated the 9th of April, 1806, only four days prior to his departure from the Cape for the Rio de la Plata.

“And whereas it appears to us, that a due regard to the good of his Majesty's service imperiously demands that so flagrant a breach of public duty should not pass unpunished: And whereas by our order dated the 28th of July, 1806, Rear-admiral Stirling was directed to send the said Sir Home Popham to England, which he has done accordingly; And whereas Sir Home Popham was on his arrival put under an arrest by our order, and is now at Portsmouth awaiting his trial.”

The prosecution was conducted by, Mr. Jervis, the Solicitor of the Admiralty. It consisted in reading the orders under which his force had been sent out, with the views and intentions of government; and imputing blame to Sir Home for having exceeded his orders and quitted his station.

When this was finished, the prisoner entered on his defence, which occupied three days. Lord Melville, Mr. Sturges Bourne, and many distinguished persons were subpoenaed to give evidence in his favour. At the conclusion he thus addressed the Court:—

“MR. PRESIDENT,

“I here close my defence; and I throw myself upon the wisdom and justice of this Honourable Court; my feelings and my character have suffered severely, but I trust to your judgment to relieve the one, and to rescue the other. If I have, in the exercise of my zeal, exceeded the strictest bounds of discretion, I hope it will be evident, I have been actuated solely by a desire to promote the honour, the interests, and the glory of my

country; and if, in the prosecution of those great objects, aided by my gallant followers, and fostered by the superintending hand of Providence, it has been my good fortune to be put in the possession of the two capitals of two quarters of the globe, I trust it will be found, upon a close examination of my defence, that the very head and front of my offending hath this extent—no more!”

After which the Court being cleared for a short time, it was re-opened, and the following sentence given :

“That the charges had been proved against the said Captain Sir Home Popham.—That the withdrawing, without orders so to do, the whole of any naval force from the place where it is directed to be employed, and the employing it in distant operations against the enemy; more especially if the success of such operations should be likely to prevent its speedy return, may be attended with the most serious inconvenience to the public service, as the success of any plan formed by his Majesty’s Ministers for operations against the enemy, in which such naval force might be included, may by such removal be entirely prevented. And the Court further agreed, that the conduct of the said Captain Sir Home Popham, in the withdrawing the whole of the naval force under his command from the Cape of Good Hope, and the proceeding with it to the Rio de la Plata, was highly censurable; but in consideration of circumstances did adjudge him to be **ONLY SEVERELY REPRIMANDED.**”

Whatever difference of opinion there might have been as to the merits of this affair in London, the sentence pronounced by thirteen officers decided its character, and vindicated the authority of the Admiralty and the discipline of the navy. But for this sentence no dependance could have been placed in the continuance of any force in the station assigned to it.

Sir Home Popham attempted to justify himself by the example of Earl St. Vincent, who, from Cadiz, ordered a detachment under Lord Nelson to attack Santa Cruz. The naval reader will perceive that there could not be the slightest analogy between the two cases; the Earl being a commander-in-chief, with almost unlimited power; with a force sufficiently large to admit of such a subtraction; and the state of mutiny in which the fleet then was, requiring some object to divert the attention of the seamen: Sir Home, on the contrary, had been sent on a specific and limited service, without any discretionary power; and having completed the object for which he was sent out, he was expressly directed how to dispose of the remaining superfluous force. It was also justly observed that the valuable colony of the Cape was exposed to danger, for the uncertain chance of great private gain to individuals. The capture of Buenos Ayres, and the acquisition of wealth and honour, were almost immediately succeeded by the defeat of General Beresford, and the surrender of his whole army, with the disappointment of all the hopes, and the ruin of most of the speculators who had listened to the flattering prospects held out by the Commodore.

Long before the dispatches reached England, containing the account of the surrender of Buenos Ayres, the place was retaken. The Spaniards had recovered from their first surprise and panic: they saw with indignation that they had been dis-

possessed of their capital by a handful of men, whom they with little difficulty might overcome. Colonel Liniers, a Frenchman of talent and intrepidity, crossed the river from Monte Video to Buenos Ayres, with one thousand men. With this reinforcement the inhabitants acquired confidence; the British troops in the citadel were summoned to surrender; the whole population rose in arms. The General would have retreated to the ships, but bad weather prevented all communication. An action ensued in the square and streets of the town; every house was a fortification, from the roof and windows of which musketry and missiles were unceasingly directed, until our men were compelled to lay down their arms and become prisoners of war. One hundred and fifty were killed or wounded, and the General, with one thousand three hundred men, marched away to the interior. Sir Home Popham, who from the quarter-deck of the *Diadem* was a witness to this reverse of fortune, made bitter complaints in his public letter of the Bishop of Buenos Ayres, who had permitted a gun to be placed on the tower of a church to annoy the British troops. In defending the houses of his countrymen from violation and plunder, we admire the bold ingenuity of the patriotic bishop; and even if the act could by the most scrupulous be considered a profanation, we humbly conceive that the last person who could have any right to complain would have been Sir Home Popham.



While these events were passing in the south, the Spanish settlements in the Caraccas, were slightly disturbed by the enterprise of Francisco de Miranda, whose fortune had grown out of the French revolution: he was a native of South America, and had been a general under the celebrated Dumourier, with whom he served in Flanders; but not deeming himself safe under the government of the Convention, he had quitted that service, and, in 1807, aimed at the independence of his native land.

Wearied with fruitless applications in England, where his projects were disregarded as chimerical, Miranda sailed for America; and having gained a few partisans at New York, left that place early in February, 1806, in a ship called the *Leander*, with not more than two hundred followers, and a very small supply of ordnance stores and clothing, the vessel being only two hundred tons burden. Miranda held out to his followers every encouragement of support from the British government at home, and her admirals and generals abroad. Steering for the Mona passage, he fell in with the *Cleopatra* British frigate, by the captain and officers of which he was severely scrutinized; nineteen of his men were impressed, being Irishmen; and it became a question whether the *Leander*, under her suspicious character, should not be taken to Bermuda for legal adjudication. Miranda, to escape this detention, was compelled to shew his papers, and impart his designs to the British

captain; on which he was suffered to depart, and reached the port of Jaquemel in Saint Domingo, where he established his printing presses, and struck off his proclamations; wrote out commissions for his officers, heading them, "By Francisco de Miranda, Commander-in-chief of the Columbian army;" and on or about this time he hoisted the Columbian flag on board of his ship. Having made a small addition to his force in vessels, if not in men, he exacted oaths of fidelity, and his followers swore to obey him, to be governed by the American articles of war, and to be true to the people of South America, as independent of Spain. Shortly after he sailed for the island of Bonaire, a dependance of Curaçoa; but by mismanagement found himself seventy miles to leeward of it, in the bottom of the gulf of Venezuela. Having at length reached Aruba, another little island dependant on Curaçoa, he sailed for the main, and arriving off Ocumara, prepared to land: here he was suddenly attacked by two Spanish guarda costas, who took the two schooners which had accompanied him from Jaquemel, and with them sixty of his officers and men. The whole of these were landed, tried, and condemned: ten of them suffered death, and the others were sentenced to ten years' imprisonment. Miranda was much blamed by his officers for this misfortune; the truth is, he was not acquainted with the disposition of his countrymen; nor had he a sufficient force to support an insurrection. His attempt was prema-

ture, and to have persevered at that time would have been madness: he therefore left the coast. After beating about for some time in the neighbourhood of that chain of islands along the main land from Curaçoa to Trinidad, suffering greatly for want of provision and water, and running away from every vessel he saw, he was at last met by the *Lilly*, a British sloop of war, commanded by Captain Campbell, who had directions from Sir Alexander Cochrane, the naval commander-in-chief at Barbadoes, to afford him protection and relief. Captain Campbell having supplied his wants, conducted the *Leander* to Grenada, where Miranda was hospitably entertained by General Maitland, the governor: thence he went to Barbadoes, where he arrived on the 9th of June, and found the Admiral disposed to support him, but both Lord Seaforth, the governor, and General Bowyer, the commander-in-chief, as decidedly against him. Miranda made an agreement with the Admiral, that in the event of South America being revolutionized, Great Britain should be received as the most favoured nation. At Barbadoes he suffered much from detention in the Court of Admiralty, and the defection of most of his best seamen; he, however, with the assistance of the *Lilly*, reached Trinidad, where General Heslop afforded him some further relief in army clothing and field-pieces. Sir Alex. Cochrane added some small vessels to his force; but Vice-admiral Dacres, who commanded at Jamaica, refused to give him any assistance

without orders from home, considering the whole as a buccaneering enterprise.

They sailed from Port D'Espagne, in Trinidad, on the 25th July; and in a very few days anchored at La Vela de Coro. The natives and the Spaniards neither opposed nor joined him, but fled to the mountains. Miranda landed and took possession of the place, and then marched on to the city of Coro, about twelve miles distant. The town he found evacuated by the inhabitants; the jailer and his prisoners only remaining. In an attack on the prison at night, the invaders fired on each other—one life was lost, and some severe wounds inflicted. After an absence from the sea-coast of four days, Miranda quitted Coro, and rejoined his squadron in the bay; but in his absence the captain of the *Leander* and fifteen of his men had been taken in a watering party by the Spaniards, and marched up the country. Captain Dacres, of the *Bacchante*, coming up at this time, assisted in covering the retreat of these unfortunate people, who retired to Trinidad, and soon after dispersed. Miranda was too sanguine: a disciple of the new school, he fancied South America would have risen as readily as France against the Bourbons. All that we know of his private character is to his honour; of his talents as a general, or his reasons for this undertaking, we can say little; but certainly Miranda on the north coast of the southern continent, and Sir Home Popham on the southern and eastern part, gave the first signal for South American freedom.

## CHAP. II.

1. State of Europe—Designs of Bonaparte on Prussia—French enter Pomerania—Magnanimity of Gustavus—Siege of Dantzic—Retreat of Swedes from Stralsund to Rugen—Danger of Danish fleet falling into the hands of Napoleon—Capture of the Dauntless—Attack on Copenhagen by Admiral Gambier and Lord Cathcart—Capture of the Fredrickscorn—Sir Arthur Wellesley defeats the Danish land-forces—Capitulation of Copenhagen—List of the ships brought away—Capture of Heligoland.
2. Channel fleet—Destruction of the enemy's coasting trade—Courts of Admiralty—Number of seamen voted—Emigration of the court of Portugal—Lord Cochrane on the coast of France—Sir Richard Strachan.
3. Affairs of the Ottoman empire—War between it and Russia—Great Britain joins—Russian ambassador quits Constantinople—Sir Thomas Louis sent up—Marmont in Dalmatia—Russian armies in Moldavia—Death of Selim III.—Sir John Duckworth's squadron quits Malta—Arrives off Tenedos—Loss of the Ajax by fire—Proceedings of the fleet—Passage between Cestos and Abydos—Attack on the Turkish squadron—British squadron anchors off the Prince's Island—Negotiation—Retreat—Passage of the Dardanelles—Damages sustained by our ships—Sir John Duckworth's letter to Lord Collingwood—Russian Admiral joins Sir John Duckworth—Peace between Russia and the Porte—Capture of the Hironnelle, by the boats of the Glatton—British forces in Egypt are defeated at Rosetta—Death of Sir Thomas Louis—Affairs of Naples—Escape of the Spartan from Gauthaume.
4. *North America.*—Public feeling on the acquittal of Captain Whitby—Affair of the Leopard and Chesapeake—Detection and punishment of the deserters—Observations on the court-martial—Non intercourse act—Message of the President.
5. *West Indies.*—Capture of Curaçoa—Captains Dacres and Wise attack Samana—Gallant action of Lieutenant Coombe—French privateer taken by a packet—Surrender of St. Thomas and St. Johns.
6. *East Indies.*—Loss of the Blenheim, and death of Sir Thomas Trowbridge—Capture of the San Rafael—Desperate affair on board the Victor—Captains P. Rainer and F. Pellew

distinguish themselves—Sir Edward Pellew attacks a Dutch squadron at Greisse, and destroys it—Action between St. Fiorenzo and Piedmontaise—Death of Captain Hardinge—Destruction of the Dutch naval force in Java.

7. *South America*.—Rear-admiral Stirling and Sir Samuel Achmuty sent out—Maldonada taken—Storming of Monte Video—Rear-admiral George Murray and General Whitelocke sent out—Attack on Buenos Ayres—Capitulation of the British army—Retreat from the Rio de La Plata—Trial of General Whitelocke.

**F**LUSHED with victory, the enemy of the human race resolved to carry the war from the centre to the extremities of Europe. Prussia had, as we have shewn, rendered herself the instrument of his unbounded ambition. Had Frederick driven from his councils his perfidious ministers, and listened to the dictates of honour and patriotism, neither Russia nor Spain, nor his own kingdom, would have suffered the miseries which fell upon them in succeeding years.

After his successes on the Danube, the ancient and honourable confederation of the Hans Towns became a prey to the rapacity of Napoleon. The shores of the Baltic, from Stralsund to Memel, were overrun. Eastern and Western Prussia, and the peninsula of Jutland, were at his mercy. The whole kingdom of Denmark, west of the Baltic, with the important island of Zealand, containing the royal arsenal, and a fleet of twenty sail of the line, might be said to lie within the grasp of his power. Nor did it require any depth of penetration, to discover the use that would be made of this unexpected accession of resources. England was on

her guard ; all tended to the subversion of her empire. Russia and Sweden were still in our interests, and for a time lent their assistance to stem the torrent of adversity that threatened our utter destruction. Every means was resorted to by Napoleon, but in vain, to gain the noble minded Gustavus to his cause. The Swedish shipping, both naval and mercantile, were indispensable to the maintenance of the French armies in the north ; and while endeavouring to carry this object he was equally anxious, on the other hand, to excite the Turks against the Russians, in which he partly succeeded. Of the wreck of the Prussian army from Jena, amounting to not more than thirty thousand men, one half were shut up in Koningsberg, Dantzic, and Colberg. The Swedish army, though feeble, was compelled to send part of its forces for the defence of Stralsund. The army of Bonaparte amounted to two hundred thousand men ; with these he overran Pomerania, and obtained possession of the important port of Elbing, containing immense magazines, and affording the strongest barrier against the attacks meditated by the Emperor Alexander, who sought, by obtaining possession of the strong places on the south shore of the Baltic, to starve out the French army. This was perceived by Bonaparte, who directed the united corps of Bernadotte and Ney, to invest and get possession of Dantzic. The defence of that city, against the reiterated attacks of these generals, excited hopes that the enemy would

be forced to abandon his enterprise ; but Bonaparte only withdrew for a while, that he might return with greater impetuosity. Uniting his forces, he made a vigorous attack on the centre of the Russian army, which, after the battle of Eylau, was compelled to fall back on Koningsberg.

Mortier had, in February, plundered Hamburgh and Lubeck, and laid siege to Stralsund ; but soon after retreated from that place, in order to reinforce the army before Dantzic. The Swedes, under General Armfeldt, followed and attacked him with great gallantry, taking some thousand prisoners. On the 18th of April, an armistice was agreed on between the Swedes and the French, for an indefinite period.

In the mean time, the French army, under the command of Marshal Lefebre, renewed the siege of Dantzic. This was a place of great strength and importance in every point of view ; situated at the mouth of the Vistula, that and Elbing are the only sea-ports of Western Prussia.

About seventy miles east of Dantzic is Koningsberg, on the river Pregel, also a place of importance ; its sea-port is Pernau, where a harbour is formed for merchant shipping by a promontory, and the long and slender island called the Nehrung, extending from thence as far as Dantzic, which gives its name to the deep gulf contained between the two head lands. The coast is shoal and dangerous, with northerly winds. The re-



mains of the Prussian army, we have observed, had drawn round Koningsberg, and Lord Hutchinson, attached to the staff of his Prussian majesty, was with it. Captain George Sanders, commanding the Falcon, a British sloop of war, was lying at Pernau: and Captain Edward Chetham, in the Sally armed ship, was with the Charles, another armed ship, off Dantzic. The relief of that city became a matter of the most serious consideration, and it was agreed that General Kamenski should proceed thither with four regiments of Cossacks, and twenty pieces of artillery. This force, amounting to seven thousand men, required a number of transports to convey them; and Captain Sanders was requested by Lord Hutchinson, to hire vessels at Pernau, on the best terms he could, for the British government. This measure was carried into effect with very becoming zeal and energy, by Captain Sanders, who, though a young officer, executed the whole service in seven days, landing the troops at the intended place, as near as possible to the scene of action. The French were encamped on the western extremity of the Nehrung, or Holme, which lying before the mouth of the Vistula, divides the river into two branches, one running to the south-east, towards Pernau, the other to the north-west, forming a basin, called the Fair Water; here Captain Sanders, after having landed the troops, joined Captain Chetham. The French had strongly entrenched themselves on this point of the Nehrung,

and had thrown a bridge over to the main land, west of the city. Thus effectually cutting off all supplies, and securing a communication with their own army on the main land. The Prussians having landed to the eastward of the enemy, General Kamenski determined to storm their intrenchments on the island: the British naval captains represented to him, that if he would delay the attack until the wind should enable them to bring the ships up, and enfilade the bridge, the event would not be doubtful. This wise counsel was disregarded, and the first success of the Prussians seemed to justify their general; but the French pouring in fresh bodies of men across the bridge, as had been foretold, soon turned the victory to a defeat, and the Prussians retreated with loss. The enemy also suffered severely. The situation of the city now became desperate, and Captain Chetham resolved to relieve it, by forcing the bridge, and if possible, driving the enemy from the Holme. Finding he could only bring one ship into action at a time against the bridge, he ordered Captain Clephane, in the *Charles*, to cruise before the port, and intercept the supplies of the enemy; and in order to lighten his own ship as much as possible, sent all his heavy stores on board of the *Falcon*. He then took with him Captain Sanders, and most of the officers and men of that ship, to strengthen his own crew, and advancing towards the enemy's redoubts, gallantly hove his ship through the shoal water of the

sluices. The governor and garrison of Dantzic were the admiring spectators of this glorious act of devotion to a cause, in which the French would fain have represented the English as only lukewarm. The Sally was now within pistol-shot of the enemy's works, and at half-past six in the evening began a furious action. Two thousand French troops, with three pieces of artillery, sheltered by field works and old houses, engaged her on the right, while on the left bank was a strong battery, called the Legan, supported also by infantry. At nine o'clock, the larboard guns of the Sally were nearly all disabled, and the current running too strong to bring the other broadside to bear, Captain Chetham was forced to abandon his position, and drop down again to the Fair Water, having his first lieutenant and nearly one half of the officers and crew wounded. Some idea may be formed of the close nature of the combat, when we can assert from ocular demonstration, that the larboard side of the Sally contained musket-balls too numerous to be counted. The loss of the enemy was computed at between four and five hundred men.

Although defeated, the conduct and bravery of the British officers and men excited the highest admiration of General Kalkreuth, the governor of Dantzic, as well as the brave garrison and the inhabitants. Captain Chetham was immediately promoted; and all the other commanders subsequently to the rank of post-captains.

The next attempt to relieve the city was made by Capt. Christopher Strachey, in a praam sloop of war, called the *Dauntless*, which had on board six hundred barrels of gunpowder for the garrison. Capt. Strachey having as he supposed a favourable wind, ran up the river with his studding sails set, firing on the enemy as he passed; but the breeze suddenly became unfavourable: he broke round off, and there was no room to work his ship. The enemy's fire was very heavy, and he ran on shore on the *Holme*, within half musket-shot of their batteries; resistance was useless, and the *Dauntless*, with her valuable cargo, became a prize to the enemy, in sight, and almost within gun-shot, of the mortified and disappointed garrison.

The city, in consequence of its distresses, was compelled to surrender on the 26th of May; and Marshal Le Febre was created Duke of Dantzic.

The battle of Friedland was fought on the 14th of June: the Russians retreated; Koningsberg and Elbing fell into the hands of the enemy, with an immense quantity of ordnance stores, and one hundred and sixty thousand stand of arms, which had been sent from England.

The peace of Tilsit followed these disastrous events: Russia, like Austria, now became the friend of France, but the magnanimous Gustavus refused to listen to any overtures of a pacific nature, nor would he ratify the armistice beyond the period of ten days. His navy blockaded all the ports in the Baltic, where the French had

entered: Marshal Brune attacked him in Stralsund, and on the 19th of August compelled him to evacuate that place. On the 28th, the Swedish troops and artillery were landed on the island of Rugen, where they were joined by eight thousand British and Germans, under Lord Cathcart. The conduct of the king of Sweden at this period, offers a noble example of manly courage and military skill, and forms a striking contrast with that of Frederick. Yet the same powers who witnessed unmoved the abdication of Gustavus, restored Frederick to the full possession of his dominions. The encroachments of Napoleon on the liberties of the north, became every day more alarming. Denmark saw her danger, but knew not how to avoid it: to have defended herself she thought impossible; to give up her fleet to the safe custody of England would have exposed her to open war with France. The Berlin decree having forbidden all intercourse between Great Britain, and any other powers, the violent measure was answered by the king of England, with a moderation as remarkable as the rage of his adversary, Napoleon; the British order in council of January, 1807, simply prohibited the trade by neutrals from one of the enemy's ports to another, or with the ports under his control. The court of Denmark with palpable injustice and ingratitude, while it passed over in silence the arrogant mandate of Bonaparte, remonstrated with bitterness against the self-defensive step of the cabinet of St. James's. The French government

made an offer to Gustavus of the whole of Norway, to be annexed to the crown of Sweden, as a bribe for shutting the Sound against us ; the offer Gustavus not only refused, but acquainted the court of Denmark with it, and tendered his assistance to support her independence : of this the Danish government took no notice, thereby affording the most undeniable evidence of being under the control of France, which she shortly after owned, and declared that not having the means of resistance, the attempt would be an act of madness.

In a public document, put forth in 1807, Napoleon states, that all the nations of the world were arming; he therefore demanded from his senate an additional levy of two hundred thousand men, a force, he pretended, which could only enable him to act on the defensive; and in the same document he adds, “ In the course of six months we have made ourselves masters of the strongest places in Europe—Magdeburg, Hameln, Spandau, Stettin, Custrin, Glogau, Breslau, Schweidnitz, and Breig—we have passed the Main, the Saal, the Elbe, the Odder, and the Vistula—have taken eight hundred pieces of cannon on the field of battle, and sent four thousand to France, with four hundred Russian and Prussian standards, and taken two hundred thousand prisoners.” Yet he wanted a new conscription!! With unblushing hypocrisy the tyrant avows his wish for peace, while he is preparing for war, and proclaims with unparalleled

falsehood, that England was the only obstacle to that desirable event.

Austerlitz and Jena had laid Germany at his feet, and one more effort he thought would have given him the command of the Russian empire and the world. His victorious legions were assembled on the banks of the Vistula, and the armies of Russia appeared but a feeble barrier to his future conquests. To have added the navies of Russia, Denmark, Sweden, and Portugal to his own, was no improbable contingency; and an enemy's fleet of forty sail of the line with as many frigates, might, at the very lowest calculation, have issued from the Baltic.

Having detailed the events and causes which led to our attack on Copenhagen, and consequent war with Denmark, it only remains to be observed, that when the British government found all remonstrance vain, and that the province of Jutland, and the whole of Denmark Proper, was at the mercy of the French emperor, it prepared to take such steps as would at least deprive him of the services of the Danish navy.

A fleet of twenty-five sail of the line, under the command of Admiral Gambier, assembled in North Yarmouth Roads, in July 1807; a vast number of frigates, bomb-vessels, and small craft, were added to this force; and an army of twenty-seven thousand men, to be under the command of Lieutenant-general Lord Cathcart, was embarked in the ships of war and transports.

The Admiral sailed on the 28th of July, and reached the Cattegat about the 1st of August, when he detached Commodore Keats with four sail of the line, three frigates, and ten gun-brigs, to secure the passage of the Great Belt between Holstein and Zealand, and prevent the transport of any land-forces from one side to the other. The British fleet sailed by Cronenburg Castle, and anchored in the road of Elsineur on the third of August: not a shot was fired on either part, but a foreboding silence—an awful preparation, announced the approach of some great event, and Denmark saw too late the consequences of her mistaken policy.

Lord Cathcart, with a part of the troops, did not join the Admiral till the 12th, when the dispositions were made for the landing of the army; but it was not till the 14th that the wind would permit the transports to move towards Copenhagen. On the evening of that day the fleet arrived off Wibeck, a village situated half-way between the capital and Elsineur: here the army was disembarked without opposition, and the following proclamation circulated among the inhabitants:

*By the Commanders-in-Chief of his Majesty's Forces,  
by Sea and Land.*

Whereas, the present treaties of peace, and changes of government and of territory acceded to, by so many foreign powers, have so far increased the influence of France on the continent of Europe, as to render it impossible for Denmark, though it desires to be neutral, to preserve its neutrality, and absolutely necessary for those who continue to resist the French



aggression, to take measures to prevent the arms of a neutral power from being turned against them.

In this view the King cannot regard the present position of Denmark with indifference, and his Majesty hath sent negotiators with ample powers to his Danish Majesty, to request in the most amicable manner such explanations as the times require, and a concurrence in such measures as can alone give security against the further mischiefs which the French meditate through the acquisition of the Danish navy.

The King, our royal and most gracious master, has therefore judged it expedient to desire the temporary deposit of the Danish ships of the line in one of his Majesty's ports.

This deposit seems to be so just, and so indispensably necessary under the relative circumstances of the neutral and belligerent powers, that his Majesty has further deemed it a duty to himself and to his people, to support his demand by a powerful fleet, and by an army amply supplied with every preparation necessary for the most determined and active enterprise.

We come, therefore, to your shores, inhabitants of Zealand, not as enemies, but in self-defence, to prevent those who have so long disturbed the peace of Europe from compelling the force of your navy to be turned against us.

We ask deposit—we have not looked to capture; so far from it, the most solemn pledge has been offered to your government, and is hereby renewed, in the name, and at the express command, of the King our master, and if our demand is amicably acceded to, every ship belonging to Denmark shall, at the conclusion of a general peace, be restored to her in the same condition and state of equipment as when received under the protection of the British flag.

It is in the power of your government by a word to sheath our swords, most reluctantly drawn against you; but if, on the other hand, the machinations of France render you deaf to the voice of reason, and to the call of friendship, the innocent blood that will be spilt, and the horrors of a besieged and bombarded capital, must fall on your own heads, and those of your cruel advisers.

His Majesty's seamen and soldiers, when on shore, will treat Zealand, as long as your conduct to them permits it, on a footing of a province of the most friendly power in alliance with

Great Britain, whose territory has the misfortune to be the theatre of war.

The persons of all those who remain at home, and do not take a hostile part, will be held sacred.

Property will be respected and preserved, and the most severe discipline will be enforced.

Every article of supply furnished or brought to market will be paid for at a fair and settled price; but as immediate and constant supplies, especially of provisions, forage, fuel, and transport, are necessary to all armies, it is well known that requisitions are unavoidable, and must be enforced.

Much convenience must arise to the inhabitants, and much confusion and loss to them will be prevented, if persons in authority are found in the several districts to whom requisitions may be addressed, and through whom claims for payment may be settled and liquidated.

If such persons are appointed, and discharge their duty without meddling in matters which do not concern them, they shall be respected, and all requisitions be addressed to them through the proper channels and departments of the navy and army; but as forbearance on the part of the inhabitants is essential to the principal of these arrangements, it is necessary that all manner of civil persons should remain at their respective habitations, and any peasants or other persons found in arms, singly, or in small troops, or who may be guilty of any act of violence, must expect to be treated with rigour.

The government of his Danish Majesty having hitherto refused to treat this matter in an amicable way, part of the army has been disembarked, and the whole force has assumed a warlike attitude; but it is as yet not too late for the voice of reason and moderation to be heard.

Given in the Sound, under our hands and seals, this 16th August, 1807. (Signed) JAMES GAMBIER,  
CATHCART.

*List of the Ships of the Line which composed the Fleet of Admiral Gambier.*

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Prince of Wales . . . .	98 . . . .	{ Flag. Sir Home Popham, Captain of the fleet. { Adam M'Kenzie, Capt. of the ship.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Pompée . . . . .	74 . . . . .	{ Rear-admiral Stanhope; } Captain J. R. Dacres.
Centaur . . . . .	74 . . . . .	{ Commodore Sir S. Hood; } Cap. W. H. Webley (Parry)
Mars . . . . .	74 . . . . .	Wm. Lukin.
Brunswick . . . . .	74 . . . . .	Thomas Graves.
Hercule . . . . .	74 . . . . .	Hon. J. Colville.
Maida . . . . .	74 . . . . .	S. H. Lenzee.
Spencer . . . . .	74 . . . . .	Hon. R. Stopford.
Superb . . . . .	74 . . . . .	Daniel M'Leod.
Minotaur . . . . .	74 . . . . .	{ Rear-adm. W. Essington; } Capt. J. C. Mansfield.
Valiant . . . . .	74 . . . . .	James Young.
Alfred . . . . .	74 . . . . .	John Bligh.
Captain . . . . .	74 . . . . .	Isaac Wolley.
Defence . . . . .	74 . . . . .	Charles Ekins.
Ganges . . . . .	74 . . . . .	{ Com. R. G. Keats; } Captain P. Halket.
Goliath . . . . .	74 . . . . .	Peter Puget.
Orion . . . . .	74 . . . . .	Arch. C. Dickson.
Resolution . . . . .	74 . . . . .	George Burlton.
Vanguard . . . . .	74 . . . . .	Alex. Frazer.
Agamemnon . . . . .	64 . . . . .	Jonas Rose.
Dictator . . . . .	64 . . . . .	Donald Campbell.
Inflexible . . . . .	64 . . . . .	Joshua R. Watson.
Leyden . . . . .	64 . . . . .	Wm. Cumberland.
Nassau . . . . .	64 . . . . .	Robert Campbell.
Ruby . . . . .	64 . . . . .	John Draper.

Between thirty and forty sail of frigates, and more than three hundred transports, accompanied the fleet.

A Danish frigate having put to sea on the 15th of August, from Elsineur, the Admiral dispatched the Defence, Capt. Ekins, and the Comus, Capt. E. Heywood, in pursuit of her. The Comus was called a twenty-gun ship, though mounting in all, carronades included, thirty-two guns; the Frederickscoarn, her opponent, had thirty-six guns, but all of a heavier calibre, as twelve pounders to

nine, with a complement of two hundred and twenty-seven men—the *Comus* had only one hundred and forty-five; but the Danes were unused to war. On his arrival within hail, Capt. Heywood desired the Danish captain would submit to detention: this was declined, and an action commenced by the Danish frigate firing her stern-chase guns; the *Comus* got alongside, and the firing continued for forty-five minutes, when the two ships fell on board of each other. At the moment they were locked, the boarders from the *Comus*, headed by the Lieutenants G. E. Watts, and Hood Knight, very gallantly rushed upon her fore-castle, and carried her. On our side the loss was only one man wounded: the enemy had twelve killed, and twenty wounded. This was the first act of hostility. Light and variable winds prevented the Defence coming within gun-shot.

It appears by an order of Admiral Gambier, dated on board the *Prince of Wales*, off Copenhagen, the 17th of August, 1807, that some Danish gun-boats had captured a British merchant vessel; the admirals and captains of the fleet were therefore directed to possess themselves of any ships and vessels of war, or merchant vessels, they might meet with belonging to Denmark, or to the subjects of his Danish Majesty, and to leave their further disposal to the orders of the Commander-in-chief. The island of Zealand was now surrounded and blockaded in every direction.

The London Gazette of the 29th September,

1807, contained a declaration from his Majesty the King of Great Britain, setting forth the grounds on which he had undertaken this expedition.

“His Majesty had received the most positive information, that the Ruler of France was determined to occupy with a military force the territory of Holstein, for the purpose of excluding Great Britain from all her accustomed channels of communication with the Continent; and of inducing or compelling the court of Denmark to close the passage of the Sound against British commerce, and of availing himself of the aid of the Danish marine for the invasion of Great Britain and Ireland.

“Notwithstanding these injuries, and the conduct of the Court of Denmark in 1801, when it joined the Northern Confederacy, and became an active and powerful enemy, His Majesty was unwilling to take any decided steps until a complete and practical disclosure of the plan had made manifest to all the world, *the absolute necessity* of the measures he was about to adopt.”

As soon as a part of the cavalry and infantry had landed on the island of Zealand, a flag of truce was sent to the Commanders-in-chief from the Danish General, Peymann, demanding passports for the princesses, nieces to his Danish Majesty: these were immediately granted. As our army advanced to the capital, it was attended by the fleet, and Copenhagen became in a few days completely invested by sea and land. The princesses,

on the 17th, came out of the city on their way to Colding, and were received with the honours due to their rank, by the brigade of guards, near the palace of Fredericksburg. On the same day, about noon, our picquets on the left of the town were attacked, while the enemy's gun-boats rowed out of the harbour, and opened their fire on the left of our line with grape and round shot; but these were soon compelled to retire, by the fire of our gun-brigs and bombs, which had come up in time to support the troops. On the 18th, the gun-boats renewed their attack on our flotilla, but the brigs having in the night exchanged their caronades for long eighteen-pounders, the Danes retired for reinforcement, and again advanced, when a brigade of British nine-pounders from the Park took them in flank, on which they turned their fire from the shipping to the army: some field-pieces were brought out at the same time from the garrison, but the whole were speedily driven in. On the 19th, our works were carried on with vigour by labouring parties of six hundred men, relieved every four hours; the gun-boats came out at daybreak, but the field-pieces on the shore again dispersed them; some of the pipes which convey water to the town from Emdorp were cut off; the frigates and gun-brigs took their stations off the entrance of the harbour within shell range of the town, and our batteries hourly increased in strength and number round the city. Brigadier-general Dicken surprised and took the

post of Fredericksburg, commanded by an aide-de-camp to the Crown Prince, eight hundred and fifty officers and men, besides a foundry and depôt for cannon and powder. After this the household of the King of Denmark, with his plate, wardrobe, wine, and books, were allowed to come out of the town, and to follow his Majesty, who, having obtained passports for that purpose, withdrew to Colding. In this state of affairs many Danish gentlemen offered their services to the British general as magistrates and superintendents of police, in their respective districts, and an order was accordingly granted to enable them to discharge these functions agreeably to the proclamation of the commanders-in-chief. On the 20th, the works still approaching the town with an increased strength, a body of Danish cavalry and infantry was attacked by Colonel Rearden's cavalry, who charged and put them to the rout, killing sixteen or eighteen men, and taking twenty-nine horses.

The corps under the command of Lieutenant-general the earl of Rosslyn disembarked on the 21st, in the north part of Keoge bay, with two batteries of artillery. Prince Frederick Ferdinand quitted the town, and notice was given that no more passports would be allowed. At the same time the commanding officer of the garrison was urged to consider the dreadful consequences of a siege and bombardment to a city constructed so much of wood, and other perishable materials. Melancholy, indeed, was the prospect of that beautiful city, devoted to destruction, by the

power of its enemy, and the folly and obstinacy of its friends. Great Britain and Denmark were now at open war. General Peymann published an edict, declaring all British property in the island to be under sequestration ; and Admiral Gambier immediately declared all the Danish ports to be in a state of blockade.

On the 23d, the battery intended for the defence of the left wing of the army being completed, and mounted with thirteen twenty-four pounders, mortar batteries began to be formed, and the enemy's flotilla moved out of the harbour to interrupt the progress of our works. This brought them, at ten o'clock in the forenoon, in contact with our naval advance ; three praams, each carrying twenty guns, and a number of gun-boats, (said to be more than thirty) opened their fire, supported by the crown batteries, floating batteries, and block-ships. This was continued for more than four hours, when it appearing that our gun-brigs, which were the farthest in advance, had made but little impression, they were recalled, and the firing ceased, with the loss on our part of one officer and three seamen killed, and thirteen wounded. On the 24th, the enemy finding our army had advanced to the S.W. side of the town, set fire to the suburbs in that quarter, that they might not afford shelter. On the 25th, there was much firing between our advance vessels and the batteries. On the 30th, the Admiral communicated by telegraph to the fleet that a complete victory had been obtained over the Danish army, in the island of Zealand, by



Lieutenant-general Sir Arthur Wellesley. On the 31st, the attack on the city and its outworks, being still carried on with vigour, the garrison of Copenhagen made a sortie, and attacked our troops and batteries, while their flotilla, crown batteries, and block-ships, kept up a heavy fire on our advanced works and gun-brigs. One of our armed transports was sunk, and the firing ceased about two P. M. but was renewed at five A. M.; the ships of war in the mean time landing their guns, and making sand-bags. On the same day, the Danish general Oxholm, with his officers and staff, arrived at head-quarters; these had been taken by Sir Arthur Wellesley, and were immediately dismissed on parole. In the evening, fifteen hundred prisoners were put on board the British fleet. On the 2d of September, our gun and mortar batteries opened a heavy fire on the city of Copenhagen. The Congreve rockets also did much execution; these destructive instruments were thrown from boats prepared for the purpose, this continued till midnight. At daylight in the morning of the 3d, the firing was renewed, and continued on both sides during the day, relaxing towards the evening. It was renewed on the 4th, when both sides displayed their best efforts; the town was on fire in several places, and at forty minutes past four, one of the churches fell. On the 5th, at five A. M. some of our batteries ceased firing; and at three P. M. the fire of the enemy was silenced. On the 6th, the town was still burning; providentially

the wind was light, and by great exertions, three quarters of the city were saved from total conflagration; but a dreadful havoc was made, and a timely surrender saved the miserable inhabitants from the horrors of a general conflagration. On the night of the 5th, it appears by Admiral Gambier's letter, that a flag of truce had been sent out, with proposals for an armistice, to settle terms of capitulation. Some difficulty ensued in consequence of the peremptory demand of the Admiral and General, that the delivery of the Danish fleet into our hands should be the *sine qua non*. To these hard conditions the Danes at length were forced to submit, and the British troops took possession of the citadel of Copenhagen, and the crown batteries, while our ships of war moved into the arsenal, and immediately commenced the work of dismantling that noble repository of shipping and stores; one of the finest and most complete establishments of the kind at that time in Europe.

Lord Cathcart in his letter to the secretary of state, says, "The object of securing the Danish fleet having been attained, every thing of a tendency to wound the feelings, or irritate the nation, has been avoided; and although the bombardment and cannonade have made considerable havoc in the town, not a shot was fired into it till after it was summoned, with the offer of the most favourable terms which existing circumstances would admit."

The capitulation was conducted by Major-general Sir Arthur Wellesley, Sir Home Popham, and Lieutenant-colonel Murray, by whom it was signed, in the night of the 6th, and 7th.

The British grenadiers, with detachments from all the other corps present, marched into the citadel, with two brigades of artillery, the whole under the command of Colonel Cameron, of the seventy-ninth regiment. Major-general Spencer, with his brigade, landed at the dock-yard, and took possession of the line of battle ships, and of the arsenal.

In justice to the British government it should be observed, that when the commanders-in-chief were prepared by land and sea to carry the intentions of their royal master into effect, by bombarding the city of Copenhagen, until the fleet should be delivered up to his disposal, and even during the operations of the siege, they tried every method which humanity could suggest, to induce the Danish government to comply with their demands, without having recourse to arms, with which they were so amply supplied. For this purpose, on the 1st of September, they addressed a letter to the governor, stating that his majesty, the king of Great Britain, had used every means in his power to settle the question through his diplomatic servants; and that at the moment when the troops were before the town, and the batteries were ready to open, they renewed the offer of the same advantageous and conciliatory

terms, which were proposed through his Majesty's ministers.

They again demanded the surrender of the fleet, which they promised should be restored in as good a state as it was received, whenever a general peace should remove the necessity for its farther detention.

They declared that every species of property taken since the commencement of hostilities should be restored to its owners; but that if their offer was rejected, it could not be renewed, and that the public and private property must belong to the captors; and the city, when taken, must share the fate of conquered places.

To this communication General Peymann replied :

MY LORDS,

OUR fleet, our indisputable property, we are convinced is as safe in his Danish Majesty's hands, as it ever can be in those of the king of England, as our master never intended any hostility against yours.

If you are cruel enough to endeavour to destroy a city which has never given you any the least cause for such treatment at your hands, it must submit to its fate; but honour and duty bid us reject a proposal unbecoming an independent power, and we are resolved to repel any attack, and defend to the utmost, the city and our good cause, for which we are ready to lay down our lives.

The only proposal in my power to make, in order to prevent farther effusion of blood, is to send to my royal master for learning his final resolution with respect to the contents of your letter, if you will grant a passport for that purpose.

(Signed)

PEYMANN.

1st. September, 1807.

To this request the Commander-in-chief could not accede, and the siege went on. Copenhagen was nearly destroyed, her fleet taken away, her arsenals dismantled. Sixty sail of valuable merchantmen were taken in the Sound and Cattegat, besides an immense number in the North seas, and other parts of the world; and the whole were considered as the lawful prizes of the captors: besides these, Denmark lost all her colonies in the East and West Indies.

His Majesty's order in council, of November 1807, gives farther reasons for his ordering these decided measures against the commerce of the north of Europe. The blockade of the British islands, declared by Bonaparte, is replied to by an order to blockade every port in the world, under the control of France, from which the British flag was excluded. The difference between the King of Great Britain, and the Emperor Napoleon on this occasion, was, that while his Britannic Majesty had a fleet to enforce his commands, the orders of the emperor were a mere dead letter, the impotent effects of weakness, rage, and despair.

The following are the articles of capitulation for the town and citadel of Copenhagen :

I. The troops of his Britannic Majesty to be put into possession of the citadel.

II. A guard of British troops to be put into possession of the dock-yard.

III. The ships and vessels of war of every description, with all the naval stores belonging to his Danish Majesty, shall be delivered

into the charge of such persons as shall be appointed by the Commander-in-chief to receive them.

IV. The store-ships and transports in the service of his Britannic Majesty, to be allowed, if necessary, to come into the harbour, for the purpose of embarking such stores and troops as they may have brought into the island.

V. As soon as the ships shall have been removed from the dock-yard, or within six weeks from the date of this capitulation, or sooner if possible, the troops of his Britannic Majesty shall deliver up the citadel to the troops of his Danish Majesty, in the state in which it shall be found when they occupy it. His Britannic Majesty's troops shall likewise, within the before-mentioned time, or sooner if possible, be embarked from the island of Zealand.

VI. From the date of this capitulation, hostilities shall cease through out the island of Zealand.

VII. All persons whatever, and all property, public or private, with the exception of the ships and vessels of war, and the naval stores before mentioned, belonging to his Danish Majesty, shall be respected; and all civil and military officers in the service of his Danish Majesty shall continue in the full exercise of their authority, throughout the island of Zealand; and every thing shall be done which shall tend to produce union and harmony between the two nations.

VIII. All prisoners taken on both sides to be mutually restored.

IX. Any English property that may have been sequestered, in consequence of existing hostilities, shall be restored to the owners.

This capitulation shall be ratified by the respective commanders-in-chief, and the ratification shall be exchanged before twelve o'clock at noon, this day.

Done at Copenhagen, this 7th day of September, 1807.

(Signed)

ARTHUR WELLESLEY.  
HOME POPHAM.  
GEORGE MURRAY.

Ratifié par moi,

PEYMANN.

In taking a strict inspection of the Danish ships we were somewhat disappointed at the state in

which they were found, and from the age of the generality, much could not have been expected from them. They would, however, have served to cover an invasion, and as such were worthy of our notice. This was not all; had Denmark, in a state of doubtful neutrality, possessed eighteen sail of the line in her arsenals, ready to put to sea, Great Britain must have kept a like force either at Gottenburg, or cruising between the Naze and the Scaw: 1011

The devastation committed in the city of Copenhagen by the bombardment, was far more serious than any thing which it might have suffered in the memorable battle of April, 1801. From the top of a tower, well known by its spiral road, and gentle ascent, the author beheld, in October, 1807, the ruins of one quarter at least of that beautiful city. Whole streets were level with the ground; eighteen hundred houses were destroyed; the principal church was in ruins, and almost every house in the town bore some marks of violence; about fifteen hundred of the inhabitants lost their lives, and a vast number were wounded. The Danes certainly defended themselves like men, and left to the English the poignant regret that malice, and the insatiable ambition of Bonaparte, had made this gallant people our enemies. In the capture of this city, a strong contrast forces itself upon our minds, between the conduct of the French and English on similar occasions: the French, whenever they gained admission of a town by force of

arms, never failed to exercise the utmost rigours of war, accompanied by every species of atrocity. Look at Belgium, Italy, Spain, Germany, Switzerland, Egypt, Holland, Poland, and Russia. The English, on the contrary; were remarkable for honour, justice, and benevolence, towards those whom the fortune of war had placed in their power. Yet the French on leaving those countries were generally more regretted than the English. The reason seems to have been, that the French were supposed to have the power of renewing their visits, and policy induced their enemies to wear at least the appearance of sorrow at their departure; and joy at their return.

*List of the ships and vessels delivered up by the capitulation of Copenhagen to his Majesty's forces :*

<i>Ships of the line.</i>	<i>Guns.</i>	<i>When built.</i>	<i>Frigates.</i>	<i>Guns.</i>	<i>When built.</i>
Christian VII.	96	1803.	Pearlen	44	1804.
Neptune	84	1798.	Housewife	44	1789.
Waldemar	84	1798.	Liberty	44	1793.
Princess Sophia					
Frederica	74	1775.	Iris	44	1795.
Justice	74	1777.	Rota	44	1801.
Heir Apparent	74	1782.	Venus	44	1805.
Crown P. Frederick	74	1784.	Naiaden	36	1796.
Fuen	74	1787.	Triton	28	1790.
Odin	74	1788.	Frederickstein	28	1800.
Three Crowns	74	1789.	Little Belt	24	1801.
Skiold	74	1792.	St. Thomas	22	1779.
Crown Princess Maria	74	1792.	Fylla	24	1802.
Danemark	74	1794.	Elbe	20	1800.
Norway	74	1800.	Eyederrn	20	1802.
Princess Caroline	74	1805.	Gluckstadt	20	1804.
Detmarsden	64	1780.			
Conqueror	64	1795.	<i>Brigs.</i>		
Mars	64	1784.	Saipe	18	1791.
			Glommen	18	1791.



<i>Brigs.</i>	
Ned Elven .....	18 1792.
Courser .....	14 1801.
Mercure .....	18 1806.
Flying Fish .....	1789.

*Gun Boats.*

11 with two guns in the bow.

14 with one gun in the bow and one in the stern.

As the period drew near when, by the expiration of the six weeks stipulated in the capitulation, the British troops were to evacuate the island, it was found that much confusion and hurry must arise for want of that time, which, in the day of danger, the Danes would have extended indefinitely, and now refused to prolong for one hour. The ships were drawn out of the basin, the timber and stores embarked, the transports loaded with troops; and as the winter approached the utmost anxiety prevailed to get the convoys, and the half-manned ships of war, through the dangerous navigation of the Sound, the Sleeve, and the Cattegat.

Nor was the period of final embarkation viewed without some degree of anxiety, lest an attack should be made on our rear-guard by the enraged Danes. The whole was however managed with great precision; not the smallest confusion ensued; nor was any insult offered to the brigade of guards, the last which quitted the unhappy shore. "In the space of six weeks," says Admiral Gambier, in a letter to the Honourable Wellesley Pole "sixteen sail of the line, nine frigates, fourteen sloops of war, besides gun-boats and smaller ves-

sels, have been fitted for sea, and all the large ships laden with masts, yards, timber, and other stores from the arsenal, whence also ninety-two cargoes have been shipped on board of transports, and other vessels chartered for the purpose, the sum of whose burden exceeds twenty thousand tons. A considerable number of masts and spars have been put on board the Leyden and Inflexible, and some valuable stores on board His Majesty's ships." In nine days, fourteen sail of the line were brought out of the harbour, although many of them required, and received, from our shipwrights, considerable repairs. Two ships on the stocks were taken to pieces, and their principal timbers brought away, and a third being in a state of forwardness, was sawed in several places, and suffered to fall over; two frigates were also destroyed. Rear-admiral Essington superintended the embarkation of the troops and stores.

While the British fleet and army were conveying the navy and the commerce of the Danes from their own shores, Vice-admiral Russel, who commanded the fleet off the Texel, had taken possession of the island of Heligoland, formerly belonging to the senate of Hamburg. The position of this island is singularly adapted by nature as a barrier to the shoals at the mouths of the Elbe, the Weser, the Emms, and the Eyder; while its possession was of essential importance to the commerce of these rivers; being the rendezvous of the pilots, the beacon to guide them to

the entrance of these ports, and by which they were enabled to avoid the dangers of the neighbouring coast. The Governor at first threatened resistance. Lord Falkland, captain of the Quebec frigate, had prepared to attack it; but when Admiral Russel approached in the *Majestic*, of seventy-four guns, a capitulation was immediately signed, a British governor was appointed, and the island now continues in our possession.

The Channel fleet continued under the command of the Earl of St. Vincent, until the month of February, when his Lordship retired on account of ill health. Sir James Saumarez was ordered out in a frigate to assume the temporary command in the absence of Sir Charles Cotton. The French fleet remained blocked up in their ports; and so successful had been our squadrons on the coast, that the trade of the enemy was nearly annihilated; capture or destruction awaited them, with very few exceptions, wherever they appeared, between one port and another; the little capital of their merchants was embarked under neutral flags, and as we have before observed, not unfrequently insured, though at an enormous premium, in London. The war was transferred from the ocean to the courts of admiralty, and, from the very circumstance of the insurance, the gentlemen of the long robe reaped a better harvest than those of the sword. The orders in council were attacked and defended with as much violence as the commerce of the enemy. Napoleon, before he declared

England in a state of blockade, should have provided a navy to execute his commands.

The number of seamen voted for the service of the year 1807, was one hundred and twenty thousand, to which by a subsequent vote ten thousand more were added; not because the King of Holland, following the example of his brother Napoleon, had echoed his blockade decree, but because the British government was resolved to let the nations of Europe see that though we could be merciful, it was not for want of the power of annoyance.

"As Napoleon advanced his conquests into Portugal, he increased in the insolence of his demands. From one act of oppression he went on to another, working his own ruin with inconceivable rapidity. The Berlin decree was thought to have exceeded in violence any thing that could have been produced to the world as a state paper. But in November and December, 1807, we were favoured with those of Milan, the last of which, after the usual torrent of abuse against Great Britain, has in substance the following article: "That every ship, of whatever nation, which should have submitted to be searched by a British cruiser, or have been a voyage to England, should for that alone be declared 'denationalized,' and should in consequence become lawful prize to the French cruisers."

The British islands are by the same decree again declared in a state of blockade: "Every ship, of whatever nation, sailing from the ports of

England, or her colonies, or to countries occupied by British troops, is good and lawful prize."—

"These measures," says the tyrant, "are resorted to only in just retaliation of the barbarous policy of England; which assimilates its legislation to that of Algiers; they shall cease to have any effect with respect to all the nations who shall have the firmness to make the English government respect their flag; they shall continue in force as long as that government does not return to the principle of the law of nations."

This celebrated decree was coeval, but did not produce the crisis which had been some time expected in Portugal. It will be remembered, that in the autumn of the preceding year, the Earl of St. Vincent had been sent with a squadron of eight sail of the line to assist the Prince Regent of that country in defending his dominions against the French; or if that was deemed impracticable, to convey his Royal Highness, with his family, suite, and effects, to Rio Janeiro. The offer was at that time declined; but in this year, Rear-admiral Sir Sidney Smith was sent out with similar proposals. As the armies of France had passed the frontier, and the danger was pressing, the Prince decided to embark on board of his own fleet, and go to South America: with the assistance of the British Admiral, the flight of the royal family of Braganza, from their hereditary dominions, was finally accomplished.

In the month of December, Captain J. L. Yeo,

of the *Constance*, of twenty-four guns, arrived at the Admiralty, with dispatches from Rear-admiral Sir Sidney Smith, dated on the 6th, and stating that the Prince Regent of Portugal, with the whole of the royal family, had embarked for the Brazils, on board of his own squadron. The Portuguese fleet was attended by a British squadron under the command of Captain Graham Moore, of the *Marlborough*, of seventy-four guns. The *London*, of ninety-eight, *Monarch* and *Bedford*, of seventy-four guns each, also accompanied him. One Portuguese ship of the line was sent to Plymouth, and the *Vasca de Gama*, a fine ship, but not ready for sea, left in the Tagus, with eight Russian ships of the line, three of which only were fit for sea service.

We are now to view the affairs of the whole peninsula in a very different and far more interesting light, than we have hitherto done. A part of the letter of Lord Strangford to Mr. Canning is worthy of being transcribed, as thoroughly descriptive of the politics and circumstances attending the great migration. It states that the Prince Regent had retired from a kingdom which he could no longer retain, but as the vassal of France. The event was not (he says) to be attributed solely to the appearance of a French army within the frontier of Portugal, but the genuine result of the system of persevering confidence and moderation adopted by His (Britannic) Majesty towards that country.

1. The Rear-admiral had frequently, and distinctly, stated to the cabinet of Lisbon, that in agreeing not to resent the exclusion of British commerce from the ports of Portugal, his Majesty had exhausted the means of forbearance; that in making that concession to the peculiar circumstances of the Prince Regent's situation, his Majesty had done all that friendship, and the remembrance of ancient alliance, could justly require; but that a single step beyond this line of modified hostility must necessarily lead to the extremity of actual war. The Prince Regent, however, suffered himself for a moment to forget that, in the existing state of Europe, no country could be the enemy of England, with impunity. On the 8th of November, his Royal Highness was induced to sign an order for the detention of the few British subjects, and of the inconsiderable portion of British property, still remaining at Lisbon. On the publication of this paper, Lord Strangford ordered the arms of England to be taken down from the gates of his residence, demanded his passports, presented a final remonstrance to the court, and proceeded to the British squadron. When on board the *Hibernia*, he advised the Admiral to institute the blockade, which was approved of by the British government. The effect of this decided measure was a renewal of negotiation, in which a proposal was made by his Lordship, that the Portuguese ships of war should be surrendered to his Majesty,

or that they should be employed in removing the Prince Regent and family to the Brazils; His Majesty being determined that if those ships could not be instrumental in saving the royal family of Braganza, they should not fall into the hands of the French. "The Prince Regent," says Lord Strangford, "wisely directed all his apprehensions to a French army, and his hopes to an English fleet; he received the most explicit assurance from me, that his Majesty would graciously overlook those acts of unwilling and momentary hostility, to which his Royal Highness's consent had been extorted; and I promised, on the faith of my sovereign, that the British squadron before the Tagus should be employed to protect his retreat from Lisbon, and his voyage to the Brazils."—"This morning, November 29," continues his Lordship, "the Portuguese fleet left the Tagus. I had the honour to accompany the Prince in his passage over the bar. The fleet consisted of eight sail of the line, four large frigates, several armed brigs, sloops, and corvettes, and a number of Brazil ships, amounting to about thirty sail in all; as they passed through the British squadron, his Majesty's ships fired a salute of twenty-one guns, which was returned with an equal number. A more interesting spectacle than that afforded by the junction of the two fleets has been rarely beheld. To this scene the French army on the hills near the sea-coast were the witnesses; what their emotions



may have been, it is useless to inquire: most probably they saw with regret the departure of the Prince and a vast treasure, conveyed away in the fleet. Could that fleet by any means have been placed within their control; how little of the property would have been retained by the lawful owners. The unhappy exiles, after completing a few necessary arrangements, shaped their course for Madeira, and bade adieu (most of them for ever) to their native land.

*List of the Portuguese ships which came out of the Tagus, with the Royal Family, November 29th, 1807.*

<i>Ships.</i>	<i>Guns.</i>	<i>Frigates.</i>	<i>Guns.</i>
Principe Real . . . . .	84	Minerva . . . . .	44
Rainha de Portugal . . . . .	74	Golfinho . . . . .	36
Conde Henrique . . . . .	74	Urania . . . . .	32
Meduza . . . . .	74	One other, name unknown, and	
Principe de Brazil . . . . .	74	Three corvettes of 22 guns.	
Alfonzo d'Albuquerque . . . . .	64		
Juan de Castro . . . . .	64		
Martino de Freitas . . . . .	64		

*Ships which remained at Lisbon, and fell into the hands of the French.*

<i>Ships.</i>	<i>Guns.</i>	
St. Sebastian . . . . .	64	requiring much repair
Maria Prima . . . . .	74	floating battery
Vasca de Gama . . . . .	74	under repair, and nearly ready
Princesa de Beira . . . . .	64	floating battery

And five frigates quite worn out.

Captain Graham Moore, of the Marlborough, received an order from Rear-admiral Sir Sidney Smith, to hoist a broad pendant the moment he should have passed the island of Madeira. This

island, in consequence of the politics of the parent state, was soon to bear the British flag. A squadron under the command of Rear-admiral Sir Samuel Hood; and a land force under Major-general Beresford, were sent out to take possession of, and to keep it until the issue of the contest should be decided between France and England. The island, though nominally a Portuguese settlement, has such a predominance of British property upon it, that the natives are in their hearts English, and consequently its surrender immediately followed the summons. The ships employed on this service, were the *Centaur*, seventy-four, flag, Captain W. H. Webley (now Parry); *York*, seventy-four, R. Barton; *Captain*, seventy-four, Isaac Wolley; *Intrepid*, sixty-four; *Africaine*, *Shannon*, *Alceste*, and *Success*, frigates.

Lord Cochrane having been removed from the *Pallas* to the *Imperieuse*, of thirty-eight guns, returned again to the Bay of Biscay; and when off the Basin of Arcasson, sent his boats into that port, to bring out whatever vessels might be found there. Lieut. Mapleton, who led the attack, first landed, and stormed the fort of *Roquette*; at the entrance of the harbour, spiked the artillery which consisted of four thirty-six pounders, two field-pieces, and a thirteen-inch mortar, burnt the carriages, destroyed the ammunition, and laid the fort in ruins. Having thus disarmed the place, he brought out, burnt, or destroyed, fifteen sail of vessels, loaded with merchandise.

Rear-admiral Sir Richard Strachan, in the *Cæsar*, blockaded Rochefort and Rochelle, lying at anchor in the Pertuis D'Antioche; Captain Robert Barrie, in the *Pomone*, being under his orders, fell in with a French convoy of about twenty-seven sail of small vessels, escorted by three brigs of war. To these he instantly gave chase, but calms and light winds prevented his cutting off more than fourteen sail of the merchant vessels, thirteen of which he brought out, and one he destroyed: they were laden with stores and provisions for the fleet in Brest.

In July, Captain Charles Dilkes, in the *Hazard*, sloop of war, on the same station, fell in with another convoy off the Pertuis Breton, and captured nine sail of them, laden and bound similarly to the former.

As the events and transactions of the Channel were unimportant at the end of the year, we shall now present our readers with Bonaparte's celebrated manifesto, dated November 12.

It states, first, that England had sent out four expeditions, viz:—"one against Constantinople, the result of which had been the confiscation of all the English merchandise, and the expulsion of their commerce from the Levant, with the loss of several ships, and that the British admiral had been happy to find safety in flight."

"The second was against Egypt, still more disastrous and disgraceful: its army, defeated and

surrounded on its march, lost near four thousand chosen men. In vain did England break down the dykes, cut through canals, and inundate that unhappy country, in order to secure themselves in Alexandria: the Pacha arrived from Cairo on the 22d of September, defeated them, and obliged them to surrender. It is difficult to find a more humiliating expedition."

"The third, against Buenos Ayres and Monte Video. Ten thousand men failed in an attack on an unfortified town, and were too happy to be allowed to return."

"The fourth was the most notorious. It was that of Copenhagen, the most atrocious of which history can preserve a remembrance. Why, it is asked, did England evacuate the place when the Danes refused to ratify the capitulation, and the engagement no longer existed? because they were aware of their weakness and inability by land; the approach of the season when the ice would render the arrival of the Danish troops probable, determined them prudently to take to flight."

From these four defeats the manifesto goes on to infer, that "the moral and military character of England was gone:" it points out the state in which she had left Portugal; "The Prince Regent loses his throne by the intrigues of England; loses it because he would not seize upon the English merchandise then at Lisbon. England sees this with indifference: in the midst of so

many disastrous events the committee of oligarchy, which direct its government, declare perpetual war."

Disappointed of his rich prey at Copenhagen, the rage of Napoleon knew no bounds. He compares the conduct of our ministers on that occasion to Marat, and the worst times of the French revolution; and he consoles himself with the reflection, that no port of egress was left for our ambassadors from the Continent, but Trieste; that Austria had declared war against us; and that one hundred thousand letters, with bills of exchange, to the amount of several millions sterling, had been intercepted and detained on the Continent.

We have given but a very slight sketch of this document, and that merely to expose the folly and the falsehood of its author; but as our readers have already seen the account, in this work, of the battle of Trafalgar, as circulated and believed on the Continent, they will readily conclude, that Napoleon thought nothing too gross for the palate of the people who had submitted with placid resignation to his arbitrary power.

We shall only offer a few remarks. That some trifling losses were sustained in our Levant trade in 1806 and 1807, is doubtless true; but the intercourse with Turkey was not entirely suspended, as may be seen by a reference to Moreau's Tables, and other authentic works; no ship was lost except the Ajax, and surely the tyrant could not mean to say that disgrace attached to that dreadful catas-

rophe. That the force of the 'British squadron was totally incompetent to contend against the numerous batteries, fortresses, and armies, on the shores of the Hellespont, is admitted and proved; but who shall dare to say that the retreat of the British admiral was not both skilful and gallant in the highest degree?—who shall say that a squadron of any other nation would have been equally daring and well-conducted?

The Egyptian expedition was disastrous no doubt, but there was no disgrace, there was no want of faith. We need not call to the recollection of our readers, how little faith the Chief Consul evinced, and how much disgrace he engrossed to himself, on the fatal Egyptian shore in 1799.

The misfortunes which attended our arms in South America are too well known to be denied, were we so inclined; but this is not our intention: we have stated the facts as they occurred. The valour of our men was never more conspicuous; their failure was owing to error in judgment on the part of their leader: and Napoleon in his exile might have remembered, that if British troops were forced by the Turks and Spaniards to quit Egypt and South America, our soldiers drove his legions out of Spain and Portugal, overthrew him in Belgium, and confined him to the rock of St. Helena. The last great charge against us, the attack on Copenhagen, we reserve for another place. At present we shall only observe, that our crying sin was in having gone

before him. Of the moral and military character of England we shall say nothing, because the events of succeeding years have completely falsified not only that but every other assertion of our implacable enemy. If France had her Austerlitz and Jena, England had her Trafalgar and Waterloo.

The full details of the pains and penalties attached by Napoleon to the violation of his Berlin and Milan decrees, will be found among the official papers of the year 1807; and we will venture to say, that the ingenuity of the blackest heart never devised any thing more cruel, more void of every principle of justice, of humanity and policy, than the decree of the 17th of December, 1807.

The feeble descendants of Othman, who held the reins of the Turkish empire at Constantinople, trembled at the arrival of every courier from the North; and the wavering policy of the Sultan, Selim the Third, was decided by the account of the battle of Austerlitz. Sebastiani, who in 1805 had quitted Constantinople in resentment at the scorn with which Napoleon was treated on his assumption of the purple, now returned, and was met with the most flattering salutations. A discussion had taken place between Russia and the Porte, in 1806, on the nomination of the Hospodars of Moldavia and Wallachia: these officers, by a former treaty, were not to be removed without the consent of Russia; but the French ambassador,

after the successes of his master, found no difficulty in obtaining their dismissal from the Turkish government. The Emperor of Russia having refused to ratify the treaty signed by M. D'Oubril, Sebastiani acquainted the Ottoman government, that the object of that treaty was to secure the Porte against the attacks of Russia, by removing the latter from the Mediterranean; by restoring Ragusa to independence under the protection of Turkey, and cutting off all communication with the Montenegrians and revolted Servians. This treaty, the artful minister further insinuated, would leave the French armies in Dalmatia and Albania a safeguard to Turkey. All this was to be considered by the Turks as a most disinterested proof of regard on the part of Napoleon, "who never acted from selfish motives!" In return for this kindness, he demanded that the Bosphorus should be shut against Russian ships of war, or those of any other nation carrying warlike stores or provisions; that it could not be opened without hostility to France, and without giving the armies of Napoleon the right of a passage over the Turkish territories; to attack the Russians on the banks of the Dneister: the French minister concluded by observing, that France had a large army in Dalmatia for the protection of Turkey, unless compelled by her to use it in a different manner. To this communication an immediate categorical answer was desired. The Sublime Porte became alarmed: the British and Russian ministers on one side, the French on



the other, all threatening the vengeance of their courts, when it was decided by the Turkish government to reinstate the Hospodars; but the court of St. Petersburg, either not having heard of this concession, or determined on a war, sent an army into Moldavia, under General Michaelson, who took possession of Benda, Chokzin, and Jassi, on the 23d of November, 1806. This was probably done to counteract the ascendancy which Bonaparte had acquired by his army in Dalmatia. The Russian minister at Constantinople was left without any instructions, for some time; the Porte was still unwilling to commence hostilities, but the people were clamorous for war: a Russian brig, charged with dispatches for the minister, was seized in the straits of the Bosphorus, and her dispatches destroyed.

Mr. Arbuthnot, the British minister at Constantinople, wrote an account of these events to Lord Collingwood, assuring him that the Turks were more afraid of a British squadron than of a French army; and that the appearance of our ships before the city would produce a great effect on any negotiation which might be pending. The Admiral immediately dispatched Rear-admiral Sir Thomas Louis, in the *Canopus* of eighty guns, and two other ships of the line, with a frigate. Sir Thomas had not been long there before Italinski, the Russian minister, found it necessary to ask his protection. War was declared by the Turks against Russia. Sir Thomas Louis received the

Russian minister, and retreated in the *Canopus* down the Dardanelles, leaving the *Endymion* to attend the British embassy.

It was highly expedient at that time that peace should be preserved between Russia and the Porte; and as the presence of our squadrons was supposed to contribute to that object, the British government approved of the steps taken by Lord Collingwood, and directed him to reinforce Sir Thomas Louis with two more ships of the line. His Lordship sent Sir John Duckworth with five more; but before his arrival, Mr. Arbuthnot, our minister, had been forced to quit Constantinople, and having embarked on board the *Endymion*, proceeded to join Sir Thomas Louis off Tenedos.

The French army in Dalmatia amounted to forty thousand men, under the command of Marmont, who, by an arrangement with the Austrian government, had secured a free passage for his troops through Italy, so that the armies in Friouli and Dalmatia might mutually support each other.

Sir John Duckworth was ordered to second the negotiations of the English minister, but in the event of his having quitted Constantinople, or that the negotiations should have ceased, he was directed to take such a position as would ensure a compliance with his demands, which, in few words, were like those sent to Copenhagen—"a surrender of the fleet and arsenal." It will be shewn that the British Vice-admiral had not the means of enforcing this requisition.

Some unavoidable delay was unfortunately occasioned in sending out the orders to Lord Collingwood; they were put on board the squadron intended as a reinforcement to the Mediterranean fleet: these ships having been detained by contrary winds, his Lordship did not receive his dispatches till the 6th of January; and it was intimated to him, that the British squadron should wait for that of Russia under Rear-admiral Siniavin, but that officer did not join until the enterprise was abandoned.

The squadron under the command of Sir John Duckworth, consisted of—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
1 The Royal George	100	Flag—Captain R. D. Dunn.
2 Windsor Castle . . .	98	Captain C. Boyles
3 Canopus . . . . .	80	Rear-Admiral Sir Thos. Louis
4 Pompée . . . . .	80	Rear-Admiral Sir Sidney Smith
5 Ajax . . . . .	80	Hon. H. Blackwood
6 Repulse . . . . .	74	Hon. A. K. Legge
7 Thunderer . . . . .	74	Captain I. Talbot
8 Standard . . . . .	64	Thomas Hervey
<i>Frigates.</i> —Endymion	38	Hon. T. B. Capel
Active . . .	38	R. H. Moubray
Juno . . . .	32	Charles Richardson
And Madras store-ship.		

Sir John Duckworth assembled a part of his ships at Malta, whence he sailed on the 3d of February, with a fresh gale from the westward; on the 6th made Cape Matapan, the southernmost extremity of the Morea: here he was joined by the Delight sloop of war; and passing between

Cerigo (ancient Cytherea) and the main land, came to the wind for the night, with an easy sail, under the lee of the island of Milo. On the 7th our ships were among the cluster of islands called the Cyclades, where they procured Greek pilots; after which the Admiral shaped his course to go between Cape Doro, on the island of Negropont, and the north-west point of the island of Andros. The *Pompée* led through this passage, which she cleared at eleven o'clock at night, making signals to denote her situation: the whole squadron followed without any accident. The night was very dark, and the wind strong from the W. S. W. On the 8th and 9th they were in sight of the island of Tenedos; the wind being easterly they made little progress. On the 10th the squadron anchored in fifteen fathom water, between Tenedos and the main land of Asia Minor: here they found the *Canopus*, *Thunderer*, *Standard*, and *Glatton*; also the *Meteor* and *Lucifer* bombs, which had parted company on the night of the 7th. Every preparation was made for battle, and Nelson's precaution was not forgotten, to bend the sheet cables through the stern-ports. On the 11th, all being in readiness at half-past nine, A. M. the squadron weighed and stood for the passage of the Dardanelles, between the south point of Gallipoli and the coast of Asia Minor; but the wind suddenly shifting to the N. E. and blowing strong in heavy squalls, they were obliged to anchor in the west

part of Tenedos, bearing W. by S. and the entrance to the channel of the Dardanellês N. E. by E.

About a quarter past nine in the evening, the *Ajax*, of seventy-four guns, was seen to be in flames fore and aft, and was very soon burnt to the water's edge. The particulars of this tragical event are copied from the MS. narrative of the Hon. Captain Blackwood, her commander. At nine o'clock in the evening there was an alarm of fire in the after part of the ship: the Captain and officers went down to the cockpit, whence the smoke issued; they threw down a great quantity of water, but in three minutes found it impossible for any person to remain below, the men, with buckets of water in their hands, falling down from suffocation. The lower-deck ports were then ordered to be hauled up, to give vent to the smoke; but this adding to the force and fury of the flames, they were closed again, and the hatchways covered over, in order to gain time for hoisting out the boats; nor was this measure resorted to until the destruction of the ship was inevitable: the carpenter had been ordered to scuttle the after part of the ship, but that, in ten minutes after the alarm was first given, was found impracticable; and so dense was the smoke on deck at this time, that, though it was moonlight, the officers could not see each other: all attempts, therefore, to hoist out the boats became ineffectual; the jolly-boat alone, having been got into the water, began to pick up the men who had jumped overboard.

The flames bursting up the main-hatchway, the Captain desired each man to provide for his own safety: the ship at that moment was in one complete volume of flame, from the centre of the booms to the taffrail: about four hundred of the crew were assembled on the forecastle, bowsprit, and spritsail-yard, whence Captain Blackwood jumped overboard, and was picked up when he had been half an hour in the water, and taken on board the *Canopus*, much exhausted. Such was the fate of this noble ship, by a conflagration more rapid than had ever been known, except in cases of instant explosion. If fortitude or courage could have saved her, she would have been saved. The court of inquiry in the first instance, and a court-martial subsequently held, by order of Lord Collingwood, most honourably acquitted the Captain, officers, and crew, of any blame. The cause of the fire seems to have been a light which was left burning by the purser's steward in the bread-room.

The wreck drifted on shore, on the north side of the island of Tenedos (so celebrated in classic history), where, at five o'clock in the morning, she blew up. The squadron anchored again before daylight, having by its exertions saved about three hundred and fifty of the crew: two hundred and fifty were drowned. From that period till the 18th, the ships were employed in regaining the anchors from which they had cut, and preparing for farther operations; the weather continued

very bad; and the wind being directly down the channel, prevented their advancing towards the city.

On the 19th, the wind came to the southward: the squadron weighed at daylight, formed the line, and stood for the Dardanelles, and the Vice-admiral made the signal to prepare for battle. At eight o'clock, the squadron being in the narrowest part, the batteries on either side began to fire on the *Canopus*, the leading ship; and at thirty minutes past nine, the forts of Sestos and Abydos opened their fire. The ships received some damage, and the Admiral made the signal to prepare to anchor. At ten, the British squadron discovered that of the Turks at anchor, above the castles: it consisted of one ship of the line, four frigates, three corvettes, and some gun-boats. The hostile squadrons were so near before they were visible to each other, that the action began as soon as they were in sight. The *Pompée* anchored with all sail set, between the ship of the line and the four frigates, and engaged them on both sides, until the whole of the Turks cut their cables and ran on shore. The *Standard*, *Thunderer*, and *Active*, anchored, and engaged the enemy at the same time: Sir Sidney Smith made the *Active's* signal to chase a Turkish frigate, which she did, came up with and burnt, while the *Repulse* worked up, and with the boats of the squadron boarded the sixty-four-gun ship as she lay on shore, and set her on fire: by three o'clock the whole of them had blown up,

except a corvette and a vessel loaded with artillery, which were taken. Having performed this service, Sir Sidney Smith weighed, and rejoined the Admiral.

As soon as the squadron had passed the batteries on Pesques Point, which, though not perfectly finished, mounted thirty guns, the boats of the rear division with a large party of royal marines, under the command of Captain Nicholls, of that corps, landed and spiked the guns, but had not time to effect the destruction of the works. This was completed by Captain Mowbray of the *Active*, who remained at anchor, and with the boats of the *Pompée*, under the command of Lieutenants Carol and Arabin, and Laurie of the marines, the redoubt was destroyed, and some of the guns brought away.

On the 20th, the squadron anchored off the Princes Islands in twenty fathoms water, the island of Antigua bearing N. E.

The British squadron was now eight miles from the city of Constantinople: the *Endymion* advanced four miles nearer, having a flag of truce flying. A Turkish squadron, of five sail of the line and four frigates, came out of the harbour and anchored in the fair way. From the 20th to the 26th, inclusive, the squadron was at anchor; in this situation flags of truce were passing and repassing.

On the 27th, the *Repulse*, with the *Lucifer* bomb, and the boats of the squadron, well manned



and armed, stood in for Prince's Islands: with three great guns they attacked a body of Turkish troops, who appeared to be throwing up works: our people landed, and drove the enemy from their post, took their field-pieces, and destroyed the battery. The boats of the squadron watched the motions of the enemy during the night, and a very large fire was seen in Constantinople. On the 1st of March the Admiral weighed, and worked up with the whole squadron: the wind was at N.E. and moderate. When off the city they hove to, in order to give the Turkish squadron an opportunity of coming out to fight, if they wished to do so, and continued in that situation the remainder of the day and the following night, tacking occasionally. It now appeared that the presence of the British squadron had no effect on the decisions of the Divan, for on the 2d we find all hope of an amicable arrangement was abandoned, as well as any farther design of attacking Constantinople. On that day, the wind being E. by S. the squadron cleared for action, and made sail in order of battle; the ships having the bomb vessels in tow, they stood down the Dardanelles, and anchored off Pesques Point on the evening of the 2d.

On the morning of the 3d, they weighed and again prepared for action, in close order of battle. At ten o'clock the battery on Point Pesques opened on the Canopus, the leading ship, with a very heavy fire, and on all the others as they passed: this was returned by all but the *Pompée*, who

reserved her fire for the forts of a still more formidable description.

The Point of Pesques is a promontory terminating in a shoal on the Asiatic side of the Dardanelles or Hellespont, and about four miles to the northward of the fort of Abydos; nor is this the narrowest point. The Thracian Chersonesus also terminates in a point bending to the eastward, on which stands a fort or castle, close to the ancient Sestos; at this point the distance from one side to the other may be nearly two miles, so that a common piece of artillery would throw a shot more than half-way across: our ships kept in mid-channel, the Turks having possession of both sides. The ships passed the Point of Pesques, entered the basin which it forms with the point of Sestos, leaving the fort of Abydos on their left hand: at forty minutes past ten, that fort opened its fire on the Canopus, still the leading ship, and on all the others as they passed. The fire was returned, but with what effect it is difficult to say; the rapid change of position occasioned by a fair wind and current would prevent the certainty of aim, and almost the probability of striking an object, unless very near. At forty minutes past eleven, the whole squadron had passed this formidable line of batteries, and in the evening anchored seven miles from the entrance of the channel.

The damage sustained by our ships was very considerable, and, never since the invention of

artillery were shot of such magnitude fired against shipping, nor can there be the smallest reason to suppose that, with the force under his command, Sir John Duckworth could have made any impression on the city of Constantinople, had even the weather and current permitted him to place his ships as he desired; but this never once occurred. "The Turks," says Sir John Duckworth, "had been occupied unceasingly in adding to the number of their forts: the fire of the two castles had, on our going up, been severe; in returning, it was doubly formidable; in short, had they been allowed another week to complete their works throughout the channel, it would have been very doubtful whether a return would have been open to us at all."

The calibre of their guns could have been nothing short of two feet three inches in diameter, judging from the size of the shot. An officer, who visited the forts some time afterwards, assured the author, that he was one of five young midshipmen who, all at the same time, followed each other on their hands and knees into one of these guns, then loaded with a stone shot: this may enable us to form some idea of the dimensions of the piece, both as to length and breadth. It cannot be supposed that metal of this weight was ever trained or pointed at an object; the gun lying in one fixed position, and commanding a point where the ship must necessarily pass, the Turks waited till the

mark was on, and fired with great success, making due allowance for the rate of sailing.

If such were the batteries of an enemy on either side of this celebrated channel, may we not agree with the gallant Admiral, that he was fortunate in effecting his retreat? The forces with which he was sent to reduce the Sublime Porte to terms of reasonable concession, and to grant only one hour for their acceptance, proved quite inadequate to the purpose. His admiration of the British navy led Mr. Arbuthnot to overrate its powers. The fleet and army of Copenhagen or Walcheren would have been barely sufficient for the object which he had supposed, might be accomplished with seven sail of the line.

In his letter to Lord Collingwood, the Admiral says, "I am now come to the point of explaining to your Lordship the motives which fixed me to decide on repassing the channel of the Dardanelles, and relinquishing every idea of attacking the capital; and I feel confident it will require no argument to convince your Lordship of the utter impracticability of our force making any impression. At the time that the whole line of coast presented a chain of batteries, twelve Turkish line of battle ships, two of them three-deckers, with nine frigates, were, with their sails bent and in apparent readiness, filled with troops; two hundred thousand men were reported to be in Constantinople ready to march against the Russians, and an innumerable

quantity of small craft and fire-vessels were prepared to act against us. With batteries alone we might have coped; or with the ships, could we have got them out of their strong-holds; but your Lordship will be aware, that after combating the opposition which the resources of an empire had been many weeks employed in preparing, we should have been in no state to have defended ourselves against them as described, and then repass the Dardanelles. I know it was my duty, in obedience to your Lordship's orders, to attempt any thing (governed by the opinion of the ambassador) that appeared within the compass of possibility; but when the unavoidable sacrifice of the squadron, committed to my charge, must have been the consequence of pursuing that object, it at once became my positive duty, however wounded in pride and ambition, to relinquish it."

In what instance in the whole course of our naval warfare, have ships received equal damage in so short a time as in this extraordinary enterprise? The Royal George had a part of her cutwater carried away by a granite shot, which very nearly sunk her; another cut the mainmast of the Windsor Castle almost in two; a shot of the same description knocked two ports into one on board the Thunderer: the Repulse, by another, had her wheel shot away, and twenty-four men killed and wounded, nor was the ship saved from going on shore without the most wonderful exertions. A granite shot came through

the larboard bow of the *Active*, on her lower-deck, rolled aft, and brought up abreast of the main-hatchway; another took away the whole barricade of the fore-castle between the two ports, and fell into the sea on the opposite side, destroying three planks on the fore-castle-deck; a third lodged in the bends, abreast of the main-chains, but fell overboard soon after. The *Standard* was also struck by a single shot, which did her very considerable injury. These shot were all of the largest dimensions of any we ever met with.

The number of men killed and wounded on board the squadron, on this occasion, including those who fell in the unsuccessful attack on the island of *Prota*, were—

	<i>Guns.</i>	<i>Commanders.</i>	<i>K.</i>	<i>W.</i>
Royal George	100	Flag.—Captain R. D. Dunn . . .	8	61
Canopus . . . . .	80	} Rear-admiral Sir Thomas Louis (4 missing) . . . . .	6	26
Windsor Castle	98		Charles Boyles . . . . .	4
Repulse . . . . .	74	Hon. A. K. Legge . . . . .	10	14
Thunderer . . . . .	74	John Talbot . . . . .	6	28
Standard . . . . .	64	Thomas Hervey (4 missing) . . . .	4	55
Endymion . . . . .	44	Hon. T. B. Capel . . . . .	0	12
Active . . . . .	38	R. H. Mowbray . . . . .	0	7
Meteor Bomb	—	. . . . .	0	8

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The Baron de Tott, in 1770, speaking of one of the enormous guns in these forts, says; “It was cast in brass in the reign of Amurath: it was composed of two parts joined together by a screw at the chamber; its breech resting against a massy

stone work: the difficulty of charging it would not allow of its being fired more than once;" but, said the Pacha to the Baron, "that one discharge will be sufficient to destroy the whole fleet of an enemy." The Baron prepared to fire this monstrous gun, and the Turks trembled at the proposal: the oldest among them declared it never had been fired, and that its discharge would occasion such a shock as would overturn the castle and the city. The gun was however loaded, according to the Baron's assertion, under his direction, with three hundred and thirty pounds of powder, and a ball of granite weighing eleven hundred pounds!! "I took my station," says the Baron, "behind the stone work, and felt a shock like that of an earthquake. At the distance of eight hundred fathoms I saw the ball divide into three pieces, and these fragments of a rock crossed the Strait, and rebounded on the mountain." Before the expedition of Sir John Duckworth, an incredulous person would have supposed he had been reading the travels of Munchausen. The heaviest shot which struck our ships was of granite, and weighed eight hundred pounds, and was two feet two inches in diameter. The quantity of powder required to propel it we have not ascertained; but we should think it overrated by De Tott. The usual weight of powder to shot at the commencement of an action is one-fourth part, but the quantity is decreased as the metal gets heated.

Can any person of common sense believe that

with this small squadron, without a single company of artillery or land force, the capital of the Turkish empire was to have been subdued? Compare the difficulties of the Dardanelles with those of the Cattegat, and the strength of Constantinople with that of Copenhagen; look at the magnitude of the force employed against the one; and the contemptible insufficiency of the other; and then let the impartial reader determine which of the two services was the most deserving of reward. We have no wish to depreciate the merits of Lord Gambier, which, as a sea-officer, we have acknowledged, and shall always be proud to do so; but when we hear it said, that Sir John Duckworth "was stuffing a cushion for his fall," we cannot help offering these observations in vindication of his injured memory.

Scarcely had Sir John Duckworth cleared the passage of the Dardanelles, before he was joined by the Russian Vice-admiral Siniavin, with eight sail of the line. Siniavin requested Sir John to return with him, and renew the attack or the negotiations; but this was declined, and it was observed, perhaps with too much national vanity, that where a British squadron had failed no other was likely to succeed. A war between Great Britain and Russia was soon after produced. The Sultan, Selim the Third, fell a sacrifice to popular fury in his own capital, in June, 1807, and his successor, Mustapha, became the friend of Napoleon.



The Russian squadron repaired to the Tagus, where we shall hear of it again. An armistice between Russia and the Porte was signed on the 24th of August, 1807. Hostilities were not to recommence before March 21, 1808. The troops of both nations were to evacuate Moldavia and Wallachia, and to return within their respective territories: Russia was to evacuate Tenedos, and other places which she might have taken in the Archipelago.

While the *Glatton* lay off the island of Tenedos, a Turkish ship was seen at anchor in the port of Sigré. Captain Seccombe ordered his boats in, covered by the *Hirondelle*, brig of war. They boarded the vessel, took her, and brought her out; but in the daring attack, Lieutenant Edward Watson, of the *Glatton*, a sergeant, a corporal, and two private marines were killed, and four seamen and five marines wounded.

From the Dardanelles, the Vice-admiral steered with his fleet for Alexandria, in Egypt, to which quarter he knew that a British force had been directed to proceed, in order to dispossess the Turks of those places, which they had received from our hands but six years before.

The land force employed on this expedition was commanded by Major-general Frazer, who had been sent with his troops from Sicily by General Fox. The naval part, having the troops and transports under convoy, consisted of the *Tigre*, of seventy-four guns, commanded by Captain Hallowell;

the Apollo, thirty-eight, Captain Fellowes; and the Wizard, sloop of war. They made the Arabs' Tower on the 15th of March, with fourteen sail of their convoy; nineteen sail had parted company in bad weather, on the night of the 7th: Captain Hallowell stood in to obtain information, before he allowed the transports to shew themselves in sight of the coast. Major Misset, the British resident, and Mr. Briggs the vice-consul, having been received on board the Wizard, both concurred in the expediency of an immediate landing, founded on their knowledge of the actual strength of the place, and the favourable disposition of the inhabitants towards the English. The transports were therefore called in, and the squadron anchored off the western harbour: a summons was sent to the governor to deliver up the fortresses, on an assurance that persons and private property should be respected. This was rejected, and under every difficulty of bad weather and a heavy surf, the troops, to the number of one thousand men, were got on shore, with five field-pieces and fifty-seven seamen, under the command of Lieut. Boxer. On the following day they moved forward, and carried the enemy's advanced works, with trifling loss. In the meanwhile, the castle of Aboukir having been taken, the Apollo, with the remainder of the convoy, anchored in that bay. Seeing this accession of strength, the governor of Alexandria immediately capitulated; and by a singular coincidence the 21st of March was a se-

cond time celebrated for our successes in Egypt : on that day our army took possession of the city of Alexandria, with all its fortresses and harbour : in the latter were found two Turkish frigates, and a corvette, all mounting brass guns ; one was an eighteen, the other a twelve pierced frigate. Captain Hallowell landed, and served with the army ; leaving the Tigre under the command of Lieutenant Fowel.

Here ended the success of our arms in Egypt. The naval force having been augmented by the arrival of the squadron under the command of Sir John Duckworth, the Admiral and General decided on attacking Rosetta and Rhamanie, without which there was imminent danger of the garrison and inhabitants of Alexandria being starved. To gain these places, Major-general Wauchope and Brigadier-general Meade were detached with the 31st regiment, and the Chasseurs Britannique. The forces advanced and took possession, without any loss, of the heights of Abourmandour, which command the town of Rosetta. From this post it appears the Major-general advanced into the town ; and here, as at Buenos Ayres, the gallant British troops were sacrificed in the streets, to an enemy concealed on the roofs and within the houses. The Major-general was killed, the Brigadier-general wounded, and the detachment obliged to retreat, with the loss of four hundred officers and men killed and wounded. Mortified and dejected as the General and Admiral were at this unexpected

repulse, the necessity of perseverance increased with these difficulties. Famine threatened the city of Alexandria with still more disastrous consequences than before: Sir John Duckworth had gone down the Mediterranean; and the naval force in the bay of Aboukir was commanded by Sir Thomas Louis. Another attack was decided on, and its execution committed to Brigadier-general Stewart and Colonel Oswald, with strong detachments of the royal artillery, a body of seamen, the first battalion of the 35th regiment, second battalion of the 78th, and De Roll's regiment; amounting to about two thousand five hundred men. The enemy sent a large reinforcement down the Nile, which occupied the city of Rosetta, and obliged our forces to fall back, with the loss of one thousand officers and men, in killed, wounded, and missing. About this time, that excellent officer and amiable man, Rear-admiral Sir Thomas Louis, died on board his ship off Alexandria. It is not easy to comprehend what advantages could have been gained by our second invasion of this country, had we obtained possession: the French were neither gone nor going there, and the injury to the Turkish government would have been, in its utmost extent, trivial in its consequences; Egypt was a country which sad experience had taught us we never could keep, and accordingly its final evacuation soon followed.

Having detailed all the transactions of the Archipelago and the upper part of the Mediterranean;

we return to Sicily and the Calabrias, which had been neglected and injured by the absence of so large a detachment, naval and military. Captain Charles Boyles, with four sail of the line, was stationed at Palermo, at the express desire of the Court. He had with him his own ship, the Windsor Castle, of ninety-eight guns; Eagle, seventy-four, Charles Rowley; Thunderer, seventy-four, John Talbot; and Swiftsure, seventy-four, George Rutherford.

The French general Regnier commanded the army in Lower Calabria, and obliged our troops and those of Naples to abandon the fort of Reggio. He next attacked Sylla, captured four Sicilian gun-boats, each mounting a twenty-four pounder, which he immediately landed, and placed in battery against the place. Thus the vigilance of the British forces, which had till then prevented the enemy from bringing cannon into that part of Calabria, was rendered ineffectual, and Sylla was more closely invested.

Captain Handfield, of the Delight sloop of war, a most promising young officer, who had so often distinguished himself as first lieutenant of the *Egyptienne*, was killed near Reggio; and his ship, which had grounded on the Calabrian coast, set on fire and burnt to prevent her falling into the hands of the enemy. With Captain Handfield fell many of his brave crew, and Captain Seccombe, of the *Glatton*, who was on board the *Delight*, was wounded and taken prisoner, but sent over the

next day to Messina, where he died. In consequence of these reverses, Major-general Sherbrooke was under the necessity of withdrawing the garrison from Sylla: this was effected by Captain R. W. Otway of the *Montagu*, and Captain Trollope of the *Electra*. The force which defended the fortress consisted of not more than two hundred British, and from four to five hundred Italians, of what were called the *Masse*. The army of General Regnier amounted to about six thousand men, with a heavy battering train: the whole of our troops and allies were taken off without leaving a man in the hands of the enemy.

The Spartan frigate of thirty-eight guns, commanded by Captain (now Sir J.) Brenton, met with a severe loss on the 14th May, off Nice; she had been all day chasing a polacre ship, and at sunset both were becalmed, at the distance of about five miles from each other: the vessel appeared to be an unarmed merchant ship. The boats of the Spartan with the two senior lieutenants, Weir and Williams, and seventy of the best men, pulled alongside in two divisions, and attempted to board her on the bow and quarter with the usual determination and valour of British seamen; but the vessel was defended by a numerous and equally gallant crew, with boarding nettings and every other means of resistance. The first discharge from their great guns and musketry laid sixty-three of our brave fellows low, the first and second lieutenants and twenty-six men being

killed or mortally wounded; seven men only remained unhurt. The few remaining hands conducted the boats back to the ship. The narrow escape of one of the men was very remarkable. James Bodie, the coxswain of the barge, was missing. The deceased men were all laid out on the main-deck: the wife of Bodie, a beautiful young woman, flew with a lantern from one to the other in search of her husband, but in vain: all the survivors declared that he had undoubtedly perished; they saw him wounded, and fall between the ship and the boat. The poor woman became delirious, got into the barge on the booms, and taking the place lately occupied by Bodie, could with difficulty be moved from it. A few days, with the soothing kindness of the officers and crew, produced a calm, but settled grief. At Malta, a subscription of eighty guineas was made for her, and she was sent to her parents in Ireland. Some weeks elapsed when the Spartan spoke a neutral vessel from Nice, and learnt that a polacre had arrived there, after a severe action with the boats of a frigate; that she had beaten them off, and that when they had left her, a wounded Englishman was discovered holding by the rudder chains; he was instantly taken on board, and after being cured of his wounds, sent off to Verdun. Captain Brenton, concluding this could be no other than his coxswain, wrote to his friends at that depôt, and the fact turned out to be as he had supposed. Mrs. Bodie was made acquainted with the mira-

culous escape of her husband, who remained a prisoner four years. He was at length restored to his family, and now enjoys a birth on board the Royal Charlotte yacht, with his old captain; his wife is with him, and both are highly and deservedly respected.

• Before she had recovered from this misfortune, the Spartan had a narrow escape from capture: proceeding from Palermo towards Toulon, she fell in with a French seventy-four gun ship, two frigates, and a brig. Captain Brenton determined to watch their motions during the night, and the enemy gave chase to him: at daylight they had got within three miles, but a light breeze springing up, the Spartan ran along the east side of Cabrera, pursued by the ship of the line; the frigates and the corvette, went round the west side in hopes of cutting her off, the Spartan lying nearly becalmed, while they were coming up at the rate of seven miles an hour: the headmost frigate, being within range, tried single shot, which striking the object, she gave her whole broadside. The effect of firing in light winds has been before noticed in this work; we shall now see the consequences fairly illustrated. Captain Brenton would not allow a shot to be returned. In a few minutes the French frigate was involved in a dense cloud of her own smoke, and lay becalmed, while the Spartan, having received very little damage from their shot, kept the breeze, and left her unskilful pursuers to themselves. We notice this fact as a



warning to young officers when similarly situated, to confine their whole attention to trimming their sails; for not only does the firing destroy a breeze of wind, but even in fresh gales the motion of the guns, and the men, are unfavourable to the velocity of the ship.

After the peace of Tilsit, the Russians gave up Corfu to the French. A garrison was dispatched to take possession of it, but meeting with Captain Clavell, in the Weasel brig of war, the whole force was defeated and taken by that officer.

On the 6th of August, 1807, Captain George Mundy, of the Hydra, chased three armed polacres into the harbour of Bega; having anchored his ship so near the port as to abate its fire after little more than an hour's action, he sent his boats, well manned, under the command of Lieutenant Drury, with Lieutenants Hayes and Pengelly, of the royal marines, to attack it in flank, while he devoted the fire of the frigate to the three vessels. The party which landed met at first with great opposition, but very soon compelled the enemy to fly, gaining possession of the heights, whence they commanded a view of the polacres, and looked down upon their decks. Having spiked the guns in the batteries, and cleared the town of all the troops, the people deserted the vessels, and our gallant fellows brought them all out, with the loss of only one man killed and two wounded. For this service Lieutenant Drury was soon after promoted to the rank of commander. The vessels

taken were a polacre ship of sixteen guns and one hundred and thirty men; another (brig) of ten guns and forty men; and a third, ten guns and twenty men.

Towards the latter end of the year 1806, negotiations between England and America had taken a favourable turn, when they were in some measure interrupted by the death of Mr. Fox, the British minister. The non-importation act was suspended by the President, from motives of conciliation, and we believe the government of the United States was desirous of preserving peace.

On the 1st of January, 1807, Lord Howick announced to the Lord Mayor, that a treaty of amity, commerce, and navigation, had been signed the preceding day, but until the ratification by both governments, the articles could not be made public. This treaty, it appeared, was never signed; for although the British government had spontaneously made every reparation in its power for the injuries which had unavoidably taken place, it could not concede the right of searching for British seamen and deserters. As no art of seduction was left untried to induce our seamen to quit the service of their country, another disturbance arose, far more serious than any of the preceding. Lord James Townshend, commander of the *Halifax*, sloop of war, was lying in Hampton Roads, when his jolly-boat, with a midshipman and five men, was run away with; the crew, in defiance of their officer, took the boat on shore,

where they all deserted. Lord James went to claim them, and was insulted by them in the streets, but could obtain no assistance from the magistrates, and the men entered on board the American frigate Chesapeake. Lord James immediately communicated the circumstance to Captain (now Rear-admiral) John Erskine Douglas, of the Bellona, the senior officer, then cruising off the Capes of the Chesapeake, and through him to Vice-admiral the Hon. G. Berkeley, who sent out suitable instructions: Captain S. P. Humphries, of the Leopard, of fifty guns, joined Captain Douglas; and on the 22d of June, 1807, was ordered to chase a strange sail, which he very soon came up with, and found to be the Chesapeake, an American frigate of thirty-six guns, eighteen-pounders, and three hundred men. Coming within hail, Captain Humphries conducted himself with the most exemplary coolness and propriety, sending an officer on board the American frigate, with a copy of the Commander-in-chief's order to search for the deserters, and a note from himself at the same time to the following effect:

The Captain of his British Majesty's ship the Leopard, has the honour to enclose to the Captain of the United States frigate Chesapeake, an order from the Hon. Vice-admiral Berkeley, Commander-in-chief on the North American station, respecting some deserters from ships therein mentioned under his command, and supposed now to be serving as part of the crew of the Chesapeake.

The Captain of the Leopard will not presume to say any

thing in addition to what the Commander-in-chief has stated, more than to express a hope that every circumstance respecting them may be adjusted in such a manner, that the harmony subsisting between the two countries may remain undisturbed.

The boat, after an absence of three-quarters of an hour, returned with the following answer:

I know of no such men as you describe; the officers that were on the recruiting service for this ship, were particularly instructed by the government through me not to enter any deserters from his British Majesty's ships, nor do I know of any being here.

I am also instructed never to permit the crew of any ship that I command to be mustered by any but her own officers. It is my disposition to preserve harmony, and I hope this answer will prove satisfactory.

(Signed)

JAMES BARRON.

Never were two officers placed in a more difficult or delicate situation than Captain Humphries and Commodore Barron. With an avowed and open enemy, their duty would have been obvious; but in this instance the question of peace or war between two nations, depended on the conduct of two individuals. The aggressor (for we can view the American captain in no other light) was prevented by the orders of his government from taking the only step which could have preserved peace, by frankly admitting that the deserters from the Halifax, or other British vessels, were on board his ship (of which he neither was, nor could have been, ignorant), and giving them up to the laws of their country. Captain Humphries had

but one line of conduct to pursue—to that he adhered, and it was his duty to have sunk alongside of an American seventy-four, rather than have conceded the important point. He cautiously fired a shot a-head of the Chesapeake, and did not take this step till he found expostulation useless. The shot was returned: an action ensued, which ended in ten minutes by the surrender of the American frigate, with five or six of her men killed and some wounded. Captain Humphries then proceeded to muster her crew, and having selected the deserters, who, notwithstanding the assertion of Commodore Barron, were found on board, took them out, and returned to his ship, and soon after received the following letter from the Commodore:

SIR,

I consider the frigate Chesapeake as your prize, and am ready to deliver her to any officer authorized to receive her: by the return of the boat I shall expect your answer, and have the honour to be, &c.

J. BARRON.

To which Captain Humphries replied—

SIR,

Having to the utmost of my power fulfilled the instructions of my Commander-in-chief, I have nothing more to desire, and must in consequence proceed to join the remainder of the squadron, repeating that I am ready to give you any assistance in my power, and do most sincerely deplore that any lives should have been lost in the execution of a service which might have been adjusted more amicably not only with respect to ourselves but to the nations to which we respectively belong.

I have the honour to be,

S. P. HUMPHRIES.

The deserters found on board the Chesapeake were taken to Halifax and tried by a court-martial. One of them, being the only one belonging to the Halifax, was condemned to suffer death, and executed, the others were sentenced to receive five hundred lashes, but their punishment was remitted. They had belonged to the *Melampus*. In the course of the trial some evidence was elicited, which proved that the right of search denied by the Americans to Captain Humphries, had been forcibly exerted by them in the port of Gosport, in Virginia, where his Majesty's ship the *Chichester* was lying alongside the wharf: she was boarded by an officer and a party of soldiers from Fort Nelson, who would insist on searching the ship, and took out three men, two of whom were British born subjects.. At the same time some of the crew and many supernumeraries of the *Chichester*, deserted to the Americans, and were not restored, though 'officially demanded.' The answer returned to Captain Douglas was, "that if any deserters from the English service had entered into the American service they have been sent with a detachment into the country." A gallant young midshipman, it appeared by the same evidence, was put under arrest by the captain of the *Chichester*, for having said that "we ought not to give up deserters to America while she refused the same indulgence to us." This violent proceeding in the first instance, produced the non-intercourse act, passed by the American Congress; and the

feeling between the two nations was worse than a state of actual war, to which it ultimately led. Captain Humphries retired on half-pay, and either from his own choice, or the disposition of his superiors, was never employed afterwards.

On the 27th of October, 1807, the President of the United States addressed the following message to the Senate :

“ He had convened the house at an earlier period than usual, in consequence of events threatening the peace of the country. The repeated injuries committed against their commerce on the high seas for many years past—the innovations on the principle of public law, which had been established by reason and the usage of nations, as the rule of intercourse, had led to the extraordinary mission to London. The ministers from the United States, after endeavouring by fruitless efforts to settle all points in difference, concluded to sign such as could be obtained, and forwarded them for consideration, candidly owning that they felt they were acting against their instructions, and that the government could not be pledged for their ratification: some of the articles might be admitted, but others were highly disadvantageous, and no sufficient provision was made against the principal source of irritation and collisions, which were constantly endangering the peace of the two nations. Still anxious not to close the door of friendly adjustment, new modifications were made, and ministers instructed to resume the negotiation ;

but while reposing in this amicable discussion, a British admiral, on the 22d June last, gave a formal order to attack the United States frigate Chesapeake. This ship, leaving her own port for a distant service, was disabled from proceeding, had several of her crew killed, and four men taken away. He had in consequence forbidden all British armed vessels from entering the waters of the United States, and all intercourse with them. He had dispatched an armed vessel (why armed we know not) to the American minister in London, desiring him to call on the British government for an explanation. The aggression thus begun had been continued. The British commanders, in defiance of the authority of the country, had remained within the waters of the United States, and at length had put to death one of the persons whom they had thus forcibly taken from the Chesapeake. These aggressions must lead to the maintenance of such a force as may constrain obedience to the laws. But to former violations of maritime rights, another is added, of more extensive effect, the interdicting from neutrals any trade with ports not in amity with England, and as they are now at war with every nation bordering either on the Atlantic or Mediterranean, American vessels are required either to sell their cargoes at the first port, or to return without the benefit of a market." Thus the dispute with America had no appearance of terminating, as long as Great Britain, was a belligerent and America the carrier of enemy's property.



The democratic party, at that time by far the most powerful in North America, greatly exasperated at the acquittal of Captain Whitby, admitted neither of his innocence nor the justice of our laws; and the attack on the Chesapeake, and the just execution of the culprit found on board of her, together with the exposure of the falsehoods of their government, and its agents, completed their indignation against us, and paved the way for another tragical event which we shall relate hereafter.

A faint gleam of peace and civilization, with a mutual interchange of kind offices between the English and the Blacks, began to dawn in the hitherto distracted island of St. Domingo, or Hayti, the name which its new government had re-assumed. General Christophe, the president, had discovered a plot amongst the turbulent and restless spirits in the south side of the island, whose views extended to the horrid purpose of revolutionizing Jamaica, and delivering the white inhabitants to the swords of the Blacks. Having made the colonial government acquainted with the plan, and put it on its guard, his Majesty's ministers, when informed of the benevolent act, were not slow in shewing their gratitude. An order in council was passed, authorizing all British vessels bound to Buenos Ayres (but compelled from recent events to change their destination), to dispose of their cargoes in the ports of Hayti, not subject to, or under the control of, France or Spain, and to

import the productions of the island into Great Britain, or to ship them in neutral bottoms, and send them for sale to enemies' ports. These indulgences were received as they were meant, and the inhabitants of Jamaica were in some degree relieved from the fear which had been excited by the neighbourhood of the new Negro republic.

If the value of her colonies to France were to be estimated by the sacrifices she made to preserve or recover them, it would be difficult to say to what a degree she had suffered by her losses in the West Indies: squadrons with troops, arms, and supplies of every description, and at every risk, were incessantly poured into the Carribean seas, and generally fell into the hands of our cruisers.

Among the naval enterprises of the late war, the capture of the island of Curaçoa may justly be esteemed one of the most daring. The splendour of the achievement can scarcely be appreciated by any but those who have seen the town and harbour of Amsterdam, and considered the nature of its defences against almost any force that could have been brought against it from the sea.

The island is situated about forty miles from the coast of Venezuela: it belonged at the time of its capture to the Dutch, and carried on a lucrative trade with the main, chiefly by smuggling. The little islands of Aruba and Bonair, one to the eastward, the other to the westward of it, are its

dependencies. Captain Brisbane, in the *Arethusa*, had been sent by Rear-admiral Dacres, the Commander-in-chief on the Jamaica station, to watch the island of Curaçoa, and intercept the trade of the enemy: while employed on this service he learnt that the Dutch had a custom of drinking out the old year and drinking in the new one; he therefore conceived the possibility of taking it by a coup-de-main, and having communicated his intentions to the other captains, it was decided that by or before dawn of day on the morning of the 1st of January, 1807, the squadron should be so close off the harbour's mouth as to be ready to run in, and with their boats manned, land a party of seamen and marines, surprise the fort of Amsterdam, and summon the Governor to surrender. In the execution of this measure there were difficulties to overcome, which to many might have appeared insurmountable. The harbour's mouth is only eighty fathoms wide, beset with rocks, and requiring not only the most perfect knowledge of the pilotage, but the greatest skill and nicety in steering the ships, a spoke too much of the wheel one way or the other being a fatal error: the wind, during the regular season blows constantly from the S. E. and previously to hauling into the harbour it is necessary to have the yards braced sharp up on the starboard tack, ready to come to the wind at a moment's warning. Had the soldiers in the fort on the weather side of the harbour's mouth set fire to a truss of straw, or a tar-barrel, the attempt

must have been rendered abortive, as the pilots could not have seen their way in. Having calculated all these chances, the undaunted Brisbane, guided by his own valour and judgment, proceeded in the execution of his plan. The ships were the *Arethusa*; the *Latona*, Captain J. Athol Wood; the *Anson*, Captain C. Lydiard; and the *Fisgard*, Captain W. Bolton; all frigates of forty-four guns, well manned and officered. Holding himself in readiness off the east end of the island; on the last day of the year, he ran down during the night along the coast, and when daylight appeared, he made all possible sail for the harbour's mouth, passing the whole line of sea batteries. He braced his yards up, formed the line of battle a-head, and in the closest order entered the harbour of Amsterdam, and anchored in a style of grandeur and precision to which no words can do justice. It was six o'clock when the jibboom of the *Arethusa* passed over the walls of the fort in which the government house is situated, and where the Governor lay in bed, unconscious of the dangers which awaited him.

The harbour is defended by regular fortifications on the right, left, and in front. The fort of Amsterdam, on the starboard hand, mounted sixty pieces of cannon, disposed in two tiers; on the larboard hand was another fort of great power, and a-head of our ships, situated on a steep hill, stood Fort Republique, which might have sunk every frigate in half an hour.

Across the harbour's mouth lay the Hatslaer, a frigate of thirty-six guns, the Surinam, of twenty-two guns, and two large armed schooners; a chain of forts defended the heights of Misselburg; and our ships lay completely exposed to the whole. Five shots only were fired from the fort on the hill, every one of which took effect: the actions of our men were however too rapid to be controlled by such obstacles. The frigate, corvette, and schooners were all carried by boarding; but unlike Napoleon, who fought only for himself, and disregarded the effusion of human blood as long as it contributed to his own personal interest, the gallant Brisbane, while the shot of the enemy fell in showers about him, stood at the capstan head of the Arethusa, and wrote the following note to the Governor of Curaçoa:

SIR,

The British squadron is here to protect, and not to conquer you—to preserve to you, your liberty, and property. If a shot is fired at any one of my squadron after this summons, I shall immediately storm your batteries. You have five minutes to accede to this determination.

I have the honour to be, &c.

C. BRISBANE.

This note, not unlike that of Nelson's at Copenhagen, seems to have produced no immediate relaxation of fire from the enemy.

Captain Brisbane not having been answered as he desired, instantly landed, with his marines mounted the walls of Fort Amsterdam, and presenting himself in person before the Governor,

demanded an acceptance of the terms which had been sent. His Excellency, ill prepared for such a visit, had no alternative. His principal fort on the hill was his only defence; that alone still held out, although its fire was unaccountably slow; but in the meanwhile he feared the conflagration of the town, and a rising of the Negro population in favour of the English, or with a view to plunder. Time was not allowed him to deliberate, and by seven o'clock in the morning all was in our possession except Fort Republique, which might still have sunk the ships without receiving any comparative injury. At ten o'clock the British flag was displayed on its walls. The Commandant had been taken by our boats, as he crossed the harbour to repair to his post, and, we believe, paid with his life the price of his negligence or timidity. Thus, in the short space of four hours, an island, sixty miles in extent, defended by the strongest fortifications, numerous population, and a squadron of ships and vessels of war, was taken by four British frigates, whose crews united made scarcely the sum of one thousand two hundred men! Of this number three only were killed and fourteen wounded.

The articles of capitulation granted to the Governor, were as follow:

1. Fort Republique to surrender immediately to the British troops; garrison to march out with the honours of war, lay down their arms, and become prisoners.
2. The Dutch garrison of Curacoa shall become prisoners of

war, and be sent to Holland at the expense of his Britannic Majesty; not to serve in this war, until regularly exchanged; and, for the due performance of this article, the officers pledge their words of honour.

3. The officers and men of the Dutch ships of war are included in the above article.

4. All the civil officers may remain at their respective appointments if they think proper; and those who choose shall be sent by his Britannic Majesty to Holland.

5. The inhabitants to be respected in their persons and property, provided they take the oaths of allegiance to his Britannic Majesty.

6. All merchant vessels, with their cargoes in the harbour, of whatsoever nation they belong to, shall be in possession of their owners.

7. A definitive capitulation shall be signed on this basis in Fort Amsterdam.

On the 2d of January, this treaty was mutually signed by Captain Brisbane and the Governor, his Excellency Lieutenant-general Changuion, who, having refused to take the oaths of allegiance, was permitted to leave the island, and Captain Brisbane appointed himself the governor until his Majesty's pleasure should be known. Captain Brisbane for this gallant exploit was knighted, and confirmed in his appointment, from which he was soon after removed to the more permanent government of the island St. Vincent, which he has held ever since.

On the Jamaica station, Captain J. R. Dacres, in the *Bacchante*, and Captain W. F. Wise, in the *Mediator*, performed a very important service to the trade in the leeward part of the West Indies, having taken several privateers, and among others

one called *Le Dauphin*, a remarkably fast sailing vessel: they found she was known at the port of Samana, in *St. Domingo*, and that that port was the constant resort of vessels of her description. Captain *Dacres*, being the senior officer, saw, with Captain *Wise*, the possibility of surprising the place, and clearing the harbour of all enemies' vessels: sending the *Dauphin* in before them under her French colours, they followed with the ships, and running through the intricate channels, anchored within half a mile of the batteries before their real character was discovered. A heavy cannonading immediately commenced from the shore, and was returned by both the ships for four hours, when Captain *Wise*, with the Lieutenants *Baker*, *Norton*, and *Shaw*, and a party of seamen and marines from both ships, landed and carried the fort by storm. They found in the harbour an English schooner, which had been taken, and two privateers fitting for sea. The *Bacchante* had five seamen wounded; the *Mediator*, three seamen killed and thirteen seamen and marines wounded. In this country, as in the Mediterranean, the enemy was nowhere safe from our intrepid seamen, unless within the walls of regularly fortified places.

Disapproving as we ever shall of sending boats to attack ships of war, we feel a want of words and deficiency of expression, in relating the achievements of our younger officers in the arduous services of boat expeditions, when under the



most fearful and extraordinary circumstances they attack the enemy's vessels on the open seas, or in their harbours, guarded by batteries. Our vocabulary scarcely affords epithets sufficiently strong to convey all the approbation, which conduct like that of Captain Coombe and his associates so richly deserves. On the 22d of January, Captain George Sayer, of the *Galatea*, cruising off La Guirà, saw a sail steering for that port; the wind was light, and the stranger so far distant, that her top-gallant sails only were visible above the horizon. Lieutenant W. Coombe, with five officers, fifty seamen, and twenty marines, pursued her in the boats, and after running nearly twelve leagues in eight hours (part of the time under a burning sun), came up with the enemy, then going about two knots. Mr. Coombe first hailed, then boarded, but was repelled by the fire of the ship's guns, and a numerous crew assembled on her quarters; a second attempt failed in the same manner. Dropping astern, he poured into her chase-ports a heavy fire of musketry, which cleared the decks of many of her people, and in a third attempt succeeded in getting on board, the Frenchmen flying to the tops, to the jibboom-end, and to the hold for safety. The Captain and most of his officers lying wounded on the decks, in a quarter of an hour the French flag was struck, and the victory complete. The vessel was called *La Lynx*, an imperial French ship corvette, of sixteen, but pierced for eighteen, guns, fourteen

twenty-four pound carronades, and two long nine pounders, manned with one hundred and sixty-one men, and bound with dispatches from Guadeloupe to Carraccas. Her commander, Monsieur Yarquest, four officers, and fourteen men, were wounded, and fourteen officers and men were killed.

In the British boats Mr. Coombe was wounded; he had before lost his leg in another action. The second lieutenant, Mr. H. Walker, five seamen, and three marines, were killed, and twenty-two officers and men wounded. Lieutenant Gibson was the only officer unhurt. This vessel, being found very fit for his Majesty's service, was purchased, and called the *Heureux*: the command of her was most justly bestowed on Mr. Coombe, who first hoisted the British flag at her mast-head. This action, considered in every point of view, may have been equalled, but never has, or probably never will be, surpassed. Independently of the immense difference of position between the assailants and the enemy, the height and strength of the sides, the heavy guns, and other numerous resources, the French were more than two to one against the English, and afford, in this single instance, a remarkable proof of the superiority of the latter, in the powers of body and mind over the most valiant of their opponents. We are aware of the capture of the *Gamo* and *Cerbere*; but these vessels, though nobly taken, were taken by surprise: the *Lynx* had her men at their

quarters perfectly prepared, fresh and vigorous, with an abundant supply of water, while the poor Englishmen were worn out with labour, thirst, and anxiety.

Another action, fought by a packet, claims a very high encomium, as in this instance they had not the advantage of naval discipline to give effect to courage.

Captain Rogers, in the Windsor Castle packet, going out with the mails for Barbadoes, and the Leeward Islands, fell in with a French privateer, of such force as to induce him to avoid her if possible; but finding the enemy gained on him, Captain Rogers prepared for resistance. The Frenchman coming within hail desired him to strike; meeting with a refusal, he ran alongside the packet, grappled, and attempted to board her: being repulsed, he cut his own grapple ropes and attempted to get away, but in this he also failed, his main-yard being linked in the rigging of the Windsor Castle. The crew of the British vessel were in the mean time preparing to receive the enemy, who made a second attempt to board; standing collected for that purpose, a carronade loaded with grape, canister, and musket balls, was discharged among them, and laid the greater part dead or wounded on her decks: following his advantage, the undaunted Captain Rogers rushed, with only five of his crew, on board the enemy, and driving all the remaining men from her decks, laid on her hatches, and secured his prize. She was called *Le Jeune*

Richard, mounted six six-pounders, one long eighteen-pounder, and had ninety-two men: of these, twenty-one were found dead on her deck, and thirty-three wounded. The crew of the packet consisted of no more than twenty-eight men and boys, of whom three were killed and ten wounded. A more gallant action than this was never fought by a ship of war. The Patriotic Fund presented Captain Rogers with a very handsome reward. The officers and crew were also remunerated for their wounds, and received suitable marks of approbation for their valour.

The war with Denmark having been begun in Europe, its effects were speedily felt in the West Indies, where, in the month of December, 1807, the islands of St. Thomas and St. John's, surrendered to the arms of his Majesty, under the command of Rear-admiral the Honourable Sir A. Cochrane, and General Bowyer, who, having left garrisons in them under the command of Brigadier-general Mac Lean, proceeded to Santa Cruz, which capitulated to them in the same manner.

The mode adopted by the governor of St. Thomas, to justify himself to his government and save his honour in surrendering his settlement, was singular: he sent off three officers on whose report he could depend, to inspect the British troops, and ascertain their number. This indulgence was granted by the British commanders, and the officers returned with such a report as

induced the governor to consent to a capitulation. The proper way, we apprehend, to defend either a ship or a garrison, is to try first what can be done by force of arms; when that fails, negotiation or surrender must follow.

The terms on which these islands were surrendered to his Majesty's arms, were the same as if they had been taken by siege and bombardment: all the public property became prize to the captors; all private property and persons were respected; the inhabitants were required to make oath as to the exact extent of their own property, and to point out what might belong to the enemies of Great Britain; the garrisons to be considered prisoners of war, and conducted to Europe as soon as possible. The religion to remain unchanged; the laws were to be at the option of his Britannic Majesty. The property found in those islands was inconsiderable—a number of small vessels, chiefly in ballast. The ordnance stores were very limited in quantity.

Rear-admiral Sir Edward Pellew, having by an order from home assumed the chief command in the Indian seas, Rear-admiral Sir Thomas Trowbridge, who had divided the station with him, was directed to proceed to the Cape of Good Hope as Commander-in-chief. His flag was on board the *Blenheim*, of seventy-four guns, formerly a second-rate, but cut down, and a worn-out ship. Early in 1806, she had got on shore in the Straits of Malacca, where she received so much

damage as to render her unfit to cross the bay of Bengal; but having repaired her at Pulo Penang, and rigged jury-masts, Sir Thomas, whose pride was to overcome difficulties, proceeded in her to Madras, where he arrived in safety. Here the defects of the ship became daily more apparent: her back was broken in a most extraordinary manner, and her beams and riders shewed that she was falling to pieces, while the labour of the crew at the pumps barely sufficed to keep the water from gaining on her as she lay at anchor. Captain Bissel, whose history we have related in a former volume, commanded the ship, and, as was his duty, represented her state to the Rear-admiral: Sir Thomas, however, persisted in his purpose of sailing in her to the Cape, and such was the confidence reposed in his talents, that many passengers from Madras embarked with him. He sailed on the 12th of January; the Java, of thirty-six guns, an old Dutch prize-frigate, commanded by Captain George Pigot, and the Harrier, brig of eighteen guns, Captain Finlay, being in company.

On the 1st of February, when in lat.  $22^{\circ} 44'$  S. and long.  $66^{\circ} 11'$  E., not far from the S.E. end of Madagascar, they were caught in a tremendous gale of wind, and forced to lay to. In the evening, the Java, which was to windward, bore up, to close with the Blenheim, both ships having the signal of distress flying: the Blenheim was observed by the officers of the Harrier to have settled much lower in the water, and it was the general

opinion that Captain Pigot, even in his own distress, had, while generously attempting to save some, at least, of the unfortunate people on board the *Blenheim*, ran foul of her, and accelerated their destruction. As night came on, the gale increased, and the *Harrier* bore away for the Cape, where she arrived on the 28th of the same month. Such are the last and only accounts we have ever had of the *Blenheim* and *Java*. As soon as Captain Finlay's letter reached Sir Ed. Pellew, in India, he conceived a faint hope that the two ships might have put into some port to repair; he therefore ordered Captain Trowbridge, only son of the Rear-admiral, and then commanding the *Greyhound*, of thirty-two guns, to go in search of his father. He was first directed to proceed to the island of Roderigue, then to the Isle of France, and to send in a flag of truce to the Governor for that information which, even in war time, would not be refused by a generous enemy; after which, he was to go to St. Mary's, on the S. E. point of Madagascar, and, failing there, was to return to Madras.

The gallant and unhappy young officer commenced his melancholy search, pursuing the course marked out by his Admiral. On his arrival at the Isle of France, General De Caen sent him every information which it had been in his power to collect from the different signal stations, together with a description of certain pieces of wreck

which had been cast on shore, but there was nothing which could give the smallest clue to the fate of the *Blenheim* and *Java*, beyond the letter of Captain *Finlay*.

Thus perished Sir *Thomas Trowbridge*, one of our most gallant and effective admirals, the friend of *St. Vincent*, the companion of *Nelson*. His maxim "never to make a difficulty," copied from his great patron the *Earl of St. Vincent*, he perhaps carried to an extreme; it was the compass by which he had ever steered—by which he had risen from the lowest to the highest ranks in the service. He was supposed to command more resources in his ship than any officer of his time. The *Culloden* was always prepared for service, a proof of which was afforded previously to the battle of the 14th of February, when, being disabled in such a manner as would have induced many officers to have gone into port, he refitted her at sea, and had a very distinguished share in that glorious victory. He died a baronet, and had been a lord of the Admiralty. Among others who perished with him in the *Blenheim* were, Captain *Charles Elphinstone*, son of the respected chairman of the *East India Company*: he was a young officer of great talent. The *Lord Rosehill*, son of the *Earl of Northesk*, was a midshipman on board, and there were about seven hundred people: in the *Java* there were about three hundred. It is remarkable, that the *Harrier*, which escaped from that gale,



founded in the following year, nearly about the same spot. She was then commanded by Captain Ridge.

Captain Peter Rainier, in the *Caroline*, of thirty-six guns, in the month of January captured, near the Straits of St. Bernardine, the Spanish register ship *San Rafael*, of sixteen guns and ninety-seven men, of whom twenty-seven were killed or wounded in attempting to defend themselves and escape from their enemy. She had on board a very valuable cargo, besides one thousand seven hundred quintals of copper, and half a million of dollars in specie. She was from Lima, bound to Manilla.

One of the most singular and bloody conflicts took place on the decks of the *Victor* sloop of war, in the Straits of Malacca, which we have ever met with, in the records of English naval history. We cannot refrain from presenting it to the reader, in the words of the gallant officer who commanded the sloop on the occasion :

*Extract of a letter from Captain George Bell, commanding his Majesty's sloop Victor, to Rear-admiral Sir Edward Pellew, Bart. Commander-in-chief of his Majesty's squadron in the East Indies, dated Port Cornwallis, Prince of Wales Island, 22d May, 1807.*

Your Excellency has undoubtedly, ere now, received one of my letters, respecting the capture of four brigs out of Batavia roads.

Off Cheribon (a little to the eastward of Batavia) on the 15th of April, we chased and brought-to three prows under Dutch colours; at five P. M. on its falling calm, anchored; out boats and sent them armed to bring the prows alongside; two were

brought to the larboard side, the other hung on the quarter; got the prisoners out of the two alongside (amounting to near one hundred and twenty), and placed a strong guard over them, under the direction of Lieutenant Wemyss, as I intended sending them away after overhauling their cargoes.

Lieutenant Parsons had been on board the prow on the quarter, but returned with his people, on finding it impracticable to get the crew from below. I instantly ordered her to be hauled close up under the quarter, fired a carronade into her and musketry, which they returned by throwing spears, and firing pistols, &c.; got a gun out of the stern ports and fired into her, the sparks of which most unfortunately reached some powder (which must have been carelessly handed out of some of the prows) abaft, and blew the after-part of the ship up; at this alarming moment, the guard over the prisoners dropped their arms and ran to extinguish the fire.

The prisoners instantly seized their arms, and picked up several spears and knives which had been thrown on board, and attacked the ship; by this time (eight P. M.) the fire most providentially, by great exertion of officers and men, was got under, prows cut adrift, and the attention of all hands directed to the defence of the ship, which was admirably performed; for, in little more than half an hour, eighty of them lay dead in a most mangled state, the rest driven overboard; but sorry am I to add not without severe loss on our side, including those blown overboard, and those who have since died of their wounds, a list of which I herewith enclose for your Excellency's satisfaction. Amongst the killed is Lieutenant Blaxton, who had a spear run through him, while accompanying me on the main-deck.—He died most gallantly.

A list of the killed and wounded on the 15th of April, 1807.

✱ Killed—Mr. H. Blaxton, lieutenant, and five seamen.

Wounded—Captain C. Bell; Thomas Coultherd, gunner; one sergeant of marines, one private ditto, twenty two seamen.

Sergeant of marines and eight seamen since dead of their wounds.

(A true extract.)

EDW. HAWKE LOCKER, Sec. to his Excel.

The Malays have been long distinguished in India for their treachery. The caution of former

days appears to have subsided, but in 1791, we should never have admitted so many of those people on board of one ship, without placing them under the most secure confinement. The slaughter of eighty human beings, only suspected of having enemies' property in the vessels, must have occasioned the most poignant reflections to Captain Bell, particularly when to their death was added that of fourteen of his own men, and the severe wounds of others. Nothing short of the most determined valour and coolness could have saved the ship and the people in such complicated peril.

Sir Edward Pellew sailed from Malacca in the month of May, having with him the *Culloden*, seventy-four; *Powerful*, seventy-four; *Caroline*, thirty-six; *Fox*, thirty-two, with the *Victoria*, *Samarang*, *Seaflower*, and *Jaseur* sloops, and *Worcester* transport; with this force, including a body of troops, he arrived off the harbour of Griesse, where a Dutch naval force was assembled, and sent in a flag of truce to the Governor to demand their surrender, which being granted, the *Resolutie*, of seventy guns; *Pluto*, seventy; and *Rutkoff*, of forty, with a sheer hulk, were set on fire and burnt: they were old ships, though perhaps they might, except the hulk, have made a voyage to Europe.

On the coast of Ceylon an action was fought between the *St. Fiorenzo*, of forty-four guns, and the *Piedmontaise*, a French frigate, of very superior qualities, both in construction and equipment.

The action was brought on by the *Fiorenzo*, chasing to windward, in the evening of the 7th of March; at five she shewed her colours, and made the private signal, which was not answered. At forty minutes past eleven, P. M. the *Fiorenzo*, on the larboard tack, ranged alongside of her enemy, and received his broadside: the action continued for ten minutes, when the Frenchman made off, and the *Fiorenzo* chased; at daylight, finding he could not avoid fighting, the Captain of the *Piedmontaise* hove to, to receive his enemy; at twenty-five minutes past six, the action was renewed at the distance of half a mile, and gradually diminished; at a quarter past eight, the enemy again made sail away; the fire of the *Fiorenzo* being directed to the hull, that of the French frigate to the rigging of her opponent, the former was more disabled than the latter in her masts and yards.

It was long before the *Fiorenzo* could repair her numerous damages so as to be enabled to pursue her enemy. They, however, continued to keep sight of him during the night, and on the morning of the 8th, being perfectly prepared to renew the action, bore down upon him under all sail; the *Piedmontaise* made no attempt on this occasion to avoid fighting: at three, P. M. they came again alongside of each other, and renewed the bloody contest; at the second broadside, the gallant young Hardinge, the heroic and lamented captain of the *Fiorenzo*, fell by a grape-

shot in his neck. Lieutenant George Dawson succeeded to the command, and nobly terminated the day; after one hour and a half more of severe and close contest the enemy surrendered, and hailed for a boat to be sent to them.

The Piedmontaise was commanded by Monsieur Epron; she had on board at the commencement of the action, three hundred and sixty-six Frenchmen, and two hundred Lascars, making five hundred and sixty-six: of these forty-eight were killed, and a hundred and twelve wounded: the St. Fiorenzo had thirteen killed and twenty-five wounded, but few dangerously. Lieutenant Dawson was promoted to the rank of post-captain, and a monument in St. Paul's cathedral, commemorates the name of Captain Hardinge, and the victory in which he fell.

Captain the Honourable George Elliot, in *La Modeste*, of thirty-six guns, captured on the 9th of October, off the Sand Heads, the French national corvette, *La Jena*, pierced for twenty-four guns, but mounting only eighteen, and having a complement of one hundred and sixty men.

Sir Edward Pellew having information of an enemy's naval force being in some of the ports in the island of Java, took with him a squadron, consisting of the *Culloden*, seventy-four (his flag ship), commanded by Captain Christopher Cole; the *Russel*, of seventy-four guns, Captain Robert Williams; *Belliqueux*, sixty-four, Captain George Byng, now Lord Viscount Torrington; *Powerful*, seventy-four, Captain R. Plampin; Sir Francis

Drake, thirty-eight, Capt. George Harris; Psyche, thirty-six, Captain Fleetwood-Pellow; Terpsichore, thirty-two, Captain Walter Bathurst, with the Seaflower, brig, Lieutenant W. Owen.

Passing through the Straits of Sunda, the Rear-admiral captured the *Wilhelmina*, a Dutch armed brig, and on the following morning arrived off Batavia: directing a frigate and a brig into the road, by passing between the island of Ornut and Java, the Rear-admiral with the other ships took a more circuitous route. The Dutch, on perceiving the meditated attack, cut their cables, and ran on shore; the ships of the line were unable to approach from the shoalness of the water. The *Sir Francis Drake*, and *Terpsichore*, got near enough to cover the boats, which, led in by Captain Fleetwood Pellow, boarded and destroyed all the enemy's vessels in the road, disregarding the heavy fire of the ships and batteries.

This was one of the severest blows on the commerce of Holland, which it had hitherto received in the eastern seas; her principal sea-port had been found so vulnerable as to be insufficient to protect even her ships of war, every one of which found riding there, with all their merchant shipping, had been given up to the flames, with the trifling loss on our part, of one man killed, and four wounded. The names of the ships destroyed were—

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>
Frigate <i>Phoenix</i> .....	36 .....	260
Brig of war <i>Aventurier</i> .....	18 .....	90
————— <i>Zeo Ploeg</i> .....	14 .....	50
Armed ship <i>Patriot</i> .....	20 .....	90

	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>
Armed ship Arnistien .....	10	.....	50
Armed brig Johanna Susanna...	8	.....	24
———— Snelheid .....	6	.....	24
Corvette William .....	14	.....	98
———— Brig Maria .....	14	.....	90.

About twenty merchant ships were also destroyed and two taken.

In the month of September, Captain F. Pellew anchored off the port of Samarang, and sent his boats under the command of Lieutenant Kersteman, in pursuit of an armed schooner and a merchant brig, both of which were boarded, captured, and burnt; the boats were recalled, and the *Psyche* weighed and chased vessels of more importance, which she soon brought close to action; these were an armed ship of seven hundred tons with a valuable cargo, a brig of twelve guns and seventy men, and the *Scipio*, a corvette of twenty-four guns and one hundred and fifty men. They had run on shore, and the *Psyche*, as she engaged them, lay in three fathoms water: Captain Pellew brought out all his prizes, and arrived safe with them at Madras.

On the arrival of the dispatches from Sir Home Popham and General Beresford at Buenos Ayres, a force immediately proceeded to the new conquest: in the meanwhile Lieutenant-colonel Backhouse, of the 43d regiment, on whom the command of the troops had devolved during the captivity of General Beresford, decided, in conjunction with Sir Home Popham, to attack the city of

Monte Video, but the shoalness of the water not admitting the near approach of the ships of war, the plan was abandoned in favour of an enterprise on Maldonada. Lieutenant-colonel Vassal, with four hundred men, landed, and advanced with Colonel Backhouse to that village, which they entered at the point of the bayonet, killing and wounding fifty of the enemy, without any loss on our side. The Spaniards fled and left their guns. The batteries which defend the harbour of Maldonada were taken on the following day by Lieutenant-colonel Vassal. The little army was accompanied by a small party of seamen and marines from the ships of war. The island of Goretta, which forms the harbour, was strongly fortified, but surrendered on the summons of Sir Home Popham, and the British squadron and transports found a safe anchorage, and a plentiful supply of provisions and water. By this time General Achmuty had arrived, and with him a very large reinforcement of troops, in the Ardent and Lancaster, of sixty-four guns, and some transports. The General immediately evacuated Maldonada, reserving a garrison in the island of Goretta. Rear-admiral Stirling, in pursuance of his instructions, sent Sir Home Popham to England. After the departure of Sir Home, the forces began their operations on Monte Video; the landing of the troops was effected on the 18th of January, nine miles from the town: the enemy acted with some show of firmness, having their



artillery drawn up on the height. On the following day, four thousand of the native cavalry opposed Brigadier-general Lumley, occupying the high ground on his right, and pouring upon him a heavy fire of round and grape. Lieutenant-colonel Brownrigg charged them, took one of their guns, and dispersed their forces. Our army then advanced to within two miles of the citadel, and took up a position in the suburbs. On the 20th, six thousand men, cavalry and infantry, sallied out of Monte Video to attack the invaders, but after an obstinate resistance, and great slaughter, they fled; their loss was computed at fifteen hundred in killed, wounded, and prisoners: after this affair, many of the people retired to their distant habitations, leaving the British General full leisure to attack the city, which he found was defended by one hundred and sixty pieces of cannon, and a strong garrison. The enemy had possession of the island of Ratonés, commanding the harbour, where they had some gun-boats, which gave our people considerable annoyance, but the British army had now completely hemmed in the garrison in a semicircle on the landside, cutting off all their supplies, except such as came in boats from the opposite shores of the river; this source of sustenance was still more precarious by the near approach of the British squadron, whose artillery now co-operated with that of the army in battering the town, but at too great a distance to produce any serious effect. The Bri-

gadier-general having, by the 2d of February, gradually advanced his batteries, to within six hundred yards of the works; had made a breach and determined to storm the town, although he knew that in the attempt he must necessarily expose his army to heavy and deliberate fire. Orders were accordingly given to prepare for the assault; an hour before daybreak, on the morning of the 3d: the troops which had the honour of being selected for this important service were the rifle corps under Major Gardiner, the light infantry under Majors Brownrigg and Trotter, the grenadiers under Majors Campbell and Tucker, and the 38th under Lieutenant-colonel Vassal and Major Nugent; these were supported by the 40th regiment under Major Dalrymple, and the 87th under Lieutenant-colonel Butler and Major Miller.

The whole were commanded by Colonel Browne; the remainder of the force consisting of detachments of the 20th and 21st light dragoons, the 17th and 47th regiments, a company of the 71st and a corps of eight hundred marines and seamen, under the command of Captains Donnelly and Palmer, of the royal navy, were encamped under the command of Brigadier-general Lumley to protect the rear.

The navy having co-operated in this splendid expedition, its glorious result may reasonably be allowed a place in naval history; nor can it be given in more forcible language than that of the

gallant general who commanded the attack: At the appointed hour the troops marched to the assault, they approached to the breach before they were discovered, when a destructive fire from every gun that could bear, and from the musketry of the garrison, opened upon them; heavy as it was, our loss would have been comparatively trifling if the breach had been open, but during the night, and under the fire, the enemy had barricadoed it with hides, so as to render it nearly impracticable. The night was extremely dark, the head of the column missed the breach, and when it was approached it was so shut up that it was mistaken for the untouched walls. In this situation the troops remained under a heavy fire for a quarter of an hour, when the spot was discovered by Captain Renny of the 40th light infantry, who pointed it out, and gloriously fell as he mounted to the assault; our gallant soldiers rushed on, and difficult as it was of access, forced their way into the town. Cannon were placed at the head of the principal streets, their fire for a short time was destructive, but the troops advanced in all directions, carrying every battery with their bayonets, and overturning the guns. The 40th regiment with Colonel Browne followed; they also missed the breach, and twice passed through the fire of the batteries before they found it. Our loss during the siege was trifling, but in the assault many brave officers and men purchased the honour of their country with their lives: one

major, three captains, two lieutenants, two sergeants, five drummers, one hundred and five rank and file killed; two lieutenant-colonels, three captains, eight lieutenants, four ensigns, four staff, eighteen sergeants, five drummers, two hundred and thirty-five rank and file wounded.

The part of the enterprise which fell to the share of the navy, is fully detailed in the dispatches of Rear-admiral Stirling.

The landing, it appears, was first effected at Carreta point, which is about seven miles to the eastward of the town. The covering vessels were under the command and direction of Captain Lucius Hardyman, of the royal navy, who, notwithstanding the shallow water and bad weather, got near enough to afford protection to the soldiers. As the army advanced, the naval department attended its motions along the shore, conveying supplies, harassing the enemy, and receiving the wounded men, the whole of whom were safely conveyed to their ships.

The largest ships of war the Rear-admiral disposed of in such a manner as to prevent the escape of any merchant vessels, and to cut off all communication between Colonna and Buenos Ayres; the guns were landed from the ships of the line, and planted in battery, and, at one time, not less than one thousand four hundred men were on shore from the squadron. The defence having been protracted, the ammunition began to fall short, and in two days their powder would have

been expended. This was probably the reason which induced the able and gallant General to decide on an enterprise rarely attempted, and which was crowned with the most perfect success, unsullied by any act of barbarity so commonly practised by an infuriated soldiery in similar occasions. "At daylight," says the General, "every thing was in our possession except the citadel, which made a show of resistance, but soon surrendered, and early in the morning the town was quiet, and the women were peaceably walking in the streets." Two valuable officers, Lieutenant-colonels Vassal and Brownrigg, died of their wounds; and Major Dalrymple was killed in the assault, as were the Captains Renny and Dickenson, with many others.

As soon as Fort Saint Philip had surrendered, Lieutenant Wm. Milne, with the armed launches of the squadron, landed and took possession of the island of Rattones, which mounted ten guns, and had a garrison of seventy men. This was a post of importance to the navy in the progress of its operations. A frigate of twenty-eight guns, lying in the harbour, was set on fire, and blew up after her crew had left her. Three gun-boats shared the same fate, but the other vessels were saved. The tons of shipping captured amounted to thirteen thousand, exclusive of many vessels not thought sea-worthy, and a number of gun-boats and launches armed for war. Some of the vessels might have been fitted for the king's ser-

vice; six of them mounted from ten to twenty-four guns, but they were never employed, we conclude, for want of seamen to man them. On the 16th of March, the little town of Colonia surrendered to the Pheasant, sloop of war, under the command of Captain Palmer, and a detachment of the army under Lieutenant-colonel Park. Late in the month of April, a strong body of the enemy advanced in the night to take the place by surprise, but being met by the British troops they fled, leaving a few dead on the field of battle. Early in June, Rear-admiral George Murray and Lieutenant-general Whitelock arrived in the river, and were soon after joined by Brigadier-general Crawford with more troops. General Whitelock assuming the chief command, landed with the reinforcements at Grennado de Barragon, about eight miles to the eastward of Buenos Ayres, on the south side of the river: proceeding through a difficult ground to the village of Reduccion, on the banks of the little river Chuelo, where the enemy had constructed batteries, and thrown up a formidable line of defence. The army soon bore down all impediments, and formed a line of circumvallation round the city of Buenos Ayres, which now required nothing more than a few days of severe bombardment to induce the Governor to capitulate. Unfortunately the Commander-in-chief determined to attack the place without waiting for his heavy artillery, and to carry it by the bayonet without allowing his soldiers to load!

To those who are unacquainted with the style of building in Spain, and the colonies of that country, it may be proper to observe, that the Moors probably introduced the custom of constructing their houses like fortifications, that is, an exterior of strong stone work, with iron bars to the windows and massive doors—the interior presented a court-yard, surrounded with two or three tiers of balconies, and a staircase, which might be easily defended by few hands against a great force. The roofs of the houses were flat, and, consequently, afforded the most favourable retreat to armed soldiers, or even to women and children; to set fire to such houses from without was nearly impossible. A town thus constructed, it must appear evident, would surrender to nothing short of bombardment. “Yet,” says the General, “the town and suburbs being divided into squares of one hundred and forty yards each side, and a knowledge that the enemy meant to occupy the flat roofs of the houses, gave rise to the following plan of attack:

“Brigadier-general Sir Samuel Achmuty was directed to detach the 38th regiment to possess itself of the Plaza de Toros, and the adjacent strong ground, and there take post. The 87th, 5th, 36th, and 88th, were each divided into wings, and each wing ordered to penetrate into the street directly in its front. The light battalion divided into wings, and each followed by a wing of the 95th regiment, and a three-pounder, was

ordered to proceed down the two streets on the right of the central one, and the 45th down the two adjoining, and after clearing the streets of the enemy, to take post at the Residencia: two six-pounders were ordered along the central street, covered by the carabineers and three troops of the 9th light dragoons, the remainder of which was posted as a reserve in the centre. Each division was ordered to proceed along the street directly in its front, until it arrived at the last square of houses next the river, of which it was to possess itself, forming on the flat roofs (of the houses), and there wait for further orders. The 95th regiment was to occupy two of the most commanding situations from which it could annoy the enemy. Two corporals with tools were ordered to march at the head of each column, for the purpose of breaking open the doors. The whole were unloaded, and no firing was to be permitted until the columns had reached their final points, and formed. A cannonade in the central streets was the signal for the whole to come forward."

The first onset of the British soldiers, led by Sir Samuel Achmuty, was successful. He possessed himself of the Plaza de Toros, the post he was directed to attack, but with much loss, from the sheltered fire of the enemy; he however took thirty-two pieces of cannon, a quantity of ammunition, and six hundred prisoners. The other divisions moved with different success; that under



Brigadier-general Lumley was opposed by a heavy fire from the tops and windows of the houses, the doors of which were found so strongly barricadoed, as to render it impossible to force them, and had they indeed succeeded, the inside of the house would still have offered sufficient obstacle to the assailants. The streets were intersected by deep ditches, within which were planted cannon, firing grape on the advancing columns. • Notwithstanding this formidable opposition, the 36th regiment gained its final destination, but the 88th was so much weakened as to be forced to surrender. The farther our troops advanced into the city, the more obstinate was the resistance they encountered, and the most terrible slaughter ensued of the finest troops in the world; their leaders lay dead or wounded, with a great part of the men: the fire from the house-tops, windows, and artillery, fell like hail, and mowed them down at every instant, while the streets streamed with the blood of our defenceless slaughtered countrymen: prodigies of valour were performed, charges were made and guns were taken, but no impression could be effectual on the impenetrable fortifications of the houses. Brigadier-general Crawford was forced to surrender with his division, and two thousand British troops had lost their lives, their limbs, or their liberty, by the ill-judged enterprise. Hand-grenades, bricks, and stones, from the tops of the houses, added to the destructive

fire of guns and musketry. "Every householder with his Negroes, defended his dwelling, each of which was in itself a fortress." "Such," says the General, "was the situation of the army on the morning of the 6th of July, when General Liniers addressed a letter to me, offering to give up all his prisoners taken in the affair, together with the 71st regiment, and others taken with Brigadier-general Beresford, if I desisted from any farther attack on the town, and withdrew his Majesty's forces from the river of La Plata, intimating at the same time, from the exasperated state of the populace, he could not answer for the safety of the prisoners, if I persisted in offensive measures." These were the considerations which induced General Whitelocke to accept of the proposals made to him: the British army withdrew from the ill-fated river. Thus ended the British invasion of South America—disastrous, but not altogether inglorious; enriching a few to the destruction of many.

The dispatches from Rear-admiral J. Murray, give an able outline of the naval operations of which he was the leader. Unhappily the difficulties of the navigation in the Rio de la Plata, prevented the co-operation of the ships of war: even the gun-brigs could not get nearer to the beach than one mile, and the transports lay aground as they discharged their troops. The Rear-admiral pushed his light vessels as much in

advance as possible: Captain Corbett, of the *Nereide*, of thirty-six guns, Captains Thompson in the *Fly*, Provost in the *Saracen*, with the transports and gun-brigs, were placed to the westward of the city of Buenos Ayres, as close as the depth of water would admit, but the *Nereide*, though in no more than three fathoms water, was still nine miles from the town, consequently the army could derive no support from the guns of the ships of war. The exertions of the naval officers and seamen were therefore confined to the landing of provisions and ammunition, and dragging the artillery for the army through the swamps, with which the south side of the river abounds.

On hearing the disastrous result of the attack of the 4th of July, the Rear-admiral got on board the *Staunch*, gun-brig, and went up the river, anchoring off the post occupied by Sir Samuel Achmuty; the *Medusa*, *Thisbe*, and *Saracen*, were ordered to follow as far as they could with safety. Soon after the Rear-admiral received a note from the General, giving him intimation of the disasters which had befallen the army, and expressing a wish to see the Rear-admiral, who lost no time in repairing to head-quarters, when, becoming acquainted with the true state of our affairs, he, with every general officer present, consented to the following terms:

*Preliminary Propositions agreed to between the General of the English army and that of the Spanish army on the River Plata.*

1. A cessation of hostilities.
2. The British troops to retain possession of Monte Video for two months.
3. A mutual restitution of prisoners.
4. Provisions to be allowed free entrance into Monte Video.
5. Ten days to be allowed for the British troops to pass over to the north side of the river, with all their arms, cannon, stores, and equipages.
6. During the period of four months, no impediment shall be thrown in the way of the commerce of the British merchants.

The sixth article inadmissible, because contrary to the Spanish laws.

1. *Additional.* When Monte Video is restored, it is to be uninjured, with the Spanish artillery originally belonging to it.
2. *Additional.* There shall be mutually three officers of rank exchanged, until the fulfilment of the treaty, it being understood that those British officers, who have been in this country on their parole, are not again to serve in South America until they have been landed in Europe.

Lieutenant-general Whitelocke returned to England on board the *Saracen*, sloop of war, commanded by Captain James Prevost. Soon after his arrival, he was tried by a court-martial, assembled at Chelsea Hospital, and sentenced to be dismissed from his Majesty's service. The public mind was excited against this unhappy general in a greater degree than he appears to have deserved; his sentence was received with approbation, and by many thought not sufficiently

severe. Yet as he was neither convicted of cowardice or treachery, but simply error in judgment, the common infirmity of our nature, we cannot but think the ends of public justice were completely answered by his removal from the service.

The expedition cost one thousand two hundred officers and men, killed and wounded, and deserted or missing.

## CHAP. III.

1. **State of Europe**—Debates in parliament on the subject of the Danish war—Speech of Lord Sidmouth—of Lord Hawkesbury—of Mr. Yorke—Consequences of the peace of Tilsit—Designs of Bonaparte on Spain—Pretended overtures for peace—Declaration of the King of Great Britain in favour of Spain—The French armies under Murat advance into that country—Weak policy of Charles IV.—Ferdinand meets Bonaparte at Bayonne—General insurrection in Spain—Return of Admiral Gambier to England—Is created a Baron—Thanks of parliament opposed by Lord Holland, as regarded the navy—Sir James Saumarez appointed to command in the Baltic—Rear-admiral Sir Richard Keats sails for Gottenburg, with the army under command of Sir John Moore—History of the Spanish army under the Marquis de la Romana—Capture of the Prince Christian Frederick—Embarkation of the Spanish army from Nyebourg—Capture of the Admiral Yawl, Danish brig—Death of Captain Bettesworth—Actions in the Baltic—Centaur, Implacable, and Swedes, against the Russian fleet, who retreat into Rogeswick—Capture of the Sewolod—List of Swedish and Russian fleets—Capture and destruction of the Sea-gull—Distinguished conduct of Captains Cathcart and Caulfeild.
2. **Channel**.—Maitland, in the Emerald, attacks and burns a French privateer in Vivero—Death of Captain Conway Shipley—Capture of the Guelderland by the Virginie, and of La Sylphe by the Comet—Of the Thetis by the Amethyst, and of L'Hebé by La Loire.
3. **Mediterranean**.—Admiral Allemande, with eight sail of the line, escapes out of Rochefort—Pursued by Sir Richard Strachan—Watched by the Spartan—Gets into Toulon—Noble action between the Redwing and Spanish flotilla—Affairs of Spain and Portugal—Insurrection at Cadiz—Murder of Solano—Peace between England and Spain—Letters from Lord Collingwood to Admiral Purvis and the Spanish authorities—

Their reply, and terms of agreement signed—Capture of the French squadron under Admiral Rossilly—Operations of the British squadron—Insurrection at Oporto and St. Andero—Surrender of Dupont's army—Sir Arthur Wellesley sails from Cork, and lands in Portugal—First battle between British and French troops at Rolica—Battle of Vimiera—Convention of Cintra—Surrender of the Russian squadron to Sir Charles Cotton—Actions in the Mediterranean—Capture of the Turkish frigate *Badere Zaffere*—Romana's army lands at Corunna—Sir John Moore and Sir David Baird also land with their division—Retreat of British army—Actions of small vessels in the Mediterranean.

4. *West Indies*.—Revolution in the Spanish settlements in America—Action between the *Circe* and squadron with the French batteries at Martinique—Jamaica station—Various gallant actions.

5. *East Indies*.—Capture of the *Laurel*.

THE attack on Copenhagen excited the most lively sensation throughout the country, and was one of the first objects which occupied the attention of parliament.

His Majesty, in the speech from the throne on the 21st of January, mentioned the peace of Tilsit, and the effects which that event was likely to produce in the affairs of Europe; of the power which France had acquired; and of the determination of Napoleon to use it for our destruction. The minor states of Europe, which till then had been at peace with us, were now dragged into hostility; and the fleets of Denmark and Portugal might be numbered among our enemies. The address was moved in the house of peers by the Earl of Galloway, then a captain in the navy; and in the commons by Lord Archibald Hamilton: self-

defence was the ground on which the ministers rested their justification; and so firmly did they resist and so ably refute every argument of their opponents, that the country remained convinced of the absolute necessity of their measures. In reading over the debates on this interesting subject, we are naturally struck with the change produced in the appearance of the same object, when viewed from different sides of the house. The men who advised the detention of the Spanish frigates, in 1804, denied the right of Great Britain to attack the fleet at Copenhagen. Yet the cases were precisely parallel, as far as right was concerned, and the point of necessity was infinitely in favour of the latter. The question has now been long set at rest, not only by the unanswerable arguments of the best lawyers, by quotations from the most approved writers on the law of nations, but by the admission of Bonaparte himself. It was with the most unaccountable party zeal denied by a noble Lord (Sidmouth), that Denmark could by any possibility be at amity with France; and consequently he inferred, that we had nothing to fear from her; that the invasion of Zealand by Bonaparte was impracticable, because the Danes in the severest winter might easily have broken the ice on their own shores; and that even had the enemy got possession of the Danish fleet, it could not have been a subject of alarm to us; and that, previous to the battle of Trafalgar, an addition of such a number of ships to the fleets of our enemies would



have given us no serious uneasiness. A very intimate knowledge of the sentiments of the Danes towards this country, leaves us no reason to suppose they would have opposed any plans of Napoleon for our destruction; but that eighteen sail of the line, and as many frigates, all manned with Danish seamen, could have given us no uneasiness previously to the battle of Trafalgar, is a proposition to which we cannot agree. A Danish fleet, ship for ship, was in no respect inferior to that of France or Holland: suppose then such a fleet had gone north about, and reached our West India islands, the Cape of Good Hope, or Tranquebar, shall we be told that it would have caused us no uneasiness? While the immortal Nelson had been forced to quit the Mediterranean, leaving scarcely a British ship behind him on that station, shall we say that the fleet of Denmark could have done us no injury? What was the state of the public mind when we heard how the gallant and injured Calder had beaten Villeneuve, and was still in pursuit of him? What should we have said to ministers, if they had informed us, that in addition to our other causes of anxiety, a Danish fleet was at sea, with twenty thousand land troops on board?

The facts of the case, however, left ministers no choice; they acted with vigour, and had all the good sense of the nation on their side. Lord Hawkesbury maintained that the treaty of Tilsit had placed the navies of Denmark and Portugal at the command of Napoleon; his Lordship might

have added, that of Russia and Sweden must have followed. It was proved, through many channels, that the whole were to unite in common cause against Great Britain, on whose shores the combined fleets of France, Spain, Portugal, and Denmark, should make a descent: the measures of the board of Admiralty, at which Lord Mulgrave presided, were marked with decision, firmness, and activity. Bonaparte was foiled with his own weapons; while he deliberated, we acted, and anticipated the master-stroke of his policy. Hence his impotent rage; and hence the steps which led to his ruin.

One observation made by the Right Honourable Charles Yorke deserves to be remembered, in answer to a call for more evidence and for papers, to prove assertions relative to the secret articles of the peace of Tilsit. The Honourable Gentleman stated, that in consequence of a motion made for papers by Mr. Fox in the American war, relative to the sailing of the Toulon fleet, the French had been able to cut off a source of information which this country had possessed in Holland since the days of Queen Anne.

It was contended on this occasion, as well as on the commencement of hostilities in 1803, that a declaration of war was necessary on our part, before we undertook the violent measures which our government had thought it right to adopt. Such was the language and reasoning held by Napoleon himself; but was it consistent either with his known

policy, or with the practice of Europe for the last two hundred years? France, of all the nations on earth, was the least governed by such forms, unless they chanced to suit her own views.

A pamphlet,\* written by Mr. Ward, who was a lord of the Admiralty with Lord Mulgrave, completely clears any doubt that might have been entertained on the subject. That learned gentleman has proved, in a work published two years before the expedition to Copenhagen, that, from the days of the Spanish armada to our own time, such a formality had rarely if ever been observed! In the attack on Copenhagen, the declaration of our government, and the proclamations of the commanders-in-chief, were in every point of view sufficient for the purpose of warning a peaceful nation of the approach of war.

It would be easy to prove from the writings of the best commentators on the law of nations, that it was not only our right but our duty to seize the fleet of Denmark. Grotius, in his third book, chap. 1. art. 2. has the following passage:—

Moreover, I may, without considering whether it is merited or not, take possession of that which belongs to another, if I have reason to fear any evil from his holding it, but I cannot make myself the master or proprietor of it, the possession having nothing to do with the end which I propose. I can only keep possession of that thing until my safety is sufficiently provided for.

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\* An Enquiry into the Manner in which the different Wars of Europe were begun, &c. By R. Ward, Esq. Barrister. J. Butterworth, London, 1805.

It was precisely under such a view of the case, that the British government proposed the surrender of the Danish fleet, and the refusal of the Danes to that request became a justifiable cause of hostility.

We should have contented ourselves with this conclusive paragraph from the highest authority, but, while the sheets were going to press, the *Memoirs of Fouché, Duke of Otrante*, the friend and confidential adviser of Bonaparte, appeared in this country, and from that work, page 362, we make the following extract, being a literal translation :—

About this time the success of the attack on Copenhagen by the English was known; this was the first derangement of the secret stipulations of the treaty of Tilsit, in virtue of which, **THE NAVY OF DENMARK WAS TO HAVE BEEN PLACED AT THE DISPOSAL OF FRANCE!!!** Since the catastrophe of Paul I., I had never seen Napoleon in such a transport of rage. That which most struck him in this vigorous coup-de-main, was the promptitude and resolution of the English minister.

He suspected a new infidelity in the secret of his cabinet, and charged me to ascertain if it could have arisen from any resentment for a recent disgrace (alluding to the dismissal of Talleyrand from the department of Foreign Affairs).

That every word of this statement is correct, there can be no doubt; but it is highly probable that the English minister, without receiving any communication out of the cabinet of St. Cloud, was fully convinced, after the treaty of Tilsit, what would have been the destination of the fleets of the North. We are surely borne out in the assertion, that the

power of Napoleon received one of its most fatal shocks in the Baltic, and Fouche acknowledges, in the next page, that the star of Napoleon grew pale at the commencement of 1808.

Napoleon, by this treaty, supposed himself completely master of the North of Europe; no wonder, then, at his rage and disappointment, when he found his secrets betrayed, and his projects anticipated and defeated. The battle of Trafalgar was the first blow given to his power; Copenhagen the second; the battle of Leipsick the third; and Waterloo the last.

Spain, the despised, the abject, ruined, impoverished Spain, that had given him her money, her soldiers, her ports, and her fleets, to recruit his armies, to strengthen his navy, and to assist him in the destruction of England, suddenly turned against him, as if the whole nation had been animated with one soul, one wish—that of destroying their oppressor and his legions. Austria, yet smarting under the effects of the campaign of 1805, was silently recruiting her armies, and preparing for another struggle; and although the warning voice of the clear-sighted Fouche had cautioned Bonaparte against any attempt on Spain, he directed his victorious legions to the Pyrenees, leaving in their place forty thousand conscripts to awe the humbled princes on the northern frontier: while he spoke of peace he prepared for war; and while he meditated the conquest of Spain, and the dethronement of her

king, directed Russia to enter into negotiations with England\* for a general peace, which, to use his own artful words, "might give repose to the world." Aware of his designs, the king of Great Britain expressed a perfect readiness to treat, but only on condition that Spain, which had recently made her declaration, should be received as our ally. This Napoleon insolently rejected, calling the unhappy Spaniards "insurgents"!

England, the bulwark of liberty, stood firm and undismayed, although abandoned by Russia, and all the great powers; she had not indeed at that time, with the exception of America, one foreign minister at her court.

Referring to the negotiations which had been carried on, the king of England stated in his spirited proclamation, that it was difficult to believe his Imperial Majesty could have become the ally of a power so manifestly unjust as France; that he should acknowledge and maintain the right of Napoleon to dispossess a lawful and friendly sovereign of his throne, and to transfer the allegiance and independence of his people. Unconnected with Spain by any treaty of alliance, the king of England declared that the engagements he had entered into in the face of the world with the Spanish nation, he would consider as sacred and as binding as the most solemn treaties. His Majesty expressed a just confidence, that the government of Spain, acting in the name and

\* See Russian Declaration, 31st October, 1807.

behalf of Ferdinand the Seventh, was understood to be a party to the negotiation. That those conditions on which it was begun, having been rejected both by France and Russia, neither the honour of his Britannic Majesty, nor the generosity of the British nation, would admit of his Majesty consenting to its renewal.

Bonaparte, while his armies under Murat insidiously crept into Spain, and gained one stronghold after another, had the cunning to disseminate mistrust and suspicion in the royal family at Madrid, and to render the King odious to his people. Charles the Fourth, a weak, pusillanimous prince, bent to the storm, and prepared to retreat to his American possessions, following the example of the court of Portugal; but the character of the Spanish nation, hitherto humbled and degraded by a base aristocracy, and the atrocious tyranny of the Inquisition, suddenly burst its chains, and spreading havoc and desolation among the troops of France, made the tyrant tremble on his throne!

Ya despierto de su letargo de las Españas el Leon  
Y, con rugidos espantosos, cubri la tierra de pavor.

These beautiful lines are extracted from a patriotic song made on the occasion, which, like the Marseillois hymn, though in a much better cause, roused the people to fury and revenge. Their literal meaning is, "The Lion of Spain, awoke from his slumbers, fills the earth with terror at his roar." The infamous Godoy nearly proved the first vic-

tim to the popular indignation, as the tool of Bonaparte, and the curse of his country. In the tumults of the 3d of May, 1808, he was dragged to prison, whence it was intended he should proceed to the scaffold, but he contrived to make his escape. Charles abdicated a throne which he had disgraced, and the Junta of Seville proclaimed Ferdinand "el amado" his successor. This prince, no ways superior to his sire in any qualification of the mind, forgetting his duty to his country, and disregarding the advice of his most faithful counsellors, threw himself into the arms of Napoleon, at Bayonne, and received from him the just reward of his folly. He was degraded, dethroned, and sent a prisoner to Valence, while his sceptre was given to Joseph Bonaparte, the brother of the Emperor: This treacherous act was the consummation of Napoleon's infamy, and drew down, as we shall soon see, the vengeance of Heaven upon his guilty head.

We must now return to the affairs of the North. On the 10th of February, the Emperor Alexander published his declaration against Sweden; in which, alluding to the conduct of England towards Denmark, and to the treaties of 1783 and 1800, in which Sweden had engaged with Russia to maintain the principle, "that the Baltic is a close sea, with the guarantee of the coasts against all acts of hostility;" Alexander considered himself bound to call upon the king of Sweden for his co-operation against England. Gustavus did not disavow the



obligation imposed upon him by these treaties, but refused all co-operation until the French troops should be removed from the shores of the Baltic; and the ports of Germany opened to English ships. Reasoning like this was unanswerable, but by the cannon. If Russia sanctioned the occupation of the shores of the Baltic, and the destruction of its trade by the French armies, it was absurd and tyrannical to call on Sweden to oppose a British fleet; an act which, even if founded in right, would have ended in her destruction. Gustavus replied to the manifesto with firmness; he referred to the insults and injuries which Russia had received from France, to the declarations of the Emperor never to make a peace inconsistent with the glory of the Russian name, and then asked how far this was fulfilled by the treaty of Tilsit? He spoke of the exertion of the Swedish navy in the cause of Alexander at Dantzic, and in Pomerania, a country which he (Gustavus) had in consequence been forced to evacuate. He particularly reminded the Emperor of his having received offers from France to be put in possession of all the provinces lost by Charles the Twelfth; that he had rejected them with disdain, and immediately made them known to Russia; and he added, with irresistible force, "His Majesty stands on higher ground than to make a merit of having resisted temptation so mean and contemptible." He then proceeded to remark with just severity on the articles of the treaty of Tilsit

levelled against England. "No government," says the gallant Gustavus, "is any longer left to its own light and experience; no people to their own lawful industry."

When the arrangements at Copenhagen were completed, and the Danish ships ready to sail, when the arsenal had been cleared of all its stores, and every ship in the British fleet had received a portion of them to convey to England, Admiral Gambier detached Rear-admiral Stanhope with the first division down the Cattegat. Contrary winds obliged them to put into Gottenburg, where the exiled Louis the Eighteenth was at that time enjoying the hospitality of Gustavus. The Rear-admiral with becoming attention to the misfortunes of the King, sent an officer to compliment his Majesty, and to offer such service as might be found acceptable. His Majesty courteously declined the offer, and the division pursued its way to England, where it arrived in safety. The remaining ships were not so fortunate. The Neptune, a Danish eighty-gun ship, was lost in coming out of the Sleave, and dreadful havoc was made among the transports having troops on board. Owing to the want of nautical skill among the masters of the merchant ships hired for that service, some of the most afflicting cases of shipwreck occurred, and in some instances every soul perished. Admiral Gambier, on his arrival, was created an English baron, and the thanks of both houses of parliament were voted to the fleet and

army. It is remarkable that Lord Holland opposed the vote as far as it related to the navy, which his Lordship conceived was not entitled to such a tribute of approbation. What the motives of Lord Holland were for such opposition, we do not presume to say; had it been the opinion of parliament, an endless feud would probably have been engendered between the two services. In conjoint expeditions, fighting comprises but a part; and if there be a contention between army and navy, it is who should have the greatest share of danger. The safety and success of the troops often depends on the active co-operation of the navy to supply all their wants. A British army on a foreign coast, without a fleet to attend it, is nearly as much at a loss as that fleet would be, without a sufficient depth of water: look at Egypt, South America, the Cape of Good Hope, and the West India Islands, Copenhagen itself, Walcheren, and Corunna.

Captain Wm. Henry Dillon, in the *Childers*, of fourteen guns, fought a singularly determined action against a Danish brig of war, and some gun-boats. The *Childers* was one of that very diminutive class of vessels, now obsolete in our service, called a cutter brig; her artillery no more than twelve-pound carronades; her crew, in all, sixty men, and her tonnage not two hundred.

Captain Dillon sent his boats to take a vessel out of a small port near the Naze of Norway, which he had effected with much opposition, when a brig

of war came out of Hitteroe to her rescue. The two brigs met on opposite tacks, close to the shore; the night was dark; and under the high land the enemy could only be seen by the flashes of his guns, at the same time that his long eighteen-pounders did very considerable damage to the Childers; nor was it in the power of Captain Dillon to get nearer his antagonist, who, after a severe action of more than three hours, retreated within the rocks of the Norwegian coast, leaving the Childers half full of water, with three of her men killed, and eight wounded. Captain Dillon was promoted to the rank of post-captain for this action.

In the year 1808, Vice-admiral Sir James Saumarez was appointed to the command in the Baltic; then become one of the most important of our naval stations. Sir James hoisted his flag in the Victory; Rear-admiral George Hope was his captain of the fleet: the service became very arduous, in a military as well as political point of view. The Admiral was in personal correspondence with the Emperor Alexander and the King of Sweden. The Danes, who from their geographical position, bore the brunt of our attacks, were not unmindful of their duty; they wanted neither courage nor skill; and the acrimony universally felt against the English added an energy to their motions which made them very formidable enemies.

Rear-admiral Sir Richard Keats sailed from Yarmouth on the 10th May, with the expedition

under Sir John Moore, and reached Gottenburg on the 17th. The arrival of this force in the Baltic was marked by events of vast importance to the interests of Europe.

The Spanish troops under the command of the heroic Marquis de la Romana, amounting to twelve thousand men, had been ordered to Hamburgh, as we have already observed, and quartered there as part of the army under Marshal Bernadotte, prince of Ponte Corvo, and now king of Sweden. Early in the year 1808 this force was marched to the shores of the Baltic, as was alleged, for the invasion of Sweden, in conjunction with a Danish army. In the month of March, the vanguard, having safely crossed the Little Belt, to the island of Funen, was preparing for the passage of the Great Belt, when they were surprised by the appearance of a British frigate and a brig between Nyebourg and Corsoer, at a season of the year, as Mr. Southey justly observes, when it was "thought no enemy's vessel would venture in those seas. The army was therefore ordered to halt, and the Prince Christian Frederick, a fine Danish seventy-four gun ship, with six hundred and twenty men, was sent to clear the Great Belt of these intruders. On her arrival, she as unexpectedly fell in with two British ships of sixty-four guns; the *Stately*, Captain George Parker, and the *Nassau*, Captain Robert Campbell; by these she was brought to close action in the evening of the 22d of March, and after a creditable resistance was driven on

shore on the coast of Jutland: the British officers, unable to get her off, took out the prisoners and set her on fire. She had fifty-five men killed, and eighty-eight wounded; the *Stately* had four killed, and twenty-eight wounded; the *Nassau* two killed, and eleven wounded.

That two British ships of sixty-four guns, and four hundred and ninety-one men, should be able to subdue an enemy of this force, is not surprising; but we must admire the seamanship, vigilance, and perseverance, with which these officers pursued their enemy, on his own coast, and on which they had nearly grounded in the chase: nor is the merit of this action to be viewed as the mere capture of an enemy's ship of the line. Bernadotte was, according to Mr. Southey, thrown into great confusion by the unexpected position of our ships, in a channel so narrow and so dangerous at that time of the year: by the vigilance of Captain Parker, his designs upon Zealand were frustrated; and the liberation of the gallant Spanish army of Romana was probably accelerated by this fortunate action. Some of the men had been conveyed over by stealth during the night to the island of Langland, some to Funen, and others to Zealand; but the greater part remained on the coast of Jutland: that portion of them which reached Zealand became very refractory; attacked their general, who was a Frenchman, killed his aide-de-camp, and planting their colours, swore to defend them with their lives. The British government, acquainted with

this favourable disposition of the Spaniards, contrived, through the means of an agent in the island of Heligoland, to establish a correspondence with Romana. This gallant nobleman received and communicated to his army the cheering accounts of the insurrection in Spain against the oppressors of their country; and convinced them, that their deliverance was near at hand. While Sir James Saumarez, the admiral and commander-in-chief in the Baltic, cautiously managed the Swedes and Russians, Sir Richard Keats, in the Little Belt, took upon him to assist the Spaniards in regaining their liberty from the Danes. Sir Richard, with the *Superb*, of seventy-four guns, and a small squadron, approached the harbour of Nyebourg, in Jutland, near which the main body of the Spanish army was encamped; two small vessels of war (a brig and a cutter) opposed his entrance. The Rear-admiral directed his officers to board and bring them out: this was done; but in the conflict Lieutenant Hervey, first of the *Superb*, was killed. In the harbour of Nyebourg were found fifty-seven sail of sloops and doggers; these, by the activity of the officers and seamen of the squadron, were immediately equipped under the direction of Admiral Keats, who hoisted his flag on board the *Hound*, sloop of war; which, from her light draft of water, was enabled to come into the port. The baggage was shipped the same night and following day on board the prizes, and removed to the point of Slypsarn, four miles from Nyebourg,

where the Spanish army was embarked in safety; and on the 11th of August remained under the protection of the British squadron, at the anchorage off Sproe.

The nobleness of the British character was never perhaps more honourably represented than in all the circumstances of this remarkable transaction. After rescuing an army from the grasp of tyranny, the Admiral declined taking away the prizes which his valour had won; and though at war with Denmark, generously restored the brig, the cutter, and the whole of the fifty-seven sail of the vessels, as soon as the service was performed for which they had been taken.

Captain George Langford, in the *Sappho*, brig of war, of eighteen guns, captured, after an action of half an hour, the *Admiral Yawl*, a Danish brig of war, of a very unusual construction. She carried twelve eighteen-pound carronades on her lower-deck, and sixteen six-pounders on her main-deck; the enemy had two men killed, the *Sappho* two wounded. Captain Langford was made post for this action.

In the month of April the boats of the *Daphne*, Captain F. Mason, and *Tartarus*, sloop, were sent into Flodshand, directed by Lieutenant William Elliot, of the *Daphne*; who, under the guns of the fort, boarded and brought out ten vessels (five of which were brigs of from one hundred and thirty to one hundred and ninety tons), loaded with provisions. Lieutenant Elliot and some of his followers were slightly wounded.



In the month of May, Lieutenant John Price, acting commander of the *Falçon* sloop of war, destroyed twenty-seven boats adapted for the transportation of troops, one of them loaded with shells, and one was taken with a thirteen-inch mortar.

Lieutenant M. R. Lucas, of the *Swan*, hired cutter, had an action with a Danish cutter, off Bornholm; after engaging her for twenty minutes the Dane blew up, and every man on board of her perished: she appeared to be a very fine vessel, of about one hundred and twenty tons, eight or ten guns, and full of men.

There is scarcely any part of the known world more inaccessible to an enemy than the port of North Bergen; its entrance is narrow, through defiles where anchorage is seldom attainable. The only mode of securing a ship is by making her fast to the ring-bolts fixed at different distances in the rocks for that purpose: the strength and irregularity of the currents baffle the art of seamanship; a ship going six knots is frequently turned round like a top, resisting the action of the helm, the sails, or the boats ahead; while thus embarrassed, the people on the surrounding rocks command a view of the decks, and being expert marksmen, are capable of doing much execution with their rifle-guns. After the war had commenced between Great Britain and Denmark, the peaceful and happy Norwegians, an innocent and inoffensive race, were compelled

to fortify their hills with cannon, and prepare for their defence.

Captain Bettesworth, with whose merit our readers are well acquainted, received his post-captain's commission from Lord Barham, in 1805, for bringing home with such admirable diligence the dispatches of Lord Nelson, from Antigua. Having been appointed to the *Crocodile*, and afterwards to the *Tartar*, he was sent off North Bergen in May, 1808; learning that there were five privateers and some merchant-vessels in the port, he anchored at the mouth of one of the numerous passages, and at night went with his boats to cut them out; but finding the enemy prepared, and being convinced that his boats were unequal to the task, he very prudently resolved to bring his ship into action. Having got under weigh, he found himself becalmed, surrounded with rocks, in an intricate passage, and at the same moment attacked by a schooner and five gun-boats, each mounting two twenty-four pounders, and full manned; they had placed themselves behind a rocky point, whence their guns were directed with almost unerring aim. One of their first shot killed the gallant young Bettesworth, while in the act of pointing his gun at the enemy; the *Tartar* was disabled in her rigging, drifting upon the rocks, the current strong, the heights covered with troops looking down upon her decks, and not a gun from the ship could be brought to bear on them; such was the painful situation of the

Tartar, when the command devolved on Lieutenant Caiger, who conducted himself like a brave officer, and a good seaman; by perseverance he brought the broadside of the ship to bear, sunk one of the gun-boats, and disabled the others: the Tartar at length, extricated from her difficulties, got to sea again, with the loss of her captain and one midshipman killed, and seven seamen wounded. (See the *Naval Chronicle*, vol. xxxix.) The Russian war employed a large part of our naval force, and called forth still greater exertion on the part of our admiral in the Baltic.

Captain Thomas Forrest, of the *Prometheus* sloop of war, had the honour of heading a very daring enterprise against the Russians, in the neighbourhood of Aspo roads. The army of the Russians, in Finland, received much of their supplies, particularly of military stores, by their coasting trade, escorted by gun-boats and small armed vessels; a number of these had been observed by Captain Forrest, who, with the boats of the *Princess Caroline*, *Minotaur*, *Cerberus*, and *Prometheus*, at half past ten o'clock at night pulled in, boarded, and carried three Russian gun-boats, mounting two long eighteen-pounders, and carrying forty-four men each; besides an armed brig, loaded with provisions: we had nineteen killed, and fifty-seven wounded; the enemy had twenty-eight killed, and fifty-nine wounded. The Russians fought with the utmost bravery; in one boat every man was killed

or wounded. For this action Captain Forrest was made post.

Captain John Willoughby Marshall, in the *Lynx* sloop of war, with Lieutenant Fitzgerald, in the *Monkey* gun-brig, captured three armed luggers off *Dais*. These vessels had anchored close to the shore, where they waited the attack; the depth of water not admitting the *Lynx* to approach, the *Monkey* ran in, and after a sharp fire soon drove the enemy from their guns, and brought out the vessels.

The Swedes were now acting in close alliance with us: their fleet had put to sea under the command of Admiral Nauckhoff, and cruised with Rear-admiral Sir Samuel Hood in the *Centaur*, and Captain Byam Martin in the *Implacable*. The combined squadrons fell in with the Russian fleet, under the command of Vice-admiral Honickoffe; and after a chase of thirty-six hours, compelled them to seek shelter in the port of Rogeswick, with the loss of one ship of seventy-four guns: the victory would have been much more complete, but for the bad sailing of the Swedes, who could not get up in time to assist our ships. On the morning of the 26th of August, the *Implacable* brought the leewardmost of the enemy's line-of-battle ships to action, and in about twenty minutes had silenced her fire, when the Russian Admiral bore up with his whole fleet to her rescue; and although she had surrendered, Sir Samuel Hood felt himself obliged to recall the *Implacable*, which

for a short time only was forced to relinquish her prize: the Russian Admiral ordered a frigate to take her in tow, and made sail with his fleet. The Implacable, perfectly prepared to take advantage of the least oversight, was again sent in chase, and compelled the frigate to leave her charge, which again drew down the Russian Admiral. Sir Samuel Hood had now a prospect of bringing on a general action; when to his great mortification the Russian fleet, taking advantage of a slant of wind, ran into the port of Rogeswick, leaving their disabled consort to her fate. The Russian ship had fallen to leeward, and grounded on a shoal at the entrance of the port, but soon after appeared to ride at anchor, and to be repairing her damages, while the boats of the Russian fleet were flocking round to tow her into harbour: in this gallant attempt they had nearly succeeded, when the Centaur ran her on board; the Russian's bowsprit took the Centaur's fore-rigging, and his bow came in contact with the muzzles of the Centaur's guns; in this position the Russian received a whole raking broadside, which tore her to pieces: her bowsprit next entangled with the mizen-rigging of the Centaur; Sir Samuel Hood ordered it to be lashed there, and the command was instantly obeyed by Captain W. H. Webley (now Parry), assisted by the officers and seamen of the Centaur. While this was going on, the enemy kept up a very destructive fire of musketry, which was well returned by Captain Bayley and the marines, as well as by the

stern-chase guns of the Centaur. Unfortunately the Russian had dropped an anchor, which being unknown to Sir Samuel Hood, they found it impossible to move the ship. They were now in six fathoms water, and soon after both grounded; and the Russian surrendered after a defence, which we should have called most honourable, had it not been sullied by the striking of his colours in the morning. Captain Martin anchored the Implacable in a situation to heave the Centaur off the shoal, which was fortunately effected at the moment two of the enemy's ships were coming out to take advantage of their distress.

The prize proved to be the Sewolod, of seventy-four guns; she was fast on shore, and so much water in her, that Sir Samuel Hood, after removing the prisoners and wounded, gave orders that she should be burnt, which was done accordingly.

In this action, we shall see much to imitate and admire. The chase was to windward; two British seventy-fours led up the Swedish fleet, in pursuit of a superior enemy; and be it remembered, that only the two British ships were able to get into action with the rear of that enemy from which they cut off and captured one ship of the line: the Swedish fleet, by their presence, evidently contributed to the defeat of the enemy. The Centaur had three killed, and twenty-seven wounded; the Implacable six killed, and twenty-seven wounded. The force of the Swedes on that day, under Admiral Nauckhoff, amounted to ten sail of the line.

<i>Swedes.</i>			<i>Russians.</i>		
		<i>Guns.</i>			<i>Guns.</i>
One of	....	78	One of	....	120
One of	....	76	One of	....	108
Six of	....	74	Seven of	....	74
Two of	....	66	Three of	....	50
One of	....	46	Two of	....	44
One of	....	44	Two of	....	24
Two of	....	42	Two of	....	20
One of	....	34	Two of	....	18

} frigates

} frigates

} sloops

Captain Robert Cathcart, in the *Sea-gull*, a brig of fourteen twenty-four-pounders, and two long six-pounders, when cruising off Christiansand, fell in with a brig of war, which he chased, and brought to action; when they had engaged about twenty minutes, six large Danish gun-boats mounting two long twenty-four-pounders, and carrying from fifty to seventy men each, came out from among the rocks, and attacked the *Sea-gull* in different directions, and the weather being nearly calm, had so great an advantage, as very soon to disable her. In about an hour, five of the *Sea-gull's* guns were dismounted on the larboard side, the only side they could oppose to the enemy, all her sails and rigging cut to pieces, five feet water in her hold, second lieutenant, master, sergeant of marines, and five of her men killed; Captain Cathcart, and nine others severely wounded, and ten men slightly wounded. The vessel being perfectly disabled, the British colours were struck to the Danish brig of war, *Lougan*, of twenty guns, eighteen long eighteen-pounders, and two long sixes, besides the gun-

boats: scarcely had the wounded men been taken out of her, when the Sea-gull went down. Captain Cathcart was most honourably acquitted by a court-martial, and promoted to the rank of post-captain. The Lougan appears to have been the same vessel which had engaged the Childers.

Captain Lord George Stewart, in *L'Aimable*, of thirty-two guns, fell in off the Well Bank, in the North Seas, with *L'Iris*, a French national corvette, of twenty-four guns, and one hundred and sixty men, which he captured after a chase of twenty-eight hours, and a short action. She was from Dunkirk, loaded with flour, and bound to Martinique.

On the 8th of June, Captain James Caulfeild, of the *Thunder* bomb, with the *Piercer*, *Charger*, and *Turbulent*, gun-brigs, under his orders, was passing through Malmo Sound, with a convoy of seventy sail of merchant vessels. The Danish gun-boats, always on the alert, and remarkably well manned and conducted, came out to the number of twenty-five, and began a furious attack on the convoy, of which they very shortly captured twelve sail; and the *Turbulent*, being 'disabled,' was also forced to submit. It being perfectly calm, it was not in the power of the British officers to assist each other. The enemy, after their first success, united their whole force against the *Thunder*: the *Piercer* and *Charger* still at too great a distance to afford him any relief. Captain Caulfeild, after four hours' contention, obliged them to fly, and retook two of



his convoy. For his gallant defence Captain Caulfeild received the highest commendation of the Commander-in-chief; and the merchants at Lloyd's connected with the Baltic trade, presented him with one hundred guineas to purchase a piece of plate.

The Admiral, after this attack of the gun-boats, added the *Africa*, of sixty-four guns, commanded by Captain Barrett, to the escort of the merchant vessels passing through the Sound; but the gun-boats were still as daring as before, and attacked the *Africa* on one occasion with so much perseverance, that they killed and wounded between thirty and forty of her crew, besides doing her other very considerable injury. The *Melpomene*, of forty-four guns, was attacked by them near the same place, while lying at anchor in a calm, and during a very dark night. Captain Frederick Warren, who commanded the ship, did all that became a gallant officer; his men were cut down at every shot, while the *Melpomene* was unable to return a gun, either from the position they had taken, or from the darkness concealing their object: a breeze of wind fortunately saved the ship. These facts are sufficient to prove the necessity of our paying greater attention to the gun-boat service in general: it would be difficult to keep a force of this description, in a country where we had not the command of harbours; but every ship of war should have as many as she could stow, and this is very rarely the case. The harbour of Dover

should always have at least twelve ready to push outside of the piers in a calm, or to run upon the beach. In Gibraltar bay we never had a sufficient number of gun-boats, nor of a proper description. The introduction of steam-boats, if applied to this species of warfare, may produce a great change in the manner of attacking and defending convoys.

Captain Caulfeild, after the retreat of the Russian fleet into Rogeswick, or Port Baltic, was ordered to bombard that place, which he did for a fortnight, but without producing any visible effect, until a shell fell into a magazine and caused a destructive explosion. Sir James Saumarez, who, with a small squadron was present, saw the strength of the place forbade a nearer approach, or more vigorous attack, and therefore recalled the Thunder, whose destruction he supposed inevitable, unless speedily removed, the shot and shells of the enemy falling thick about her. Captain Caulfeild, being regardless of the signal of recall, Sir James sent an officer to desire he would move out of gun-shot; but the gallant officer returned for answer, that "as he conceived his position was a good one, he hoped he might be permitted to remain a little longer!"

On the Channel station we have little to relate of national importance, but we have some noble examples of successful valour and seamanship. Captain F. Lewis Maitland, of the Emerald, of thirty-six guns, ran into the harbour of Vivero, on the coast of Spain, and while his ship engaged two very

strong batteries, his boats, under the command of Lieutenants Bertram and Smith, of the *Emerald*, and Meek and Hubbard, of the royal marines, landed, and took the outer fort by storm, as they would also have done the inner one, but having ceased its fire, they could not find it in the darkness of the night. Lieutenant Smith, on his landing, met with a body of Spaniards, whom he immediately dispersed or killed. A large French schooner lying in the harbour was boarded by these gallant officers and taken, but being fast aground, they were forced to burn her. She mounted eight guns, was about two hundred and fifty tons burthen, and had then recently returned from the Isle of France, with dispatches. This, though a victory, was dearly bought: the *Emerald* had nine men killed and sixteen wounded. The loss of the enemy was never known.

On the 22d of April, while Sir Charles Cotton commanded the British fleet on the coast of Portugal, and the ports of that kingdom were blockaded by our ships of war, Captain Conway Shipley, of *La Nympe*, frigate, and Captain Pigott, of the *Blossom*, sloop of war, agreed to board, and, if possible, cut out a Portuguese brig of war, of twenty-two guns and one hundred and fifty men, then lying in the Tagus, above Belam Castle, with four boats from the *Nympe*, and three from the *Blossom*, carrying in all one hundred officers and men. The captains were to board on opposite sides: unfortunately an error in the calculation of

the tide delayed the attack till the ebb had made so strong as to keep the boats of the *Nymphé* some time under the fire of the brig, and prevented those of the *Blossom* from getting alongside at all. Captain Shipley, after receiving in his gig the repeated discharges of the enemy's great guns and small arms, boarded her on the larboard bow, and followed by his brother (now the Rev.) Charles Shipley, and his boat's crew, leaped at once into her boarding nettings, when a shot struck him, and he fell overboard. Mr. Shipley, regardless of every other consideration, instantly commanded the boat's crew to save their captain. The men obeyed, and put off for the purpose, but he had sunk, and never was seen afterwards. The officers in the other boats seeing Captain Shipley's boat put off, considered the enterprise abandoned, and the whole returned to their ships.

On the 19th of May, Captain Edward Bráce, in *La Virginie*, of forty-four guns, fell in with, and engaged, the Dutch frigate *Guelderland*, of thirty-six guns, and two hundred and fifty-seven men. The ship was defended for one hour and a half with very surprising gallantry, by the Dutch captain, whose masts fell by the board before he surrendered: twenty-five of his men were killed, and forty severely wounded. The *Virginie* had only one man killed, and two wounded.

Captain C. F. Daly, in the *Comet*, sloop of war, of eighteen guns, and one hundred and twenty men, fell in with three vessels of war, each in

appearance as large as the Comet. Captain Daly against such superiority had no wish to seek an action, he therefore kept in his course, and the enemy intimidated by this steadiness, tacked, and ran: the corvette outsailing the two brigs, separated from them. Captain Daly made all sail in chase of the brigs; came up with one of them; engaged her as close as he could lay, and in twenty minutes took her. She was called *La Sylphe*, mounted sixteen twenty-six pound carronades, and two long nines, with ninety men: she had seven of her officers and men killed, and five of them wounded: had sailed from L'Orient two days before, in company with her consorts, who so shamefully forsook her. This gallant action procured for Captain Daly the rank of post-captain.

A frigate action of a very superior kind, was fought off the isle of Groix, near L'Orient, between the *Amethyst*, of thirty-eight guns, commanded by Captain Seymour, and the French frigate *La Thetis*, of the same force in number of guns, but far superior in complement of men. The action began at ten o'clock at night, and continued till twenty minutes past twelve. Soon after ten, the French frigate fell on board the *Amethyst*, and again separated; but at a quarter-past eleven, she intentionally laid the British frigate on board, and continued in that situation until finally subdued: the fluke of the *Amethyst's* best bower anchor entering the foremost main-deck port of the enemy.

After great slaughter she was boarded and taken, and some prisoners received before the ships could be separated. The prize was entirely dismasted, and much shattered, having her captain, Monsieur Puisun, and the incredible number of one hundred and thirty-five men killed, and one hundred and two wounded, among whom were all her officers except three. The *Amethyst* suffered also more than usually falls to the lot of a British frigate; Lieutenant Bernard Kendall, of the royal marines, and eighteen men were killed, and fifty-one wounded. The prize was taken into Plymouth; and Captain Seymour received the well-earned honour of knighthood for his victory. Captain A. W. Schomberg, in *La Loire*, of thirty-eight guns, captured, after a long chase, *L'Hebé*, French corvette, of twenty guns, with a complement of one hundred and sixty men. She was from Bordeaux, bound to St. Domingo, loaded with flour.

Early in 1808, Admiral Allemande escaped out of Rochefort, pursued by Sir Richard Strachan, with five sail of the line; the enemy had about the same number. Allemande entered the Straits, and proceeded to Toulon, where he joined Gantheaume; and that officer, with ten sail of the line and four frigates, sailed with troops for Corfu. Sir Richard Strachan, having lost all traces of his enemy, steered for Palermo, whence he dispatched the *Spartan* and *Lavinia* frigates for intelligence. The *Spartan*, touching at Cagliari, learned that Gantheaume had been seen steering to the south-

ward; this information was immediately conveyed by that ship to Lord Collingwood, whom she fell in with off Maritimo, in quest of the enemy. His Lordship going first to Naples, sailed thence round the south-west end of Sicily, detaching the Spartan to cruise between Cape Bonn and Sardinia, where, on the 1st of April, she discovered the French fleet carrying a press of sail to get to the westward. Captain (now Sir Jableel) Brenton, placing his ship about two leagues on the weather beam of the French Admiral, under an easy sail, watched his motions during the day; the enemy chased, but without gaining on him; in the evening, having previously prepared his launch with a temporary deck, he hove to, and sent her under the command of Lieutenant Coffin with dispatches to Trepani, then one hundred and thirty miles distant. This officer narrowly escaped capture by the enemy's fleet, which, before he had got two miles from the ship, came close upon him; he very judiciously lowered his sails, and lay quiet until they had passed. He reached Trepani on the following evening, whence, dispatching the launch agreeably to his orders to Malta, he set off for Palermo, and gave the intelligence to Rear-admiral Martin. The launch reached Malta on the third day, and vessels were detached in every direction in search of the British fleet; the enemy in the mean time continued in chase of the Spartan, dividing on opposite tacks, to take advantage of any change of wind, so frequent in the Mediterranean. Confident in the sailing qua-

lities of his ship, the Captain at night again placed himself on the weather-beam of the French Admiral; and at daylight made sail from him on the opposite tack, to increase the chance of falling in with the British fleet. The enemy tacked in chase: the Spartan was becalmed, whilst they were coming up with the breeze; and for a short time her capture appeared almost inevitable; but as she caught the breeze, she again took her position on the Admiral's weather beam. This was the close of the third day; when a frigate was seen to run along the French line, and speak all the ships in succession: soon after the whole of them bore up, steering with the wind a-beam; and the Captain of the Spartan concluding that the French Admiral had shaped his course for the Gut of Gibraltar, and had given up the chase, steered the same way, with a strong breeze at N.N.W. The night was excessively dark, and a most anxious look-out was kept for the enemy: at half past seven they were discovered on the lee quarter, close hauled, and very near: this was evidently a stratagem of Gantheaume's to get to windward of his enemy; but the manœuvre failed. All hands were on deck, and at their stations; the Spartan wore and crossed the enemy within gun-shot, before they could take any advantage of their position; the French squadron also wore in chase, and the next morning was hull down to leeward.

The fourth day was passed in the same manner; the Spartan keeping a constant and anxious look-



out for the British fleet, while the enemy crowded every sail in pursuit of her ; in the evening a shift of wind brought them to windward, and the night being very squally and dark, Captain Brenton lost sight of them, and made the best of his way to Minorca, to ascertain whether Ganteaume had gone there to get possession of the Spanish ships of the line in the harbour of Mahon : making Mount Toro, a heavy gale prevented his reconnoitring the port, and he steered for Cadiz, to put Admiral Purvis on his guard. Ganteaume, notwithstanding the vigilance with which he was watched, eluded the pursuit of his enemies, and returned to Toulon ; where he was closely blockaded, with all his fleet, which soon increased to sixteen sail of the line.

That Admiral Ganteaume did relieve Corfu is most true ; but that he cruised a few days on the coast of Africa, as has been asserted, is very improbable. We know that he carried all possible sail against a north-west wind, and was unable to weather Sardinia : a landsman might perhaps call this cruising ; we do not so consider it in the navy.

That two hostile fleets should be at sea, and not fall in with each other, even if both were anxious to meet, might appear strange to any person unacquainted with the subject, we can therefore easily account for Mr. James's wonder ; but there was no want of vigilance or attention on the part of our naval officers, in the Mediterranean, as far as regarded the escape of Ganteaume, who was

as anxious to avoid an interview as Lord Collingwood was to get sight of him.

In the month of December, Captain Searle, in the Grasshopper, captured off Carthagea one out of three vessels of war which had come on purpose to take him ; and in the month of April, 1808, the same officer, in company with Captain Maxwell, of the Alceste, attacked a large convoy bound out of Cadiz to the northward, when off Rota (the Mercury frigate in company), the enemy was discovered coming close along shore, escorted by twenty gun-boats, and a numerous train of flying artillery on the beach. Notwithstanding these, and shot and shells from the batteries of Rota, seven sail of the convoy were taken, two of the gun-boats sunk, and the others compelled to retreat. The Grasshopper, drawing the least water, was the most distinguished vessel in this affair : she ran so near the batteries, as to drive the people out with her grape-shot, keeping at the same time a division of the enemy's gun-boats in check, which had come out of Cadiz to assist the convoy. The captures were effected by the boats of all the ships, under the command of the Lieutenants Stewart, Allen, Pipon, Gordon and Whylock ; W. O. Pell, of the Mercury, and Lieutenant Hawkey, of the royal marines. The prizes were loaded with naval stores bound to Cadiz. The affair took place in the mouth of the harbour, in the presence of an enemy's fleet of eleven sail of the line.

The Grasshopper had the honour very soon after of performing still more brilliant deeds. On the 24th of April, in company with the Rapid gun-brig, Lieutenant W. F. Bough, on the coast of Spain, she fell in with two merchant ships, under the protection of four heavy gun-boats. After a short chase, they took refuge under the batteries of Faro, followed by the British vessels, which immediately anchored within reach of grape-shot; and after an action of two hours and a half, the people on shore fled from their guns, two of the gun-boats surrendered, and the other two ran on shore; the two merchant ships were taken, and proved to be worth 30,000*l.* each.

In November, the boats of the *Renommée* and *Grasshopper*, attacked and captured two armed vessels under the protection of the *Torre del Estacio*; one was a Spanish brig, the other a French tartane.

Captain Thomas Usher, in the *Redwing*, a brig of eighteen guns, fell in with a convoy of Spanish merchant vessels, escorted by gun-boats; the winds being light, the enemy handed their sails, and approached the *Redwing* in a near line as if determined to board her; when so close as not to run the risk of expending a shot in vain, Captain Usher opened his fire, and after an action of near two hours, the enemy fled, pushing their vessels into the surf, and leaving their wounded men to the mercy of their generous enemies. The seamen of the *Redwing* in vain endeavoured with their boats

to rescue these unfortunate people from drowning, but the surf was too high; and in a short time many of these vessels were sunk, some were destroyed in the surf, and others were captured; three only escaped. The number of vessels, and their force, as opposed to the Redwing, are as follows:

	<i>Guns.</i>		<i>Men.</i>	
Diligent.....	2 24	pounders .....	60	..... Sunk
Boreas.....	{ 2 24 }	} ————— .....	60	..... Sunk
	{ 2 8 }			
No. 3 .....	{ 2 24 }	} ————— .....	36	..... Sunk
	{ 1 36 }			
No. 6 .....	1 24	————— .....	40	..... Sunk
No. 107 .....	2 6	————— .....	35	..... Escaped
A Mistico, of ...	4 6	————— .....	25	..... Taken
A Felucca, of ...	4 3	————— .....	25	..... Escaped

Seven merchant vessels captured, four sunk, and one escaped.

This, we think, is giving a very good account of an enemy. The Redwing had only one man killed, and three wounded. This was the last action between our marine and that of Spain.

The Spaniards, ever since the battle off Cape St. Vincent, in the year 1797, had entertained feelings towards Great Britain very different to those which had been instilled into them by the artful policy of the court of France, cultivated with so much success by the Convention, the Directory, and finally by Napoleon Bonaparte. As they did not possess the liberty of the press, their knowledge of our true character was very limited; their intercourse with the British officers, after that battle, tore aside the veil by which they had been kept

in ignorance of the true causes of the war between England and Spain. This newly-acquired information was quickly spread from the sea-coast to Madrid, and produced in a few years a wonderful change in our favour.

From the moment of the retreat of the infatuated Ferdinand to Bayonne, the people of Spain threw off all restraint, and no longer concealed their indignation at the conduct of Napoleon; a spirit of insurrection shewed itself in almost every corner of the kingdom, and the words of Talleyrand and Fouche were repeated by the dismayed Frenchmen, "Laissez la L'Espagne."\*

The council of Seville, one of the principal provincial jurisdictions of Spain, availed itself of the statutes in the Constitution which authorize it to reject the orders of the supreme council of Madrid, when the capital shall be in possession of foreign troops; that body therefore assumed an independent authority in the name of Ferdinand VII., whom it proclaimed king, formally declared war against France, appealing to the Spanish nation for support, and its supremacy was acknowledged by most of the provinces. In Andalusia the people flocked to the standard of the Junta of Seville; men were raised and armed, and Castanos appointed to the chief command. Many small detachments of the French were cut off, and in most instances massacred. General Dupont was at that time in

\* "Let Spain alone."

the south of Spain, with an army of from eighteen to twenty thousand men.

The Portuguese rose in arms simultaneously with the Spaniards; and the whole peninsula, from the Pyrenees to the ocean, and the Mediterranean, breathed nothing but vengeance against the French and Napoleon.

This brings us to that important era in the history of Europe, when the war of the revolution took an entirely new turn, greatly to the advantage of rational liberty and good order in society. But Spain could scarcely expect deliverance from her own hands. Bigotry, superstition, ignorance, and slavery, the natural and invariable results of the neglect of learning, and the enormous power of the Catholic priesthood, had left this beautiful portion of Europe almost without a hero to assert her cause. Romana was a brave soldier, and beloved by his countrymen, but the artful Napoleon had removed him and his gallant army far away from the calls of their native land.

In this state of despondency, with their coast from Bayonne to Rosas surrounded by British cruisers intercepting every cargo from her colonies, while a French army rioted in the interior, and imperiously demanded that treasure for its support which Spain had not to give, the unhappy people turned their eyes upon the English for deliverance, and were not disappointed. The inhabitants of Cadiz were the first to call for our

assistance, and loudly demanded that the fire of the batteries should be turned on the French squadron of five sail of the line, then lying in the harbour, under the command of Rear-admiral Rossilly. To this demand, the Marquis de Solano replied, "that much as he was disposed to prevent the escape of the ships, Spain was not in a condition to commence hostilities against the French." Shortly after the Governor gave out his pass and countersign—"Paris" and "Napoleon." This, though perhaps meaning nothing, was fatal to him. The mob surrounded his house, and furiously demanded to see him. He had been frequently cautioned to quit the city. The unhappy marquis, conscious that he was doing his duty, disregarded the advice of all his friends until it was too late. Mrs. Strange, an Irish lady long resident in Cadiz, concealed him in her house. The mob broke in and demanded his person: she denied any knowledge of him: they made her swear to it, which she did, with heroic resolution, and received a pistol-shot in her arm. Her house had then recently been painted, and in an angular corner there was a closet, concealed by a sort of sliding door: into this she had thrust the marquis, where he might have remained in safety till night, had not a painter, who had been employed in the house, shewed the place of his concealment. The miserable victim was dragged forth and insulted. Mrs. Strange narrowly escaped with her life. They fiercely demanded how she could take

a false oath? she boldly replied, "To save the life of an innocent man!" and they let her go with mingled applause and disapprobation. Solano was hurried away to the Fish-market: the poissardes are ever active revolutionists. Here he received a stab under his right shoulder, and turning round to see whence the blow came, he calmly exclaimed, "Es possible!" Instantly the rabble fell upon him, tore him in pieces, and bathed their hands and their handkerchiefs in his blood, which they displayed as tokens of victory. He was succeeded in his office by Don Thomas de Morla, who was appointed by the provisional government. The war between England and Spain ended with the life of Solano. France had a large army in the peninsula. Joseph Bonaparte had assumed the sceptre at Madrid, but was quickly compelled to fly with his guards, and seek safety on his frontier.

Lord Collingwood, commanding the British fleet off Toulon, was perfectly aware of what was passing in Spain, and addressed the following letter to Rear-admiral Purvis off Cadiz.

*Ocean, off Toulon, 29th May, 1808.*

SIR,

The information which I have received from Lieutenant-general Sir Hew Dalrymple, of the present state of affairs in Spain, and the probability of war between that nation and France is most important, and will require the most careful watch that the French ships now in the port of Cadiz do not escape from thence.

If any convention or agreement should be made by you with the Spanish Governor, before I come down, for the giving up the French ships in the port, it would be proper that at least



six hostages, men of rank in Spain, and two Spanish ships should be sent out to you before the British fleet enters the port to seize on them; and that the fortresses of St. Catherine (near St. Mary), should receive an English garrison, to continue there no longer than until the affairs of the port of Cadiz are settled, and the French ships taken possession of, for which purpose I have written to the Governor of Gibraltar to provide the necessary troops.

The French fleet in Toulon is fitting, but makes no appearance which indicates sailing soon. I purpose, unless something occurs to prevent me, coming down the Mediterranean, and joining the squadron off Cadiz as soon as I have made the arrangements here.

I have the honour to be,

Sir,

Your most obedient humble servant,  
COLLINGWOOD,

*Rear-admiral Purvis.*

JOHN CH. PURVIS.

For eleven years, with the exception of the peace of Amiens, the English had blockaded Cadiz; but England, the Spaniards knew, possessed honour, bravery, and a hatred of tyranny and oppression. The French squadron under Rossilly had taken possession of the harbour, and used the dock-yard and the stores at the Caraccas as their own. The tide of popular opinion had long been turning against the French in the peninsula: their rapacity and cruelty had disgusted the Spaniards in the same proportion as they admired the generosity and humanity of the English.

The events at Madrid in May, and on the sea coast at the same time, had produced the ferment which reached the extremities of the kingdom;

early information, was sent off to Sir Hew Dalrymple, the governor of Gibraltar, and to Rear-admiral Purvis, commanding the detachment before Cadiz, and by these officers, the above letter, being printed in Spanish, was circulated throughout Andalusia, in answer to which they received an address as follows :

The Spanish nation considering the renunciation of their princes in favour of Napoleon to be rendered null and void by its violence, and contrary to the laws of nature, have united and agreed to resist these violences and frauds, and have established a form of government at Seville which they have denominated the Supreme Council. This government desires peace with the British empire, having always loved it, but as the present state of agitation does not admit of long negotiations, it therefore explains itself in the following brief Articles :

1. The peace of 1782 to be revived in all its points.

2. As France is the common enemy, we persuade ourselves that Great Britain will assist us with all the necessary means in her power.

3. The security of the Americas does not depend on the forces that may attack them, but upon the intelligence of the resolutions formed by the Spanish nation being promptly conveyed to them; for this reason it is indispensable to dispatch, without being liable to interruptions, officers and intelligence to the principal ports.

4. It will doubtless facilitate our operations if we have nothing to fear from the British squadrons or cruisers.

5. The French squadron now in this port (Cadiz), shall be summoned, and reduced as soon as peace is made and confirmed, and in the mean time it is securely shut up in this port.

The nation thinks first of making a formal declaration of war against Napoléon.

6. These points being agreed upon, plenipotentiaries shall be named to treat and arrange the necessary details.

Received 2d of June, 1808.

JOHN CH. PURVIS.

The British commanders off Cadiz hasten to transmit the following answer to the Articles submitted last night for their consideration, through the medium of Sir John Gore and Sir Geo Smith, of his Britannic Majesty's naval and land services;

1. The British commanders are not vested with powers to receive any propositions as the basis of a peace between the British and Spanish nations, but they will cordially and honourably receive and convey to England, in a British man of war, with all possible dispatch, such Spanish commissioners as may be selected to treat for peace between the two nations.

2. As the British admiral is at present bound by instructions which he does not feel himself at liberty to depart from altogether, a partial armistice can alone be acceded to, pending the pleasure of the British government, on the condition that any British merchant ships and vessels shall have free and undisturbed ingress and egress at the port of Cadiz, with liberty to import and dispose of all articles of British manufacture and produce on the most favoured terms, and in the same manner as if peace actually existed between the British and Spanish nations. On the other hand, all Spanish coasting vessels shall be permitted to navigate freely from and to the port of Cadiz, with all articles of provision and merchandise, excepting naval and military stores, or articles that can be converted into such, which must be admitted under a special communication and agreement between the two parties.

3. The British commanders will readily grant passports for feluccas to convey Spanish officers, dispatches, and intelligence to their trans-marine possessions and colonies, in order to counteract the views of the common enemy.

4. Before the foregoing articles can be agreed on, it is expected, and it will be considered for the mutual honour and benefit of the British and Spanish nations, to take immediate steps for reducing or destroying the French squadron, and constituting the officers and crews prisoners of war, because, whilst a French flag is flying in the harbour of Cadiz, the British commanders will not be justified to their government in landing troops for the co-operation with the Spaniards, and it will be indispensable also to continue (while the French flag is flying) a British blockading squadron, which the government of Great Britain might otherwise consider quite unnecessary. It must be likewise

understood that all French privateers, gun-boats, &c. are to be excluded from the Spanish ports.

Given on board his Britannic Majesty's ship Atlas, 3d June, 1808.

(Signed)

J. C. PURVIS, Rear-admiral.

B. SPENCER, Major-general.

J. C. PURVIS.

Admiral Rossilly placed his squadron in a defensive position in the channel leading to the Caraccas, and out of the reach of the works of Cadiz, where he refused to listen to any terms. The Spanish gun and mortar boats, and the batteries erected on the isle of Leon, commenced hostilities at three o'clock in the afternoon of the 9th, and the firing continued on both sides till night. It was renewed on the morning of the 10th by the Spaniards, and partially continued till two, when a flag of truce was hoisted by the French admiral, but the terms proposed by him were rejected, and the Spaniards augmented their works. The offer of assistance from the British rear-admiral and general was declined, as the Spaniards wished to have all the honour to themselves. The truth was, they saw that as long as the British squadron lay off Cadiz, the French could not escape, and that, consequently, they must surrender, without the active interference of the English. A small French force having assembled at Trevisa, with an intention of entering Spain by passing the Guadiana, Admiral Purvis, to evince his zeal in the cause, sent three sail of the line off the mouth of

that river, and a land force of British troops was prepared to march to co-operate with them against the common enemy.

The situation of Admiral Rossilly now became critical; from the harbour of Cadiz he had no means of escaping. He proposed to dismantle and disarm his ships, and keep his people on board, without shewing any colours. Morla would not accede to the terms proposed, nor to any but an unconditional surrender, which at length took place on the 14th, when the Spanish colours were displayed on board the French ships. On this occasion the popular excitement against their oppressors exceeded all bounds. The British squadron was immediately admitted into the harbour, with the most joyful acclamations: as soon as the account of this event reached England, about 8000 Spanish prisoners were liberated and conveyed back to their native country; and the union of the two nations was complete, without the form of a declaration. Admiral Purvis detached the Windsor Castle, with a land force under the command of General Spencer, to assist the Royalists near Ayamonte. On his arrival, Major-general Spencer informed the Secretary of State that the appearance of the British force had induced the French to retire towards Lisbon. The Windsor Castle was immediately joined by the Zealous, of seventy-four guns, with a body of troops embarked in transports: they came to anchor in Lagos bay, and Junot, the French com-

mander-in-chief in Portugal, was now forced to retire and act on the defensive in Lisbon.

On the 15th of June, Lord Collingwood, who had arrived off Cadiz, received information from the Governor, that the commissioners nominated by the Junta of Seville, to negotiate a peace with England, would be ready to embark in two days; and Sir John Gore was ordered to convey them to England, in the *Revenge*, of seventy-four guns: Application was also made to his Lordship, by the same authority, to give a passport to a Spanish frigate, and four dispatch vessels, to carry to the several governments and presidencies in the West Indies information of the events which had happened in Spain, and their instructions to the Governors. They also requested, that a British sloop of war might take out officers to that country, whose presence there was of importance: this request they urged as affording a proof to the colonies of their connexion with Great Britain.

On the 20th of June, Captain Creyke, of the *Eclipse* sloop of war, addressed a letter to Sir Charles Cotton, from Oporto, in which he described the revolutions and counter-revolutions which had succeeded each other in that city; at length, the populace inflamed by the priests, broke open the depôts, and supplied themselves with twenty-five thousand stand of arms. From that moment the French authority ceased; D'Oliveira, the governor, was displaced, and the bishop of Oporto elected in his room. Twenty thousand men instantly

marched to meet the French, who had advanced with only nine hundred, to within six leagues of Oporto. Portugal was in arms from north to south; and such was the popular hatred against the French, that the Captains Creyke and Jones of his Majesty's navy, after having begged the life of the French intendant of police, had the greatest difficulty in conveying him to their boat; love and respect for the English alone prevented the populace from tearing him in pieces.

At St. Andero, on the 25th of June, Captain George Digby, of the Cossack, of twenty-two guns, and Captain C. F. Daly, of the Comet, finding that the French army had gained the pass of the mountains, and was approaching the town, and that the inhabitants were flying in every direction, landed and blew up the magazines, and spiked all the guns. Having accomplished this, the British officers had only time to put off with their boats, when the French army entered the town. Captain Daly was severely scorched by the explosion; as was Lieutenant Read, of the royal marines.

The cause of the French in the Peninsula appeared to be perfectly desperate, when on the 24th of July, Sir Hew Dalrymple, the commander-in-chief at Gibraltar, acquainted government with the surrender of the French army to that of Castanos. This force amounted to fourteen thousand; of which eight thousand were under Dupont, and six thousand under General Wedel. This event caused the evacuation of Madrid by the new king

and his army, who retreated to Segovia. The whole of Andalusia was cleared of French troops; and the British were every where received as friends and liberators. This intelligence was officially communicated to Lord Collingwood by the Supreme Junta of Seville. Still more important events crowd upon us in the course of that interesting year: the celebrated Sir Arthur Wellesley, who had distinguished himself in India, and at Copenhagen, was sent with an army to support the Portuguese, and preserve, if possible, the remnant of liberty existing on the Continent.

This distinguished warrior sailed from Cork on the 12th of July, 1808, with about ten thousand men; and leaving the fleet as soon as he had got clear of the coast, he made sail in a frigate for Corunna, where he arrived on the 20th. By this timely effort of diligence he obtained the most valuable information before his troops arrived, and agreed with the Junta of Galicia to land with his army at Porto, to which he immediately went. The French had at this time gained the victory of Rio Seco. Sir Arthur Wellesley received on his arrival at Porto, a letter from Sir Charles Cotton, advising him to leave the troops either at Porto, or the mouth of the Mondego, and join him at Lisbon. The fleet was accordingly ordered to Mondego Bay; and Sir Arthur Wellesley went to Lisbon, where he learned that General Spencer had landed his troops in Andalusia. Sir Arthur ordered the General to join him off the coast of Portugal,



and determined to attack the French army under Junot in the neighbourhood of Lisbon, where the enemy was reported to have from sixteen to eighteen thousand men. Returning instantly to Mondego Bay, he landed on the 1st of August; though, owing to bad weather, the whole of his army was not on shore till the 5th. He heard of the defeat of Dupont; and received advice from his own government, that Brigadier-general Ackland, with five thousand, and Sir John Moore, with ten thousand troops, were coming to his assistance.

General Spencer joined him on the 5th, and his corps was not landed before the 7th and 8th. (See Southey's *Peninsula War*, vol. i. p. 534.) The British General defeated the French at Caldas, and Rolica. The military spirit of France was somewhat lowered in its tone, at least towards us: the Russian fleet in the Tagus, moored in a line from Boa Vista to Junquiera, prepared for action, to support our enemies, and to fire on the city of Lisbon if attacked by our squadron. The Portuguese ship, *Vasca de Gama*, lay also in the Tagus, and afforded an asylum to the French general, La Garde, during the night; the conduct of this intendant of the police, having rendered him justly obnoxious to the Portuguese.

The landing of Major-general Anstruther's brigade, on the 19th of August, which was effected by the skill and perseverance of the navy, under the most serious difficulties, increased the force of

Sir Arthur to such a degree, as to enable him to meet Junot, and fight the battle of Vimeira on the 21st. Sir Harry Burrard, the second in command, was on the field of battle, but would not interfere with Sir Arthur Wellesley's judicious plans; and Sir Hew Dalrymple, on the 22d, took the chief command of the British army, the enemy retreating to the lines of Torres Vedras. This brings us to the Convention of Cintra, concluded between the British General and Junot, by which the latter was allowed to evacuate Portugal, with his whole army. To those who were well acquainted with the character and the conduct of the French towards the Portuguese and Spaniards, it was mortifying to see them make good their retreat in British ships of war and transports, from a country in which, after committing every enormity that the most depraved heart could devise, they took away the last dollar, and even the wearing apparel from many of the starving inhabitants. The evacuation of Portugal was however at that time of such vast importance to the great cause of Europe, so much was supposed to have been gained by the expulsion of twenty-four thousand men from the kingdom, that all the sacrifices which were made for the attainment of this end, were considered to be perfectly insignificant, when compared to the advantage obtained. The lines of Torres Vedras, behind which Junot and his army were strongly intrenched, would have cost the lives of thousands to have stormed; and what was perhaps of still

more importance in the great struggle, would have detained our army in its front, until a superior force came up in the rear, and placed us between two powerful enemies. The military part of the Convention, we may therefore safely say, was at least as advantageous to the interests of Portugal, and even of Spain, as could have been expected. The events which followed, so soon after, had no reference to this transaction; which, if considered in any point of view, must at least have been favourable to the future operations of the allied armies in the Peninsula. The surrender of the Russian squadron, "in trust," till six months after a general peace, was a far more exceptionable part of the treaty; but even this was not unprecedented. The Dutch fleet, in the year 1799, was surrendered to Vice-admiral Mitchell on nearly the same conditions; they were not prizes, but held for the Prince of Orange. Upon the whole, taking a calm retrospect, and considering all the circumstances under which the army and navy were placed at that eventful period, the neutralizing even for a few weeks of so great a force of the enemy, was an object of too much importance not to be attained by all which we gave in exchange; and both Sir Hew Dalrymple, and Sir Charles Cotton, were treated with unmerited severity and cruel ingratitude. The Vice-admiral, with the British fleet, was fortunately in such a position as to give effect to the negotiations; and the surrender of the Russian squadron, without firing a

shot, was the more to be desired, as an action, though it would undoubtedly have ended in victory to us, would have disabled our fleet at an important crisis. Captain L. W. Halsted, captain of the fleet to Sir Charles Cotton, was the bearer of the dispatches to the Admiralty, announcing the Convention of Cintra, and the surrender of the Russian ships. This is the squadron which we left at the Dardanelles, under the command of Vice-admiral Siniavin, after the retreat of Sir John Duckworth, when the politics of Russia assumed on that and other accounts an unfavourable turn towards England, and shortly after ended in war between the two countries.

The following are the names and force of the ships :

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Twerday . . . . .	74 ..	736 . . . . .	} Vice-admiral Siniavin } Captain Malayoff
Skoroy . . . . .	60 ..	524 . . . . .	
St. Helene . . . . .	74 ..	598 . . . . .	Bitchenskoj
St. Cafáel . . . . .	74 ..	610 . . . . .	Roshnoff
Ratzwan . . . . .	66 ..	549 . . . . .	Blishchoff
Solnoy . . . . .	74 ..	604 . . . . .	Malygrain
Motchnoy . . . . .	74 ..	629 . . . . .	Rasvosoff
Rafael . . . . .	80 ..	646 . . . . .	Blychenskoj
Yarowlavl . . . . .	74 ..	576 . . . . .	Milkoff
Kelduyn . . . . .	26 ..	222 . . . . .	Dournoff

We must now quit the coast of Portugal, and observe the movements of the British squadron in the Mediterranean. Lord Cochrane commanded the *Imperieuse*, of thirty-eight guns, on the southern coast of Spain: on the 31st of July, his Lordship

attacked the castle of Mongal, an important post, held by the French, and commanding the road between Barcelona and Gerona, while the French were besieging the latter place. The marines of the Imperieuse took possession of the castle, and the Spanish militia gallantly carried an out-post on a neighbouring hill. His Lordship blew up the castle, destroyed the guns, and delivered the small arms and ammunition to the Spaniards, bringing off a captain and seventy men prisoners. He also kept the coast of Languedoc in a perpetual state of alarm, suspending the trade, and occupying the attention of a large body of troops.

Although Great Britain had made peace with Spain, she had still enemies enough to contend with. The Russians in the North, and the Turks in the East, more than counterbalanced the friendship and assistance of the Spaniards. The Turks, after the affair of the Dardanelles, became our open enemies.

Captain John Stewart, in the *Sea-horse*, of thirty-eight guns, fell in with two Turkish ships of war and a galley, coming round the east end of the island Scopolo; Captain Stewart chased, and brought them to action at half-past nine in the evening, going off the wind, under easy sail; the Turks endeavoured to run the *Sea-horse* on board, which Captain Stewart by good management prevented. At ten o'clock, the *Sea-horse* by her fire had disabled the smaller ship, which had partly blown up forward; and Captain Stewart was

enabled to turn his whole attention to the other; which he engaged till a quarter-past one, when she became a motionless wreck; her fire ceased, but she would not reply to any demand, whether she had surrendered or not. Captain Stewart, knowing the treacherous and desperate character of the Turks, was unwilling to expose the lives of any of his people by going on board of her: he therefore waited till daylight, when seeing her colours displayed on the stump of her mizen-mast, he poured a broadside into her stern, and she struck. She proved to be the *Badere Zaffere*, a frigate of the largest dimensions, carrying thirty-two four-pounders on her main-deck, and mounting in all fifty-two brass guns, two of which were forty-two pounders: she had twelve pounders on her quarter-deck and fore-castle, and a complement of five hundred men, of whom one hundred and sixty-five were killed, and one hundred and ninety-five wounded. The Turkish captain, Scanderli Kichuc-Ali, was prevented only by his own people from blowing her up. The *Sea-horse* had five killed, and ten wounded. The other frigate was called the *Ahs Fezzan*, carrying twenty-two thirteen pounders, and two hundred and thirty men. The galley put most of her men on board the frigates, before the action, and went away.

Lieutenant Price, of the *Porcupine*, cut out from under the fire of the batteries in the harbour of Dango, on the coast of Rumania, an armed vessel

of eight long six pounders, and between twenty and thirty men.

Captain H. W. Pearse, in the *Halcyon*, and Captain Prescott, in the *Weazle*, sloop of war, in conjunction with a small detachment of troops under the orders of Lieutenant-colonel Bryce, of the royal engineers, attacked the town of Diamante, destroyed the works, spiked the guns, and captured a convoy of merchant vessels, without any loss on our part.

Captain Rogers, in the *Kent*, of seventy-four guns, with the *Wizard*, sloop of war, was equally active and fortunate on the coast of Genoa, taking and destroying, during one cruise, twenty-three sail of coasting vessels.

Lord Cochrane, in a letter to Lord Collingwood, of the 28th of September, says, "With varying opposition, but with unvarying success, the newly-constructed semaphoric telegraphs, which are of the utmost consequence to the numerous convoys that pass along the coast of France, at Bourdique, La Pinde, St. Maguire, Frontignan, Canet, and Foy, have been blown up, and completely demolished, together with three telegraphic houses, fourteen barracks of the gens d'armes, one battery, and the strong tower on the lake of Frontignan."

The army of the Marquis de la Romana having been extricated from the trammels of Gallic perfidy, by the valour and judgment of Sir James Saumarez, and Sir Richard Keats, was in the month of September, safely landed at Corunna, at

which place, in the following month, the expedition under Sir David Baird, also arrived: it consisted of thirteen thousand men. Sir John Moore, who had returned from Gottenburg, was employed in Spain with his army in support of Spanish independence; and in the month of December, the two British generals formed a junction at Benevento, but the forces of Great Britain, and their allies, were still found to be totally inadequate to the purposes of affording any effectual check to the armies of France. The British generals, with hearts above fear, and resolution which, under more favourable circumstances, would have crushed the enemy beneath their feet, were under the hard necessity of seeking a retreat to the water-side. Thus the successes of Sir Arthur Wellesley, and the exertions of Romana, were nearly rendered ineffectual, by the disasters which attended the British army at Corunna. The retreat to that place, and the embarkation, will be the subject of another chapter.

The British Admiral commanding in the Mediterranean, afforded every assistance to the Spaniards on the sea-coast. On the 6th of November, the French appeared before the town of Rosas, which they invested with six thousand men. The inhabitants fled to their ships or the citadel for safety; but the fire of the Excellent, of seventy-four guns, commanded by Captain John West, the Meteor, bomb, commanded by Captain Collins, and the Lucifer, by Captain Hall, both of which were



within point blank shot, soon compelled them to retire. The defence of this port is to be attributed entirely to the zeal of Captain West, and his officers and men. Barcelona was invested by the French at the same time.

The *Fame*, of seventy-four guns, commanded by Captain Bennet, was sent to support Rosas, and Lord Cochrane, in the *Imperieuse*, defended in the most heroic manner the castle of La Trinité, near that place, but on the surrender of Rosas to the French, his Lordship blew up the fortress, and embarked the garrison.

In the month of July, 1808, a new line of policy was adopted in the West Indies towards the colonies of Spain, in consequence of the mother country having become suddenly friendly to the arms of Great Britain. The Governor of Cuba refused to acknowledge the contemptible usurper, Joseph Bonaparte, and called in the assistance of England to support him in the fidelity which he honourably retained to his unworthy though lawful monarch, Ferdinand VII. The flame of liberty and patriotism soon spread to the shores of the Continent; Cumaná, Barcelona, and all the settlements along the coast, from Trinidad to Mexico, declared open hostility to France, and received the British shipping into their ports with the most unbounded acclamations, and the most affectionate welcome. From that moment the war in the western hemisphere possessed little interest for us, in point of profit or glory, but we had the superior satis-

faction of beholding a people throw off the chains of tyranny, and assert the freedom to which they were justly entitled. That they have not yet reaped the entire fruits of their labours is to be lamented ; but long years of discord must succeed a convulsion, the result of tyranny, bigotry, ignorance, and avarice.

The Rochefort squadron having again escaped, the active and indefatigable Sir John Duckworth, with a squadron of seven sail of the line, and having his flag in the Royal George, sailed for Martinique, off which island he arrived in the month of February, 1808, but the enemy had not been seen, and he shaped his course once more for England, where he arrived on the 18th of April, and the Rochefort squadron got safe into Toulon on the 10th of the same month.

On the 22d, Captain Joseph Spear, in the *Goeree*, a ship sloop of eighteen guns, and one hundred and twenty men, had a very spirited action with two French brigs of war, the *Palineure* and the *Pylade*, of sixteen guns each, twenty-four-pound carronades, and one hundred and ten men. These vessels were running from Martinique towards Guadaloupe. Captain Spear saw and chased them, making a signal at the same time to the *Superieure*, a small British vessel of fourteen guns. The *Goeree*, after a short but very severe action, was so much disabled as to be compelled to repair her damages ; while the French sloops, seeing the approach of the *Superieure*, made sail, and got

into the Saintes. This was considered a very gallant action: the enemy's loss was supposed to be about thirty killed and wounded; that of the Goeree, was very trifling.

On the Jamaica station, Lieutenant Colin Campbell, in the *Decouverte* schooner, drove one of the enemy's cruisers and her prize (the *Matilda*, of Halifax) on shore, on the coast of St. Domingo, and destroyed them; and on the following day, the 9th of February, the same officer chased another privateer, which he brought to action, and subdued in forty-five minutes: she was called *La Dorade*, mounted a long eighteen pounder, two long nines, and was manned with seventy-two men, of whom fourteen were killed and three wounded. This little action was justly considered to entitle Mr. Campbell to the approbation of his commander-in-chief: six of his men were badly wounded, one of them mortally.

In the month of March, the island of Marie Galante was taken by Captain Selby, of the *Cerberus*, who having the Captains Hugh Pigot, of the *Circe*, and Brown, of the *Camilla*, under his orders, in the blockade of Guadaloupe, landed these officers with two hundred seamen and marines, and to this force the island surrendered without resistance. Captain Selby having succeeded so well in the capture of this island, was sent shortly after with the *Cerberus*, and a squadron of small vessels, to take the island of Desiada, or Desirade, which he captured without loss, though

with much resistance, and a heavy fire from the batteries. In this service he was assisted by the Captains Sherriff and Ward.

In the month of December, 1808; Captain Charles Dashwood, in *La Franchise*, of thirty-six guns, with the *Aurora*, *Dardalus*, *Rein Deer*, and *Port Mahon* brig, attacked the port of Samana, on the east end of St. Domingo, where the French had still a few troops, and carried on some colonial trade. The place was taken after very little resistance; two privateers, of five guns each, with a complement of one hundred men, and three merchant vessels, were found in the port.

In the month of July, Captain Edward Crofton, in his Majesty's sloop the *Wanderer*, of eighteen guns, made an attack on the Danish island of St. Martin's, which, since the war with the parent state, had become a nest for privateers. Lieutenant G. A. Spearing (son of the venerable officer of that name who lately died at Greenwich Hospital) was ordered, with a party of one hundred and thirty seamen and marines; to land and attempt to carry the batteries by storm. Previously to his quitting the vessel on this service, the gallant and heroic youth addressed an affectionate letter to his brother in England, assuring him, that if he fell in the attack, it should be with honour; and disposing, in such an event, of all his little property. The early part of the enterprise was successful; a battery of six guns was taken and destroyed, with trifling loss on our side; but while he was pushing

on to ascend the rocky heights, overgrown with the prickly pear, the enemy from their secure and covered works took too sure an aim, and the intrepid leader, with many of his brave companions, fell dead at the foot of the ramparts. To advance or to return to the ships now became alike impossible to the survivors, who were forced to capitulate. The French garrison which defended the island received their flag of truce; and the Governof was so struck with admiration at the heroic bravery of young Spearing, that he allowed him to be buried on the island with military honours, both the British squadron and the enemy's forts firing minute guns on the melancholy occasion.

In the month of November, 1808, Rear-admiral Sir A. Cochrane received orders to blockade Martinique, preparatory to its invasion. The island, from the vigilance of our cruisers, became daily more straitened for provisions; the Americans in vain endeavoured to relieve it; and the British merchants of the neighbouring islands scrupled not, in defiance of the blockading squadron, and of every moral obligation and duty to their country, to supply our enemies with the most essential articles for their defence and subsistence. The captures made by our cruisers, and the number of American vessels condemned for breach of blockade, exceeded that of any former period; and so deeply sensible was Bonaparte of the wants of the island, and of its importance to France, that he dispatched squadrons of fast sailing frigates, cor-

vettés, and schooners, with provisions, ammunition, and artillery-men, most of which were intercepted.

Captain George Saunders, in the *Bellette*, and Captain Joseph Spear, in the *Goeree*, each took valuable letters of marque, bound with provisions to the French islands. Two small frigates were also captured on the home station, by the *Loire* and the *Aimable*, with similar cargoes and destination. The *Melampus* captured a brig of sixteen guns, called the *Colibri*, bound also to Martinique with flour.

The *Palineure*, one of the brigs which had engaged the *Goeree*, fell in to windward of Martinique, with the *Carnation*, a brig of eighteen guns, commanded by Captain Gregory, who, after a long chase, and a running fight of three hours, in which he had fired away all his filled powder, came fairly alongside the enemy, when Captain Gregory was killed, the first and second lieutenants desperately wounded and taken below: the two vessels then fell on board of each other, when the master of the *Carnation* ran from his quarters, as did the serjeant of marines, followed by every man in the vessel, except the boatswain, a tall, daring, athletic man. This brave fellow mounted the main-rigging, and saw no one on the decks of the enemy, except the Captain, who, as it afterwards appeared, was too ill to walk the deck, but had caused himself to be placed there in his chair. In vain did the boatswain use every means of threat

and of entreaty to animate the crew: "If twenty-five men (he exclaimed) will follow me, she is ours;" but they were panic-struck, and not a man would come up from below. The Frenchmen, finding all quiet, a few of them came over the bows of the *Carnation*, and took her without farther resistance. This was one of the most disgraceful transactions that had occurred during the war; and was entirely to be attributed to the unfortunate death of the captain, and the severe wounds of the lieutenants: without leaders the men lost their spirits, and the vessel was sacrificed to the cowardice of the master and sergeant of marines. The *Carnation* arrived in Marin Bay, Martinique, where she was soon after burned by the enemy, to prevent her falling into our hands; and the *Palinure* was captured by Captain Hugh Pigot, in the *Circe*, as she went into Fort Royal Bay; the crew of the *Carnation* were retaken in her, and the Commander-in-chief immediately ordered a court-martial to be assembled for their trial. The facts above stated came out in evidence before the court: the unhappy crew stood overwhelmed with shame, regretting that they had not died in action. Sergeant Chapman was sentenced to be hanged at the yard-arm, which was carried into execution on the following day, on board the *Ulysses*, in Fort Royal Bay, Martinique; the master died of the yellow fever previously to the trial; thirty of the men were sentenced to fourteen years transportation, as unworthy to belong to the

British navy; but this sentence was declared by the twelve judges to be illegal, and was not carried into effect: the lieutenants were most honourably acquitted. The name of the first lieutenant was Dicker, now deservedly a captain; the name of the second is unfortunately forgotten. The boatswain was strongly recommended to the notice of the Admiral, by whom he was immediately appointed to the largest frigate on the station.

In October, Captain Cockburn, in the *Pompée*, took the *Pylade*, the consort to the *Palineure*.

Captain F. A. Collier, in the *Circe*, with a squadron of sloops and small vessels, was stationed off the town of St. Pierre and the Pearl rock, near which he discovered, on the 12th of December, a brig and two schooners at anchor. He immediately made all sail towards the enemy. On nearing them, he perceived that the shore was lined with troops, and field-pieces, besides regular batteries. The *Circe*, followed by the *Stork*, sloop, and *Morne Fortunée*, brig, soon cleared the beach of the soldiers, and silenced the batteries, which they engaged within pistol-shot. One of the schooners had run on shore, and Captain Collier, leaving the *Morne Fortunée* to watch her, went on with the *Stork* to attack the brig and the other schooner lying at anchor, covered by batteries, and troops of flying artillery, the boats of both ships being prepared to board, as soon as the fire of the enemy was in any degree subdued. Unfortunately the



daring intrepidity of Lieutenant Crook, who commanded the boats of the *Circe*, induced him to put off from his ship, and attack the enemy, before the boats of the *Stork* could come to his support, or the fire of the brig and the batteries were silenced by the *Circe*: so closely had Captain Collier placed his ship, that his men were wounded with musketry from the beach. At this critical moment the boats under the command of Lieutenant Crook interposing between the *Circe* and the enemy, the fire of the British frigate was necessarily withheld, and Captain Collier could only engage the batteries, or fire on the troops who lined the beach. Coming alongside the brig, the lieutenant found her with boarding nettings triced up to her yard-arms, and so well manned and prepared, that the boats were in a very few minutes nearly destroyed with fifty-six of the officers and men, either killed, wounded, drowned, or taken prisoners: the *Circe* and *Stork* stood off for the night. In the morning the brig weighed, and attempted to get into St. Pierre, but her movements were so closely watched, that she was driven on shore and burnt by the *Amaranthe*, as was also one of the schooners; the other was bilged on the rocks. The brig was called *La Cygne*, mounted eighteen guns, twenty-four pounders, and one hundred and forty men, and was, as well as the schooner, loaded with flour for the garrison, and had sailed from Cherbourg in company with *La Vertu*, *La Junon*, and *L'Amphitrite* frigates, and *La Papillon* brig; of

these we shall soon have to speak. . The schooners were both armed, and were a part of this squadron. The *Amaranthé* had one man killed and five wounded, one of them mortally. The *Stork* had one man killed and two wounded: the *Express*, one killed, and three wounded.

A very noble defence was made by Lieutenant Bennet, in the *Maria*, a small brig of war, of fourteen guns, twelve twelve-pound carronades, and two long fours, against *Le Sard*, a French brig of war, of twenty-two guns, of which sixteen were thirty-two pound carronades, four long nine pounders, and two long sixes, with a complement of men in proportion. Lieutenant Bennet chased and brought this vessel to action under the lee of *Guadaloupe*, but the wind dying away to a dead calm, the British vessel lay exposed to the raking broadside of a superior enemy, until perfectly disabled, notwithstanding every exertion of the Lieutenant to get his brig's head the right way. When this was effected, the fire was renewed with great vigour; but the *Maria* was sinking, and her colours being shot away, the Frenchman hailed to know if she had struck. The brave Lieutenant answered "No," and a moment after three grape shot passed through his body, and he fell dead under the British flag, which he had re-hoisted; the master continued the action till not a hope remained, and then struck. The enemy ran the vessel on the rocks, where she was wrecked. Besides the Lieutenant, five men were killed, and nine wounded.

We have very little to say respecting the East Indies during this year; the enemy was quiet in that part of the world; their naval operations were confined to the predatory excursions of their frigates and privateers. The *Laurel*, of twenty-two guns, commanded by Captain J. C. Woolcomb, was taken after a severe action by the *Canonnière*, of thirty-eight guns. Captain Woolcomb was cruising off the Isle of France, when he fell in with the enemy, and having no wish to engage a force so much superior, declined the action; but the *Canonnière* coming up, they fought for an hour and a half, when the *Laurel* being disabled, was forced to surrender. Her damage was confined to her masts and rigging, to which the fire of the enemy seems to have been chiefly directed, and in which he completely attained his object; while, on the other hand, the fire of the *Laurel* being directed to the hull, the French frigate had five men killed, and nineteen wounded. The character of Captain Woolcomb received no blemish from this misfortune, a court-martial having honourably acquitted him: in his mode of fighting he appears to have adhered to the old English maxim, of firing at the tier of guns. In a case of this sort, where the opponent was of so much greater force, perhaps it would have been better to have directed the whole fire at the main-mast-head; that fallen, the ship might have become an easy prey to the *Laurel*.

In South America, we find nothing to remark in the year 1808.

## CHAP. IV.

1. *Meeting of Parliament*—Address opposed by Earl St. Vincent.
2. *Channel*—Affairs of Sable D'Olonne, and Basque Roads—Defeat of Allemande's squadron—Courts-martial on Admiral Harvey, and en Lord Gambier—Capture of the Niemen.
3. *Baltic*—Various actions—Gallant cutting out of Russian gun-boats, and trade—North Seas—Expedition to Walcheren—Forces, naval and military—Object of the attack—State of Belgium—Disposition of our ships—Cause of sickness in Walcheren—Preparations of the king of Holland—Bombardment and surrender of Flushing—Sickness appears in the army—Evacuation of the island—Statement of loss of British troops.
4. *Spain*—Retreat of the British army under Sir J. Moore—Ships employed there—Battle of Corunna—Vigo capitulates to the Spaniards and English—French evacuate Corunna and Ferrol—Mediterranean—Capture of Le Var—Capture of Pesaro—of Cesenatico—of Lusin Picolo—Marquis Wellesley embarks in the Donegal for Cadiz, as ambassador to the Junta of Seville—His reception in Spain—Return to England—Character of the Spaniards—Affairs of Sicily—Sir John Stewart and Rear-admiral Martin take Ischia—Destruction of enemy's flotilla—Gallant action of Captain Staines—Other actions—Destruction of the French squadron under Rear-admiral Boudain, and capture of the convoy—Captain W. Hoste attacks Cortelazzo—Capture of Zante, Cephalonia, and Ithaca—Destruction of enemy's trade in Adriatic.
5. *North America*—Action between Bonne Citoyenne and Furieuse—Case of the Deserters from the Africaine claimed at Baltimore.
6. *West Indies*—Capture of the island of Martinique—Bombardment of Fort Dessaix—Its surrender—List of ships and commanders—Barbarous treatment of British prisoners by the French—Capture of the Topaze—of La Junon—Commodore Cockburn proceeds with the garrison of Martinique

to Quiberon bay—Refusal of Bonaparte to receive the prisoners agreeably to capitulation—They are sent to England and confined—Capture of Cayenne by Captain James Yeo—Capture of Le D'Hautpoul—Surrender of the city of St. Domingo—Capture of La Junon, and death of Capt. Shortland.

7. *East Indies*—Attack on the Island of Bourbon.

8. *South America*—Revolution at Buenos Ayres—Reflections on the conclusion of the year 1809.

ON the meeting of parliament on the 13th of January, his Majesty, in the speech from the throne, adverted to the overtures for peace made by Russia and France, who insisted on the abandonment of the cause of Spain as a preliminary to any negotiation: his Majesty declared his firm determination never to forsake the Spaniards as long as they were true to themselves; and while expressing his admiration of the conduct of his troops in Portugal, animadverted with severity on some of the articles of the convention of Cintra. His Majesty eulogized the noble conduct of Gustavus, king of Sweden, and recommended parliament to augment the military force of the country.

Strong opposition was made to the address in the House of Lords, where it was moved by the Earl of Bridgewater, and seconded by Lord Sheffield. The Earl of St. Vincent said that the address was such as no man, who had a veneration for his sovereign, or a love for his country, could ever assent to. Some parts of it, said his Lordship, which expressed a determined hostility to the common enemy, and a firm resolution to carry on the war, all must approve; but when he ad-

verted to the manner in which that opposition had been conducted on the peninsula of Europe, it was wholly impossible not to express both sorrow and indignation. He would assert it in the face of his country, and in the face of the world, that it was the greatest disgrace that had befallen Great Britain since the days of the revolution; and this he openly declared, whether he took into consideration the manner in which the war was carried on in Portugal, or the way in which our troops had been sent there. Transports were hired, and great merit was to be attributed, forsooth, to ministers, in providing these transports; but the public ought to be undeceived upon that head: there was not a tittle of merit in the case; it was only going to market and offering a little more than the market price, and transports were to be obtained in abundance. He wished, however, to notice the important services to which these transports were applied. "Why, truly," said his Lordship, "they were at last employed to convey the rascally ruffians whom Junot commanded, to that part of France which was nearest to Spain, that they might as speedily as possible be again brought into action with more effect against our soldiers. So that those devils," added his Lordship, with an energy peculiar to himself, and with prophetic veracity, "are at this moment harassing the rear of our retreating army." The convention of Cintra could not be considered without feelings of alarm as well as indignation, especially when he

observed the cold-blooded treaty, that gave up a contest with the ships of an enemy upon a compromise so unworthy the national character. "There was a time," said the gallant Admiral, "when such old-fashioned words as 'sink, burn, and destroy,' were understood in their literal meaning; but now we are to negotiate, to become ships' husbands, to take possession by bargain and barter instead of battle, and not in right of conquest——." Having expressed himself in terms of much indignation against the surrender of the Russian fleet, his Lordship continued, "Whenever he looked at the terms of that convention, when he reflected on the decision of the court of inquiry, he could not help exclaiming that the decision was a blot upon the country: whenever he heard of councils of war being called, he always considered them as cloaks for cowardice. So said the brave Boscawen; and from him he had imbibed the sentiment, which time and experience had completely confirmed. At Vimeira we gained a victory, and at the moment our soldiers were flushed with conquest, recourse was had to a council of war. That, he presumed, could only have been necessary, or apologized for in the moment of defeat. Upon what principle, therefore, such an expedient was resorted to, he was at a loss to discover: they only who acted in it could explain it. Just the same opinion he entertained of the court of inquiry. It was a shield to ward off investigation from ministers themselves; but he

trusted their Lordships would not be prevented from making a scrupulous investigation in their own way. He knew the character of the Portuguese exceedingly well; they (excepting the people of Lisbon) were as brave as any people in the world, and, officered with British soldiers, would have shewn an undaunted front to the enemy. Why was not that expedient made use of? Ministers ought to have known their value, and if they did not, their ignorance was inexcusable. If the house did its duty, it would immediately proceed to the foot of the throne, and there tell the sovereign the bold truth, that if he did not remove his ministers, they would ruin the country."

The subject of Lord St. Vincent's speech was repeated by Lord Henry Petty, in the House of Commons, and answered by Sir Arthur Wellesley, who certainly proved the necessity of entering into the convention of Cintra, as the best means of ridding Portugal of a cruel and destructive enemy. The terms on which the surrender of the Russian squadron was received, were dictated at home, and sent out to Sir Charles Cotton: they were nearly similar to those under which the Dutch fleet, in 1799, was given up to Sir Andrew Mitchell.

The transactions in the Channel this year were important in themselves; and much more so, as they formed a powerful diversion in favour of Spain. The active and successful Admiral Allemande had in the month of February effected his



retreat into the Pertuis D'Antioche, and taken up, as he conceived, a secure anchorage between the Isle D'Aix and the Boyart Shoal. His force amounted to ten sail of the line (one of them a first rate), one fifty-gun ship, and four frigates.

The outer part of this anchorage is called Basque Roads; here during the war our squadrons had been accustomed to ride in perfect security, defended from every wind, except from west to north-west. The holding ground is however so good between the islands of Ré and Oléron, that we have no instance of any accident by our ships driving from their anchors.

The British squadron stationed in Basque Roads was not at its anchorage at the time of the arrival of Allemande; a very fortunate circumstance, as Rear-admiral the Honourable Robert Stopford, who commanded, had with him only three sail of the line, and three frigates. The moment he received information of his enemy, he dispatched the Naiad to acquaint Lord Gambier, off Ushant; and that ship had only got a few miles from the squadron, when she made the signal for three strange sail. These were immediately pursued by our ships, until they took shelter in a bay formed by the Sable D'Olonne, where, being defended by strong batteries, they considered themselves no doubt in perfect security: the Rear-admiral however soon brought them to action. The Defiance and the Amelia, from their light draft of water, being enabled to get much closer than the Cæsar and Done-

gal, Captain Hotham, one of our best pilots for the coast of France, anchored the *Defiance* within half a mile of them, and by his fire, and that of the other ships, soon obliged the frigates to cut their cables, and run on shore. The ebb tide making, our ships stood out, leaving the enemy without much chance of getting off; and when seen on the following day, they were lying on their beam-ends, completely unrigged. The *Defiance* had two men killed, and twenty-five wounded; the *Donegal* had one killed, and six wounded. Captain the Honourable F. P. Irby, of the *Amelia*, reported that these ships were the *Italienne*, *Calypso*, and *Furieuse*. After this affair, the Rear-admiral was joined by the *Theseus*, *Triumph*, *Revenge*, and *Valiant*, of the line, and *Indefatigable* frigate, making his force amount to seven sail of the line.

Not satisfied with the security of their strong position, under the Isle d'Aix, the French threw up works on the Boyart Shoal; but from this they were soon dislodged by the Honourable Captain Irby, who, with the *Amelia* frigate, and *Conflict* gun-brig, went in and compelled them to retire.

The French Admiral having committed himself to this roadstead, was vigorously blockaded by Lord Gambier, with a strong division of the Channel fleet. In the month of March, his Lordship occupied the anchorage of Basque Roads. The shoals which lay in the Pertuis D'Antioche, and the strength of the batteries on the Isle D'Aix, seemed to forbid the approach of our ships near

enough to bring the enemy to action: Lord Gambier, either acting on a proposal of Sir Richard Keats, made two years before, or on one more recently sent in by Lord Cochrane, wrote to the board of Admiralty for permission to destroy the French ships by means of fire-vessels. Lord Mulgrave and his colleagues having in the mean time conversed with Lord Cochrane, had anticipated the Admiral's wishes; and preparations were immediately made for carrying their resolutions into effect.

The enemy's squadron was moored in two compact lines, within point blank range of the guns of Isle D'Aix, where the extent of deep water was so confined, as to bring the ships into close order, at the same time, a wider distance would have been desirable.

Such was the position of the enemy, when the following order was transmitted to Lord Gambier, by whom it was received on the 19th of March, when his Lordship was occupied in preparing fire-vessels to effect the destruction of the enemy:

(MOST SECRET.)

*Admiralty Office, March 16, 1809.*

MY LORD,

I am commanded by my Lords Commissioners of the Admiralty to acquaint your Lordship, that they have ordered twelve transports to be fitted as fire-ships, and to proceed and join you off Rochefort; and that Mr. Congreve is also under orders to proceed to your Lordship in a coppered transport (the Cleveland), containing a large assortment of rockets, and supplied with a detachment of marine artillery instructed in the use of them, and placed under Mr. Congreve's orders: that the bomb-

vessels named in the margin (*Ætna, Thunder, Vesuvius, Hound, and Fury*), are likewise under orders to fit for sea with all possible expedition, and to join you as soon as they may be ready. That all these preparations are making with a view to enable your Lordship to make an attack on the French fleet at their anchorage off *Isle D'Aix*, if practicable. And I am farther commanded to signify their Lordships' directions to you, to take into consideration the possibility of making an attack on the enemy, either conjointly with your line of battle ships, frigates, and small craft, fire-ships, bombs, and rockets, or separately by any of the above named means.

You are to man the fire-ships with volunteers from the fleet, intrusting the said ships in charge of officers of the rank of commanders who may happen to be present, and shall volunteer their services on this occasion; but as it is not likely there will be officers sufficient of that rank to command all the fire-ships, you are to make up the deficiency by such lieutenants of the line of battle ships as shall volunteer their services, giving the preference to the first lieutenants; and when the said fire-ships are manned by volunteers from the fleet, you are to cause their original crews to be received on board the ships of your fleet; and in the event of the said fire-ships being destroyed, you are to send home the said men, in order to their being discharged, furnishing them with such certificates or protections as shall secure them from being impressed into his Majesty's service. You are also to hold out to the volunteers and the officers to whom the command of the fire-ships may be intrusted, every expectation of reward in the event of success.

It is their Lordships' farther direction, that you state to me, for their information, whether any farther augmentation of force of any description is in your opinion necessary, to enable you to perform this service with full effect, that it may be prepared and forwarded to you without a moment's delay; their Lordships having come to a determination to leave no means untried to destroy the enemy's squadron.

In order to give your Lordship every information on this important subject, my Lords have directed me to enclose to you a paper drawn up by Sir Richard Keats, in 1807, proposing a mode of attacking the enemy's squadron under *Isle D'Aix*.

I have the honour to be, my Lord,  
Your Lordship's most obedient humble servant,  
W. W. POLE.

On the 3d of April, Lord Gambier was joined by Lord Cochrane, in the *Imperieuse*, who brought with him an order from the Admiralty, directing the employment of Lord Cochrane to lead the attack.

The fire-vessels, and explosion-vessels, were fitted for this service in a new and singular manner. The first were intended to burn without immediate explosion; the others were filled with live shells, barrels of powder, stones, and every sort of projectile likely to be destructive to the enemy. The whole of them arrived in Basque Roads on the 8th of April,

The arrangements for the attack having been completed, Lord Cochrane made the signal to weigh, and ran in with the *Imperieuse* until he judged his own ship sufficiently near; he then anchored, and went with a lieutenant and his gig's crew on board of one of the fire-brigs to the last object of the expedition.

It was a most fortunate circumstance that the *Mediator* had been provided for the service of breaking the boom, as it is certain it would have resisted a smaller vessel; still more fortunate that the command of her was intrusted to a young hero, who, in defiance of his enemies, and their showers of shot and shells, was resolved to bear down this obstacle or perish in the attempt. With a strong breeze, and a flood, Captain James Wooldridge ran his ship on the boom at a right-angle; it yielded to the shock; and the passage up to the

very sides of the enemy's fleet now being open, the smaller fire-vessels followed. That in which Lord Cochrane was, exploded outside of the boom, and sooner than his Lordship intended; some of the vessels mistook their course, owing to the darkness of the night, and failed entirely. As soon as the Mediator had broken the boom, and not before, some of the enemy's ships of the line cut their cables, and ran on the sand-banks. Captain Wooldridge set fire to his train; the ship was instantly in flames; the lieutenants, Clements and Peart, with the crew, got into the boats, followed by the Captain, who was dreadfully scorched.

After the daring Wooldridge, in the Mediator, had broken the boom, Captain Joyce, in the Zephyr fire-ship, ran in, and when distant from one of the French ships of the line about two cables length, fired his trains, placed his people in the boats, himself and Mr. James Sedgwick Lean (a young midshipman) only remaining on board, till the vessel was in flames fore and aft, when they jumped into the sea, and swam to the gig, which they reached with great difficulty. By this time the Zephyr was so close to the French ship, that she was kept off only by fire-booms, while the enemy cut their cables, and by that means avoided the danger. The batteries and all the ships at the same time kept up a constant and furious fire of shot, shells, grape, and musketry, but without doing any injury to Captain Joyce and his boats. The flood tide, which ran strong, and the wind and

sea being all against them, the boat was exposed to this fire ; and what considerably increased their danger, was the explosion of another fire-vessel, just without them, which distinctly shewed their position to the enemy.

After the officers had performed their duty, and sent the burning convoy into the enemy's anchorage, they had an arduous and difficult task to perform in regaining the *Imperieuse*, which was the nearest ship, and placed to receive them. Many of the officers and men on getting on board were found to be much wounded, and exhausted with fatigue, having been four hours in the boats.

When daylight came, seven sail of the French line lay on shore, and Lord Cochrane made the signal to the Admiral that they might be destroyed.

Lord Gambier immediately made the signal to weigh, and the fleet ran up and anchored within three miles of the Isle of Aix : the enemy, as the tide rose, succeeded in removing all but three sail of the line into deep water, towards the entrance of the Charente. Captain John Bligh, of the *Vaillant*, was ordered to take his own ship, with the *Revenge*, Captain A. Kerr, *Indefatigable*, *Aigle*, *Emerald*, *Pallas*, *Beagle*, *Ætna bomb*, *Insolent*, *Growler*, *Conflict*, *Encounter*, and *Fervent* gunbrigs, to effect the destruction of those which remained on the Boyart Shoal. At twenty minutes past two, Lord Cochrane, in the *Imperieuse*, advanced to the attack of the *Calcutta*, which surrendered to his fire. Captain Bligh's squadron

soon after joined in the attack on the Aquilon, seventy-four, and Varsovie, eighty, both of which surrendered before five o'clock. The prisoners were immediately removed and the ships set on fire: the enemy, to save our brave fellows the trouble, set fire to the Tonnerre, of seventy-four guns, at the same time.

Rear-admiral Stopford, in the Cæsar, was ordered up to support the advance, with the Theseus, of seventy-four guns, three fire-ships, and all the boats of the fleet, to throw Congreve rockets into any of the enemy's ships exposed to such attack; but the ships of the line not having water enough to anchor, were ordered out, and the service left to be executed by the frigates, and smaller vessels, better adapted to the nature of the attack.

The names of the ships composing the enemy's squadron, were—

<i>Ships.</i>	<i>Guns.</i>	
L'Ocean . . . . .	120	} Vice-admiral Allemaude—ship <sup>o</sup> on shore under Touras.
Foudroyant . . . . .	80	
Cossard . . . . .	74	On shore under Touras.
Tourville . . . . .	74	On shore in the river.
Regulus . . . . .	74	On shore under Madane.
Jean Bart . . . . .	74	On shore.
Jemappe . . . . .	74	On shore.
Tonnerre . . . . .	74	Nine months old, burnt.
Aquilon . . . . .	74	Old ship, burnt.
Ville de Varsovie	80	Never at sea, burnt.
Calcutta . . . . .	56	} Loaded with flour and military stores, burnt.
Indienne . . . . .	44	
Elbe, Pallas, Hortense,		one of them on shore, name not known.



The number of our killed and wounded was very small, compared to the injury done to the enemy.

On board the British squadron two officers and eight men were killed, nine officers and twenty-six men wounded: one man missing, supposed to have been drowned.

The Captains Wooldridge and Joyce were promoted to the rank of post-captains. The former had a medal from his Majesty for having broken the boom. The Patriotic Fund presented him with a sword valued at one hundred guineas; and to each of his lieutenants one of fifty guineas.

Lieutenant Clements and some other officers were also promoted.

Here then the enemy had sustained a defeat almost as disastrous, and much more disgraceful than those of the 1st and 23d of June, in the years 1794 and 5. They had lost three ships of the line besides the *Calcutta*; a fourth, the *Jean Bart*, was lost on the *Pallais* shoal a few days after, in consequence of this attack. All the other ships were forced to retreat into shallow water, where they were dismantled and laid up, for a long time, useless to their country. The praises and reward bestowed on Lord Cochrane he fully merited: his Lordship was created a knight of the Bath, when the admission to that noble order was reserved for the highest services rendered to the state, either in the cabinet or the field. There were also other officers, who deserved well of their country, but who sunk into silent and modest retirement, and

would never have been mentioned again for that service, but for the disagreements which ensued on the arrival of the dispatches in England. The Captains Bligh, Prouse, Kerr, Rodd, Wolfe, Wooldridge, and many others, were greatly distinguished, as were the first lieutenants of ships of the line, commanding the fire-vessels, and the lieutenants of gun-brigs. The names of these officers are too numerous for insertion; but never had Britain more reason to be proud of her navy than on this occasion, when the fleet of their rival was pursued and destroyed under their own batteries, and in one of their best anchorages; never was more zeal displayed, from the highest to the lowest rank, and it is not too much to say, that the just expectation of England was not disappointed—“Every man did his duty.”

Unfortunately though the king and the country were satisfied with the deeds of the navy, the navy was at variance with itself, and two courts-martial of singular importance to the service, succeeded the rejoicings for the victory.

Rear-admiral Eliab Harvey, of whom we have had to make honourable mention, being at this time second in command of the Channel fleet, conceived that he had a right to fill the situation assigned to Lord Cochrane, then a very young and a junior officer. The gallant Rear-admiral appears to have been excited almost to a degree of mental aberration, when denied the opportunity of meeting the enemies of his country; he indulged in

the most violent invective against the Commander-in-chief, in an open and undisguised manner, on the quarter-deck of the *Caledonia*, as well as privately in the Admiral's cabin; it was therefore justly conceived that the discipline of the service must be destroyed, unless an appeal was made to the laws of the country for its vindication and support. Lord Gambier, with this view only, and, as we sincerely believe, without any personal animosity against the Rear-admiral, applied for a court-martial on him: it was granted, and the trial took place on the 22d of May, on board the *Gladiator*, in Portsmouth harbour.

The facts, as stated in Lord Gambier's letter, were clearly proved before a court composed of officers of high rank and character, to many of whom, as the Rear-admiral said in his defence, he had the honour of being personally known. With a naval court-martial we shall ever maintain, that partiality has as little share, as in any human institution. The Rear-admiral was found guilty, and dismissed from his Majesty's service; but in consideration of his former unblemished and distinguished character, particularly for his conduct in the battle of Trafalgar, he was shortly after restored to his rank.

Without partaking in any way of the feelings of the Rear-admiral, Lord Cochrane was hostile to the Commander-in-chief on very different grounds. His Lordship openly asserted that more might have been done, had his (Lord Cochrane's) signals

been attended to ; and that the enemy was allowed to escape for want of proper energy in the pursuit. Whether instigated by the spirit of the party with which his Lordship was at that time unhappily connected, or whether he really conceived the interests of the nation had been abandoned by the Admiral, it is not for us to determine ; perhaps both these causes combined to sour his mind, and produce that reply to Lord Mulgrave's communication, which, we believe, has been the parent of all the succeeding misfortunes of Lord Cochrane.

The Earl of Mulgrave as first Lord of the Admiralty, having intimated to his Lordship that it was intended by his Majesty's government to move the thanks of both houses of parliament to Lord Gambier, and the other officers and crews of the fleet serving in Basque roads, Lord Cochrane observed, that in the event of such a measure, he should feel himself bound by his public duty (being a member of parliament) to object to the thanks, so far as they would apply to the Commander-in-chief. These sentiments being officially communicated to Lord Gambier, his Lordship very naturally demanded a court-martial, to investigate every part of his conduct relative to the attack on the French fleet in Basque Roads.

In looking back to the whole transaction, we cannot help regretting that Lord Cochrane had not preferred his charge officially, according to the rules of the service, instead of leaving it to be drawn by inference from the journals of the fleet.

It should not be forgotten that the situations of Lord Gambier and Lord Cochrane, on the 11th and 12th of April, were essentially different; the first having responsibility, the second none. Had Lord Cochrane lost the *Imperieuse* on the Boyart Shoal, his bravery would, if possible, have received a higher lustre. Had Lord Gambier so committed the fleet under his command, as either to have run the ships on shore, or exposed them to conflagration in a narrow anchorage, the nation might have felt the effects of his imprudence, and his character (dearer to him than his life) have suffered in the eyes of the world. The object in view, the total destruction of the enemy's fleet, was not to be obtained by the risk of loss of the Channel fleet, the main support of the empire. Such are the opinions of many officers of talent and enterprise, and these opinions received their highest confirmation by the sentence of a tribunal, the justice of whose decisions has been rarely called in question.

A court-martial was assembled on board the *Gladiator*, in Portsmouth harbour, on the 26th day of July, 1810. It was composed of the following officers:

Admiral Sir ROGER CURTIS, Bart. President.

Admiral WILLIAM YOUNG	Vice-adm. Sir J. DUCKWORTH
Vice-adm. Sir H. STANHOPE	———— B. DOUGLAS
———— G. CAMPBELL	Rear-admiral SUTTON
Captain JOHN IRWIN	Captain R. HALL
———— DICKSON	———— R. D. DUNN.

The order directed to the President was as follows :

ADMIRALTY ORDER.

*By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.*

Whereas Admiral the Right Honourable Lord Gambier has, by his letter to our secretary of the 30th of May, 1809, requested that his conduct as Commander-in-chief of the Channel fleet, employed in Basque Roads, between the 17th day of March and the 29th of April, 1809, may be inquired into by a court-martial :

And whereas by the log-books and minutes of signals of the Caledonia, Imperieuse, and other ships employed on that service, it appears to us that the said Admiral Lord Gambier on the 12th day of the said month of April, the enemy's ships being then on shore, and the signal having been made that they could be destroyed, did for a considerable time neglect or delay taking effectual measures for destroying them: We therefore, in compliance with his Lordship's request, and in consequence of what appears in the said log-books and minutes of signals, think fit that a court-martial shall be assembled, for the purpose of examining into his Lordship's conduct, trying him for the same. We send you herewith his Lordship's letter of the 10th of the said month, therein referred to, together with an attested copy of a letter of our secretary, dated the 29th of last month, and addressed to Lord Cochrane, and his Lordship's reply thereto, with the log-books and minutes of signals above mentioned, and we do hereby require and direct you to assemble a court-martial on Monday the 19th of this month (if the witnesses shall be then ready, and if not, then as soon after as they shall be so) to try the said Admiral the Right Honourable Lord Gambier, for his conduct in the instance herein before mentioned. And also to inquire into his whole conduct as Commander-in-chief of the Channel fleet, employed in Basque Roads, between the 17th day of March and the 29th day of April, 1809, and to try him for the same accordingly.

Given under our hands the 5th day of June, 1809,

(Signed)	MULGRAVE.	R. BICKERTON.
	W. DOMETT.	R. MOORSOM.

By Command of their Lordships,

(Signed)

W. W. POLE.

One paragraph of this document must strike the most cursory reader, namely, that “by the logs and signal minutes of the *Caledonia*, *Imperieuse*, and other ships, it appeared that Lord Gambier did for a considerable time neglect or delay taking effectual measures for destroying them.” This was neither more nor less than the language of Lord Cochrane, and thus far certainly justified his Lordship’s proceedings; the ordeal therefore of a court-martial, composed of men of talent in the profession, was of the utmost importance to the character of Lord Gambier. The details of this highly interesting trial are much too long for insertion in a work of this nature; and as they are to be found at large in the *Naval Chronicle* of the year 1809, and other publications, we shall content ourselves with giving the result, and referring our readers to the official papers for farther information.

After a most laborious and minute investigation of all the circumstances, occupying the attention of the court from the 26th of July to the 9th of August, the following sentence was given:

That the charge “that Admiral, the Right Honourable Lord Gambier, on the 12th of April, the enemy’s ships being then on shore, and the signal having been made that they could be destroyed, did for a considerable time neglect or delay taking effectual measures for destroying them,” had not been proved against the said Right Honourable Lord Gambier; that his Lordship’s conduct on that occasion, as well as his general conduct as Commander-in-chief of the Channel fleet employed in Basque Roads, between the 17th of March and 20th day of April, 1809, was marked by real judgment and ability, and an anxious attention to the welfare of his Majesty’s service, and did adjudge him to be most honourably acquitted.

Sir Roger Curtis, the president, then returned the sword of the Admiral (which during the trial had lain on the table), with an appropriate eulogium: his Lordship made a proper but very laconic answer, then bowed, and retired with his friends.

In the month of July, Captain Columbine, of the *Solebay*, of thirty-two guns, and Major Maxwell, commanding the garrison of Gorée, learnt that the neighbouring French settlement of Senegal had become a rendezvous for privateers, and had given much annoyance to our trade; it was therefore determined by these two gallant officers to attack it. They proceeded against it with the *Solebay*, *Derwent* sloop of war, *Tygress* gun-brig, and some small merchant vessels, having on board a detachment of one hundred and sixty troops, to which were added one hundred and twenty seamen and fifty marines. The enemy's force consisted of one hundred and sixty regulars and two hundred and forty militia; but they surrendered the island of St. Louis, and its dependencies, to the British crown with little opposition, the garrison becoming prisoners of war. Captain Frederick Parker, of the *Derwent*, and his boat's crew, were drowned in crossing the bar, and the *Solebay* was wrecked in going up the river, but her people were saved.

Captain (now Sir Michael) Seymour, of the *Amethyst*, of forty-four guns, captured, on the 5th of April, the *Niemen*, of forty-four guns, a very fine frigate, quite new copper-fastened, just out of



Verdun roads, with a complement of three hundred and nineteen men, and having on board six months' provisions, with a quantity of naval stores. She was bound to the Isle of France, and commanded by a distinguished French officer, Mons. Du Potet.

The chase began at eleven o'clock in the forenoon: the Emerald was in company, but at seven in the evening the Amethyst lost sight of the Emerald, and had gained nothing on the enemy. After dark, Captain Seymour so shaped his course as to fall in with the object of his pursuit about half-past nine; a running fight commenced, and lasted till one in the morning, when the Amethyst coming fairly alongside, a very determined action was sustained till three. At this time the main and mizen-mast of the enemy falling, his fire slackened, while that of the Amethyst continued in full vigour. In the mean time, Captain Mends, in the Arethusa, came up, and the French ship surrendered, having forty-seven men killed, and seventy-three wounded. The main and mizen-masts of the Amethyst fell, also, in the course of the action: she had eight men killed, and thirty-seven wounded. Captain Maitland, though possessing an uncommon share of vigilance and attention, was unable, from the darkness of the night, to keep sight of either the chase or the Amethyst.

On the 1st of January, Captain Charles Gill, in the Onyx brig of war, of ten guns and seventy-six

men, captured the Dutch national brig *Manly* (formerly British), of sixteen guns, twelve of which were eighteen-pound carronades, and four long sixes, with a complement of ninety-four men. It was blowing hard, with a heavy sea running, when Captain Gill brought his enemy to action, which continued for two hours, and the Dutchman surrendered, having five of his men killed and six wounded. The *Onyx* had three wounded. For this action Captain Gill was promoted to post rank.

In the month of May, 1809, Captain Selby, of the *Owen Glendower*, of thirty-six guns, assisted by Captain Edward Nicholls, of the royal marines, took the island of Anholt in the Sleeve or passage to the Baltic. The garrison surrendered at discretion; one hundred and seventy men were made prisoners, and the post became of great importance to us in the prosecution of the northern war. A lighthouse had been erected, and a light kept burning by the Danes, who, on the breaking out of the war, had extinguished this and all the lights on their coast, rendering the navigation (at all times difficult), nearly impracticable in the winter season, and during the night. On our taking the island, this important light was restored.

Captain Goate, in the *Musquito* sloop of war, entered the river Elbe, and took possession of the fortress of Retzbuttel at Cuxhaven, which he entered without opposition. The French garrison of eighty-six men retreated.\* The marines and

seamen of the British vessels disarmed the place, bringing off all the brass guns, destroying the fortifications, and reinstating the senate of Hamburg in the possession of the town and castle.

Captain T. B. Martin, in the *Implacable*, with the *Melpomene* in company, on the 6th of July entered the gulf of Narva, and captured nine sail of merchant vessels, loaded with timber and naval stores, belonging to the Emperor of Russia: Lieutenant Hawkey, of the *Implacable*, boarded with the ships' boats three more, and brought them out. The Russian flotilla took up a position off Percolá point, which appearing to Captain Martin an act of defiance, he ordered Lieutenant Hawkey, a young officer of most distinguished talent and bravery, to attack them. The boats of the *Implacable*, *Bellerophon*, *Melpomene*, and *Prometheus*, having assembled for this purpose, put off at nine o'clock in the evening, "and," says Captain Martin, in his public letter, "proceeded with an irresistible zeal and intrepidity towards the enemy (who had the advantage of local knowledge), to attack a position of extraordinary strength, within two rocks, serving as a cover to their wings, whence they could pour a destructive fire of grape on our boats, which, notwithstanding, advanced with perfect coolness, and never fired a gun till actually touching the enemy, whom they boarded sword in hand, and carried all before them. I believe a more brilliant achievement does not grace the records of our naval history: of eight gun-

boats, each mounting a thirty-two and twenty-four pounder, and forty-six men, six have been brought out, together with the whole of the ships and vessels (twelve in number), under their protection, laden with powder and provisions for the Russian army, a large armed ship taken and burnt, and one gun-boat sunk." In the performance of this service, the gallant young Hawkey fell by a grape-shot, which struck him after he had boarded and taken a gun-boat, and was in the act of attacking a second. His last words were, "Huzza—push on—England for ever!" Lieutenant Stirling, of the *Prometheus*, was mortally wounded. The command of the boats devolved on Lieutenant Allen, of the *Bellerophon*, supported by Lieutenants Houghton and Vernon, of the *Implacable*; Sheridan and Shekel; of the *Bellerophon*; Rennie, of the *Melpomene*; and the lieutenants of marines, Cracknell, Clerke, Kendall, and Carrington. The numbers of killed amounted on our side to seventeen, and of wounded to thirty-seven; on that of the Russians to sixty-three killed, besides a great number drowned, and one hundred and twenty-seven prisoners, of whom fifty-one were wounded.

Captain Lord George Stewart, in the *Aimable* of thirty-two guns, having the command in the river Elbe, annoyed the French who still hovered on the banks of that river, and the Weser. His Lordship landed with the Captains Goate, Pettit, and Watts, of the *Musquito*, *Briseis*, and *Ephira*, who, with a party of their marines and seamen,

dislodged the enemy from the town of Gessendorf, spiked their guns, destroyed the works, and brought away six waggon loads of valuable merchandise.

While the Archduke Charles was contending against Bonaparte, on the banks of the Danube, and Sir Arthur Wellesley fought with still greater success against the French in Portugal; while the lovers of peace, and of real liberty were cheered with the accounts of the battles of Aspern and Vimiera, the British government, in order to give effect to these advantages, and to distract the attention of the haughty Napoleon, planned one of the most stupendous expeditions that this, or perhaps any other country, had ever sent forth.

The tyrant discovered, in spite of his nominal blockade of England, that the use of the seas was interdicted to him, that colonial produce could not reach the ports of France, without first passing the ordeal, and paying the fine at a British custom-house. This state of things, produced by his own impolicy and arrogance, was felt by the French, and other powers, as utterly subversive of their commerce. Holland, which for fourteen years had groaned under the despotism of the governments which had ruled France, seemed willing to make a third effort for her emancipation. It was reasonably conjectured by the ministers of George III. that the moment was at length arrived, when, by a great and simultaneous movement of England, Austria, and Spain, the idol of the French revolu-

tion might be broken in pieces. Bonaparte had begun his campaign on the Rhine and Danube; Spain was up in arms; the best generals and the choicest troops of France were employed in that country; and the British ministers began to prepare such an armament for the invasion of Holland, as it was conceived would have put down all opposition, and give to the friends of the house of Orange, in that country, an opportunity of declaring themselves.

The land forces ordered on this service, under the command of the Earl of Chatham, amounted to thirty-seven thousand men, including two thousand cavalry, sixteen companies of artillery, one troop of horse artillery, three hundred military artificers, twenty-eight officers of engineers, two companies of the staff corps, and a detachment of the waggon train.

The naval preparations were of a proportionable magnitude; the fleet was under the command of Rear-admiral Sir Richard Strachan; and the following list of his ships will shew to what an extent the government was willing to go, in order to effect the objects which they had in view. These were, “to sink, burn, and destroy the whole of the enemy’s ships of war afloat in the Scheldt, or building at Antwerp, Terneuse, or Flushing; and, if possible, to render the Scheldt no longer navigable for ships of war.”

*Names of ships of the line and frigates, with their Commanders,  
which accompanied Sir Richard Strachan to the Scheldt.*

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
St. Domingo.....	74	Flag—Charles Gill
Cæsar .....	80	{ Rear-admiral Otway Capt. C. Richardson
Denmark .....	74	James Bisset
Victorious .....	74	J. Talbot
Blake .....	74	{ Rear-adm. Lord Gardner Capt. E. Codrington
Audacious .....	74	Donald Campbell
Theseus .....	74	William Prowse
Repulse .....	74	Hon. A. K. Legge
Powerful .....	74	
Superb .....	74	R. Jackson
Centaur .....	74	W. H. Webley (now Parry)
Venerable .....	74	{ A. King, acting for Sir H. Popham
Valiant .....	74	G. E. Hammond
Courageux.....	74	R. Plampin
York .....	74	R. Barton
Princess of Orange ..	74	Francis Beauman
Monarch .....	74	Richard Lee
Belleisle.....	7	George Cockburn
Orion.....	74	A. C. Dickson
Resolution.....	74	G. Burlton
Bellona .....	74	J. E. Douglas
Eagle .....	74	Charles Rowley
Impetueux .....	74	J. Lawford
Revenge.....	74	Hon. C. Paget
Hero .....	74	James N. Newman
Illustrious .....	74	William Broughton
Ganges .....	74	Peter Halket
Aboukir.....	74	G. Parker
Marlborough .....	74	G. Moore
Royal Oak.....	74	Lord Amelius Beauclerk
Alfred .....	74	J. R. Watson
Sceptre .....	74	John Ferrier
Achille.....	74	
Namur.....	74	

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Leyden .....	64 .....	} Armée en flûte
Agincourt .....	64 .....	
Monmouth .....	64 .....	
Iris .....	50 .....	
Adamant .....	50 .....	
Weymouth .....	54 .....	
Ulysses .....	44 .....	
Serapis .....	44 .....	
<i>Frigates.</i>		
Imperieuse .....	44 .....	T. Garth
Rota .....	38 .....	P. Somerville
Perlen .....	.....	
Lavinia .....	44 .....	Lord William Stewart
Clyde .....	38 .....	C. Owen
Amethyst .....	38 .....	Sir M. Seymour
Fisgard .....	38 .....	William Bolton
Statira .....	38 .....	C. W. Boys
Hotspur .....	38 .....	Hon. J. Percy
Euryalus .....	38 .....	G. H. L. Dundas
Salcette .....	38 .....	W. Bathurst
St. Fiorenzo .....	36 .....	
Thalia .....	36 .....	
Aigle .....	36 .....	— Wolfe
Nymphen .....	36 .....	K. Maxwell
Dryad .....	36 .....	— Galway
Heroine .....	32 .....	
Bucephalus .....	32 .....	
Aimable .....	32 .....	Lord G. Stewart
Pallas .....	32 .....	
Circe .....	32 .....	
Camilla .....	24 .....	

*To these were attached,*

33 sloops of war, of from 14 to 18 guns—5 bomb-vessels—23 gun-brigs—17 hired cutters—14 revenue ditto—5 tenders—82 gun-boats—150 flat-bottomed boats—all the dock-yard lighters, with anchors, cables, and halsers, for assisting ships that might get on shore—all the fast sailing smuggling-vessels which could be procured by hiring them—every rowing galley at Deal and Folkstone—transports to convey military stores and provisions, making the amount of hired shipping near one hundred thousand tons.



The strength of the enemy's fleet, in the river Scheldt, is collected from a set of official documents laid before parliament in 1810. By these we readily perceive the double object of sending a force to attack Walcheren, admitting that the peace between France and Austria had been signed.

The country of Belgium, with Holland, forming a large portion of the maritime empire of France, contained in its ports a fleet of such magnitude, as to render its destruction an object at any time worthy of our attention; and doubly so, when the situation of Spain was considered.

A letter from Vice-admiral G. Campbell, to the Honourable W. W. Pole, secretary to the admiralty, dated on board the Princess of Orange, in the Downs, January 18, 1809, says, that in the port of Flushing there were nine sail of the line, two frigates, and some smaller vessels. At Antwerp, an equal number of ships of the line, five of which were under jury-masts, and coming down to be docked and coppered in the basin of Flushing. On the 3d of March, the same officer reported the enemy's force in Flushing to consist of four ships of eighty guns, seven of seventy-four, two frigates, two corvettes, and a brig.

A letter from Rear-admiral Sir Richard Strachan, to Lord Mulgrave, dated Venerable, in the Downs, 5th of April, 1809, confirms all the above, on the authority of Captain Boxer, of the royal navy. This officer had been so near to Flushing, as to take a sketch of the position of ships which were

then hauling out of the basin, and assembling in the road before the town. At this time, it also appeared by intelligence from Captain M'Keslie, of the Calliope, that the building of the ships at Antwerp had been suspended, in consequence of the artificers being ordered away to the Rhine to construct rafts and boats for the passage of the French army. It is singular, that the same officer reported in this dispatch the alarm which prevailed in the town of Flushing, at an expected attack from the English; this was confirmed by the hurry and confusion with which the ships were turned out of the basin, and removed higher up the river, leaving their (lower-deck) guns at Flushing. There were at this time lying in Helveot Stuys, two ships of the line, one frigate, and two brigs. The Antwerp correspondent was certainly in error, and probably unworthy of any notice, when he acquainted the admiralty, in the month of May, that there were ten sail of the line on the stocks at that place, all eighty-gunships; the fact we know to be otherwise; there never were more than nine slips for building in the dock-yard, and the ships built there were not all of eighty guns. The same person asserts, that there were two seventy-four gun ships on the stocks at Flushing, when it is well known there was but one slip. Government, at that period, was in the habit of paying vast sums of money for intelligence, and was often greatly imposed upon.

The Dutch fleet, in the Texel, was in the spring of 1809, in so deplorable a state, as to give us no

sort of alarm; and every account from Antwerp, and the Low Countries, confirmed that the land forces were few in number, and of the worst description. The flotilla, of every class, from the Texel to Havre, was out of repair. At Boulogne, there were six hundred sail of vessels rotten, or rotting, and none of them fit for service.

The Scheldt, which for its depth of water, and good anchorage, is unrivalled by any river in Europe, is three miles and a half wide from Cadsand to Flushing, and one thousand two hundred yards wide from Antwerp to the Tête de Flandres, where it has twenty feet water abreast of the dock-yard, at the lowest spring tides. The channel of the river is intricate, but has a sufficient depth of water at half flood for a small class seventy-four, with her lower-deck guns in: she will require a leading wind through all the reaches; the best points would be from W. to S.W. Opposite to Antwerp stands the Tête de Flandrès, a strong fortification, planned, but never completely finished, by Bonaparte; its objects were at once to guard the dock-yard, command the anchorage, and overawe or protect the city; a combination for which it was perfectly calculated. The defences of the river, lower down, were thought impassable for ships of war; but experience proved, that nothing on its banks could resist our soldiers and seamen united, at least as far as the experiment was made. The boom at Lillo did not exist when we first went over in the summer of 1809; and the forts

were in that dilapidated state, that they could have offered no effectual opposition to a very small naval force: this we have gathered from accurate and personal inquiry at Antwerp.

France, by the acquisition of Belgium and Antwerp, found herself placed in the midst of the three great seas of Europe; a situation, which would one day have given her the same preponderance over the maritime powers, which her central situation had already assured her over the Continent. Antwerp offered the same advantage to her marine and commerce in the North Seas, which she had possessed in the Atlantic and Mediterranean. Napoleon felt its importance towards the accomplishment of his plan for the conquest of England, and would have made it one of the strongest of his maritime stations. Many hundreds of houses on the banks of the Scheldt were destroyed, to make room for his quays and his dockyard, which, it must be confessed, were laid down in a style of singular magnificence.

Antwerp, by means of the tributary streams which, running into the Rhine and the Waal, join the Scheldt, received an abundant supply of ship-timber; this was furnished by the northern departments of France, and the forests of Germany. Napoleon, finding the Scheldt sufficiently deep for ships of war of the second class, commanded his brother Louis, the king of Holland, in 1807, to cede the port of Flushing to France, by which he obtained the entire command of the river; nor was

it without well-grounded fears, that England beheld a new maritime power starting into existence, almost within sight of her eastern shores. To destroy this navy in its infancy—to rouse the Dutch to a sense of their own wrongs—to drive the French out of Belgium, and to afford some relief to the armies of Austria, on the Danube, as well as to our allies in the Peninsula—to support the heroic efforts of the Duke of Brunswick, of the gallant Schill in Prussia, and of Dornberg at Cassel, were the objects which the British cabinet had in view, when it planned the expedition to Walcheren.

That the British army, after its landing, and the favourable reception it met with in the Low Countries, should have been deposited in the swamps of Walcheren, or the damp and mouldering storehouses of Flushing, are facts which we may deplore, but for which we cannot offer any satisfactory reason. The reader who wishes for more detailed information, is referred to the Parliamentary Debates, for 1809-10; and to the Account of the Expedition, supposed to have been written by a naval officer of high character, who was present. See "A Short Narrative of the late Campaign," &c. Ridgway, Piccadilly, 1810—a book, which we have the authority of Sir Richard Strachan to say, is written with clearness, perspicuity, and a knowledge of the facts, although the author has thought proper to conceal his name.

Previously to the sailing of the expedition, the

duties of each division were assigned to the several naval and military leaders. The left wing of the army, under the command of Major general Sir Eyre Coote, consisting of thirteen thousand mén, was directed to land and occupy the island of Walcheren: the point of debarkation was to depend on the wind, and the landing was to be conducted by Rear-admiral Edward A. Otway. Lieutenant-general the Marquis of Huntly was directed to land upon the island of Cadsand, with five thousand men, and cut off the communication between Walcheren and the main land. Captain Owen, in the Clyde frigate, was directed to co-operate with him in this service, and to take charge of that division of the army. Unfortunately this important movement was prevented by bad weather until the enemy was so strongly reinforced as to render the attempt on our part too hazardous, if not entirely impracticable.

Lieutenant-general Grosvenor, with five thousand men, was to occupy Schonen, and Lieutenant-general Sir John Hope, with the reserve of seven thousand five hundred men, was to land on South Beveland, to carry the enemy's defence on that island, and act as a corps of observation. This division was under the care and superintendance of Rear-admiral Sir Richard Keats.

The Earl of Rosslyn's division, with the cavalry, was to remain embarked until their services were required.

The Venerable, of seventy-four guns, having on

board General the Earl of Chatham, and Rear-admiral Sir Richard Strachan, accompanied by the divisions of Sir John Hope and the Marquis of Huntly, sailed from the Downs on the morning of the 28th of July, and in the evening the Commander-in-chief anchored off the west coast of Walcheren. Sir John Hope took his station about seven leagues to the westward of that island; and on the 31st the Marquis of Huntly anchored off Cadsand. Sir Eyre Coote with the left wing, joined head-quarters on the evening of the 29th; and morning of the 30th of July. Veere and Middleburgh capitulated on the 31st. General Grosvenor's division, which sailed from Harwich, anchored in the Roompot, on the 1st of August, on which day the whole island of Walcheren, except the city of Flushing, and the fort of Rammekins, was in our possession.

The artillery with the flotilla having advanced through the Sloe passage to Rammekins, the investment of Flushing was complete by land and sea; except on the south side. The want of defences in the East Scheldt, and the depth of water from five to ten fathoms, as high of Wemeldinge in South Beveland, were satisfactorily proved on the 30th of July by Captain Peake, of the royal navy, and Captain Squire, of the engineers, who reported the important, and till then unknown, fact to the Commander-in-chief, thus clearing a doubt which had caused the greatest anxiety. Three of the enemy's line-of-battle ships, which on the 31st lay at

anchor off the eastern end of South Beveland, weighed on the following day, and joined the rest of their ships above Lillo. The magistrates of Tergoes, the capital of South Beveland, gave up the place to the English army; and on the same day the fort of Bathz, situated on the eastern point of the island, commanding the united channels of the East and West Scheldt, the anchorage in the bay of Saeftingen, and the ford of Bergen-op-zoom, surrendered to General Disney. This was a post of far greater importance to our success than Flushing itself, giving us at once the command of an entrance into Brabant. The British flotilla kept pace with the army, but it was not for many days after, that a squadron of frigates could by any means reach so high up the river. It was an observation of Lord Castlereagh, that "if the fleet in the Scheldt was not in our possession in a fortnight from our first landing, it would not be so at all." This was then the only favourable moment to accomplish the work, but false intelligence kept back the army, and the navy was prevented by foul winds from coming up to cover their advance.

In the mean time the enemy had employed themselves in strengthening and fortifying Cadsand, a place however of no importance to us, after having taken Walcheren and South Beveland.

By means not very difficult to conceive, the French were informed of our intentions to attack Cadsand, and had prepared accordingly. Our ministers were in the habit of receiving much of



their intelligence from smugglers, and consequently, every question put to them, as to the strength of any particular point, became to the enemy, on the return of these people, an article of the most valuable communication.

Filled with troops, the island of Cadsand was enabled to contribute powerfully to the defence of Flushing. On the 4th, 5th, and 6th of August, three thousand men passed from it into the island of Walcheren, nor was it in the power of the fleet, from the state of the weather, to prevent their crossing the Scheldt.

Still Flushing, with all its reinforcements, had not the means of arresting a British ship in its passage up the river. As soon as the wind and tide concurred, a squadron of ten frigates, under the command of Lord William Stewart, in the *Lavinia*, passed the batteries on the 11th, with the trifling loss of two seamen killed and eleven wounded. This squadron anchored under the fort of Bathz. About the same time the enemy made a sortie from Flushing, in which, though they were driven back, our troops suffered some loss; but a partial inundation rendered our batteries in a degree useless.

As the conduct of Sir Richard Strachan, and the officers employed under him, became subject to much animadversion through the public prints, which imputed a want of energy to the Commander-in-chief, and the navy, we shall give an extract of a letter addressed by the Rear-admiral

to the Honourable Wellesley Pole, dated on board the Kangaroo, West Scheldt, August 11th, 1809, when the fleet and army had been thirteen days on the coast.

I am this moment going up to Bathz, which has been attacked by a strong detachment of the enemy's flotilla, and which Sir Richard Keats reports to consist of two frigates, one bearing a vice-admiral's flag, thirty brigs, eight luggers, a schooner, and fourteen gun-boats.

I was under the necessity of detaining our flotilla, to prevent supplies being thrown into the garrison of Flushing, and to assist in cutting off its communication with Cadsand, which service was effectually done, except during the late heavy gales, which drove the gun-boats from their stations, and prevented our ships entering the Scheldt, from the circumstance of their not being able to weigh their anchors. Since the weather has moderated the wind has drawn round to the south-east, which is the only obstacle to Lord William Stewart, with a squadron of ten heavy frigates, passing Flushing, as well as Rear-admiral Gardner, with the effective line-of-battle ships, taking up the anchorage in Dyesbroek bay, and eventually to proceed up the Scheldt.

The batteries are not yet ready to open on Flushing, therefore I hope to be here in time to co-operate with the army in the attack on that garrison.

I am concerned to add, that the enemy has cut the dyke on the right of the town, and the island is likely to be inundated. I have ordered Rear-admiral Otway to send the Monmouth and Agincourt to England for water, and earnestly entreat that means may be adopted for supplying the army and navy from England, as I apprehend all the water in this island will be spoiled by the inundation, and there is not more on the other islands than will supply the inhabitants.

This letter will sufficiently account for the delay of the advance of the naval part of the force up the Scheldt, and prove that however actively the army was engaged on shore, the navy was in no manner deficient either in zeal or ability.

The shores of the East Scheldt, says our anonymous but accurate author, having been found defenceless, were taken by General Grosvenor, who, instead of landing on Schonen with his division, as had been intended, disembarked on Walcheren, and proceeded to join the army before Flushing. Sir Home Popham, who appears not to have been on good terms with the Commander-in-chief of the army, requested Sir Richard Strachan would employ him in the flotilla, which he did; and Sir Home, with a vast number of gun-boats and small craft, advanced up the Scheldt as high as Lillo, obliging the enemy's ships to quit that part of the river, and retire as high as Fort St. Philippe. Sir Richard Keats was directed by the Admiral to assume the command of the whole of the flotilla, and to co-operate with the Earl of Rosslyn for the annoyance of the enemy.

Rear-admiral Lord Gardner, with the *St. Domingo*, *Blake*, *Repulse*, *Victorious*, *Denmark*, *Audacious*, and *Venerable*, was placed off *Dyebroek*, ready to act as occasion might require.

Sir Richard Strachan was preparing to go up the Scheldt with the advance, when he was informed by the Earl of Chatham that the batteries would be ready on the following day, the 13th, to open on the town. Sir Richard, therefore, hoisted his flag on board the *St. Domingo*, and prepared to lead his ships into action. Having thus far accounted for the disposition of our forces, naval and military, let us see what was doing in the

neighbourhood of Antwerp to resist or to counteract our enterprise.

The enemy the most to be dreaded by our forces in the Scheldt, was the disorder by the inhabitants called the fever of the polders. It is produced by two or three concurring causes; damp, bad water, and the putrid exhalations of the marshes in the fall of the year, when the vegetable matter, the growth of the summer months, begins to decay and decompose. The waters thus polluted, have no means of running off; but mingling with the rain-water, destroy the resource of the inhabitants. Hence these people are subject to diseases, which afflict them from the hour of their birth to their death: it returns every year, but is seldom fatal to those inured to the climate. The French, for these reasons, never sent their national troops to Flushing, unless for punishment; its garrison consisted in general of Prussians, Spaniards, Irish, and prisoners.

Napoleon had spent much time and devoted much attention to the arsenals of Antwerp, and the commerce of the Scheldt; and probably at any other period, would have hastened with his whole army to the relief of Belgium; but he was at the time of our expedition deeply engaged on the Danube, and absorbed in the hopes of destroying the houses of Austria and Brandenburg.

Louis, the king of Holland, received at Aix la Chapelle, on the 1st of August, the news of the invasion, and instantly departed for Amsterdam,

leaving orders for all his disposable forces at Liege and Maestricht to assemble at Antwerp, the sum of which amounted to nine hundred men, composed of the wreck or refuse of twenty-five different regiments, dragoons, chasseurs, hussars, infantry, and dismounted cavalry. These, for the two first days of their march, were without a general; and their progress, instead of having the appearance of an offensive operation, resembled the most disorderly flight.

Approaching Antwerp, confusion, alarm, dismay, and false reports, threw the self-elected leaders into a still greater perplexity. The roads were crowded at once with helpless families flying from the city, and waggons loaded with maimed soldiers going to its relief. There was no preparation for resistance; cannon, ammunition, and soldiers, were all swallowed up in the armies of the Danube and the Peninsula: the best troops were raw recruits, without discipline; or disabled soldiers, placed in the retirement of garrisons, not likely to become the seat of war; but nearer to the mouth of the Scheldt, the forces and condition of the enemy was very different. Cadsand, Walcheren, and Lillo, were supposed to be in such a state of defence, as might occupy our forces until these places could be covered by detachments from Germany.

An anxious multitude occupied the quays of Antwerp, gazing on the horizon to the north, where the white sails of the British fleet increased in number each moment to the eyes of the timid.

spectators ; and the French fleet or ships from the road of Flushing were driven up the river to seek an asylum beyond the reach of their pursuers. On the 12th of August, the King of Holland assembled six thousand men near Antwerp ; these were composed partly of his own guard ; the Dutch troops formed a corps-de-reserve ; and Louis commanded that a large ship, loaded with stones, should be sunk in the channel of the river, opposite to the fort of Lillo : this was never executed. Distraction and discord prevailed in the French army, between the generals Chamberlac and D'Allemagne ; doubtful who ought to command, neither would obey ; and the public service, as is usual on such occasions, suffered by the selfishness of individuals. One sent word to the other, " I am going to be attacked, give me some assistance : " the reply was, " Do not depend on me, I am not strong enough to be of any service to you." Flushing had surrendered before Marshal Bernadotte arrived to take the command in chief of the Belgian army, which he assumed on the 16th ; four field-pieces (four-pounders) were all they could muster ; and the guns which defended Antwerp were of the very worst description, mounted on old ship-carriages. The army consisted of Poles, Hanoverians, Prussians, Russians, French, Dutch, and Spaniards, prisoners, invalids, and disaffected. Such were all that could be offered to oppose us ; the genius of the best French generals could scarcely have organised this disjointed assembly, and placed it

in any thing like military array : Antwerp and the arsenal must have fallen ; the magistrates were prepared at the first summons to surrender the keys of the city ; but the fourteen days which had been spent in the reduction of Flushing, had totally changed the relative situation of the contending forces. The forts of Lillo and Lieftenshock, which on the arrival of our fleet were dismantled, and unprepared to fire a shot, were, by the exertions and superior abilities of Marshal Bernadotte, put into a state of defence with artillery, and a boom of immense length extending across the river, from one fort to the other, supported by a great number of gun-brigs, gun-boats, and two frigates. The sluices were opened, and an inundation would have left our army no ground to stand on but the dykes ; while our fleet, crowded together in a narrow anchorage, was exposed to the nightly attacks of fire-ships.

Such were the means possessed by the King of Holland, to defend himself against an enemy of more power than any which had ever entered his country, since its first establishment as a nation ; and if to this irresistible weight of military force, we add that the Dutch and Belgians were generally inimical to his government, we can only express our wonder, that they did not rise as one man, and break the yoke of their oppressor. This indeed they probably would have done, had our army reached Antwerp before the truce had been signed between France and Austria.

In the mean time, the preparations for the bombardment of Flushing having been completed, the garrison was summoned to surrender; and on the refusal of the General, the firing began at one o'clock on the afternoon of the 13th, and was returned with spirit by the enemy. The bombs and gun-vessels, under the orders of Captain Cockburn, of the *Belleisle*, took their station off the south-east end of the town: those under Captain Owen, of the *Clyde*, were off the south-west end. The shot and shells from these divisions were thrown into the place with great precision: the wind did not permit the Commander-in-chief to bring the ships of the line into action before the following day. At ten o'clock in the morning of the 14th, Sir Richard Strachan weighed, and stood in, followed by Lord Gardner, in the *Blake*, and the other ships in succession. The *St. Domingo* soon after grounded on the Dogsand, which Lord Gardner not knowing, attempted to pass within her, when the *Blake* also grounded; the other ships were immediately directed to haul off, and anchor, agreeably to the preconcerted plan. Captain Owen, in the *Clyde*, hastened to the assistance of the two ships of the line, and by his exertions they were soon got into deep water. The fire of the squadron and flotilla was vivid during the whole afternoon; at seven o'clock hostilities were suspended, while a flag of truce went into Flushing; but at eight the fire recommenced, and continued without intermission till two o'clock in the



morning of the 15th, when the French General (Monet) offered to surrender. At daylight the Admiral directed that flags of truce should be hoisted, and hostilities cease. Captain Cockburn, and Colonel Long, the adjutant-general, were selected by the Earl of Chatham to settle the terms of the capitulation, which was finally concluded on the evening of the 15th; the garrison was to march out with the honours of war. The casualties sustained on board of our ships from the fire of the enemy was trifling; about nine men were killed, and forty-seven wounded; and very little damage was done to the hulls and rigging.

When our army entered Flushing, two hundred and forty-seven private houses, two churches, and the town-house, containing many important public and private documents, had been destroyed; and about three hundred and thirty-five men, women, and children, had lost their lives, and an immense number of people had been wounded. About five thousand troops were made prisoners, and sent to England.

The islands of Schonen and Duiveland capitulated on the 15th to the Earl of Rosslyn and Sir Richard Keats; but Schonen and North Beveland were evacuated by our troops on the 30th and 31st of August. At the same time, the advanced squadron of the British fleet, which had taken up a position above Bathz, was compelled by the enemy's batteries to seek protection under the guns of that fort.

The surrender of Flushing, instead of producing that advantage to our allies which might have been expected, seemed to be the commencement of all our disasters. It was conjectured, that the enemy were mustering in great force on either bank of the river; at the same time their position in the streams of the East and West Scheldt were strengthened by every means which their resources and the art of war could supply. That the British admirals, and the fleet, were in their proper places, and ready to advance under any circumstances, is proved by the following official documents, which, in the year 1810, were laid before parliament. Whatever impression might have been made by the narrative of the Earl of Chatham, these letters, we conceive, place the merits of the sea-officers in such a point of view, as completely to exonerate them from all responsibility for the failure of the expedition.

In a letter to the Rear-admiral, commanding-in-chief, dated West Scheldt, August 15th, Sir Richard Keats says :

The enemy's flotilla, considerably increased in number, has retired under the protection of Lillo; and thirteen men of war, with their top-gallant yards crossed (but we differ as to their exact number of ships of the line); are anchored off and below Antwerp, as far down as (St.) Philippe. Six of our frigates are off Waerden, waiting for an opportunity to come up.

From this representation it will be evident, that although it may not be probable the enemy will advance, and attack our present situation, still that he has abundantly the means so to do, until a stronger force arrives.

In the passage of the East Scheldt, between Bergen-op-zoom

and Tholen, the enemy has collected forty-four vessels, which I am doubtful if we can with propriety attack; but the situation is now reconnoitring, and if it shall appear that they are not too strongly posted, it shall be done as soon as the frigates arrive, As the navigation of the river is now opened sufficiently high to admit of the co-operation of the army, and it does not appear to me that any thing material can be effected by the navy (with a view to the accomplishment of the ulterior object), without such a co-operation, I have ordered most of the flat boats from the East Scheldt to Bathz; and presume those at Campveer will be also required, if it be determined to remove the troops from South Beveland. The sloops and gun-brigs are mostly short of provisions and water; farther supplies are much wanted.

Sir Richard Strachan, in a letter to Mr. Wellesley Pole, dated the 22d August, from the same anchorage, says:

As the enemy have moored most of their ships rather above Antwerp, except three sail of the line and three frigates, I have stopped the division of Lord Gardner at Waerden, and intend only to have the St. Domingo, Venerable, and Courageux, at this anchorage. The enemy are constructing a battery between Lillo and Fort Frederick Hendrick. We had some firing yesterday, to prevent their mounting their guns; but they work in the night, and will effect their purpose: a strong boom extends from Lillo to Lieftenshoeck. The enemy appear in considerable force on both sides of the river; it is said, fifteen thousand men are collected in the neighbourhood of Sandvleit; the beach near that place appears favourable for landing the troops. I have directed Sir Richard Keats to undertake the arrangement. To Captain Cockburn I have given the command of the flotilla, and to Sir Home Popham that of the fire-vessel department. It is the opinion of Sir Richard Keats and myself, and I believe of every sea-officer, that, without the co-operation of the army, we cannot effect the ultimate object of the expedition.

On the 17th, Sir Richard Keats addressed the following letter to the Earl of Rosslyn:

*Camilla, off Sandvleit, 17th August, 1809.*

MY LORD,

By a letter which I received yesterday from Sir Richard Strachan, and by a second which I have just received, I find myself vested with full authority, and it should seem Sir Richard Strachan considers your Lordship who commands the troops in South Beveland, has similar authority, to concert and act without delay, in any plan that may appear to us best calculated to promote the ultimate object of the expedition, namely, "the destruction of the enemy's ships of war near Antwerp." If your Lordship's instructions are of a corresponding nature, I shall have the honour of waiting on you immediately; and am ready to apply the naval means under my orders in co-operation with the troops under your Lordship's command, in prosecution of any plan we may approve.

I have the honour to be, &c.

R. G. KEATS.

*To Lieutenant-general the Earl of Rosslyn.*

To this unqualified offer, on the part of the Admiral, the following answer was returned on the same day, dated from Ter Goes :

SIR,

I have this moment had the honour to receive your letter, and in answer to it, can only say, that I have received no instructions whatever on the subject of any ulterior operations.

I have some reason to expect the Commander of the forces to remove his head-quarters to this place in the course of tomorrow, or next day; and I will not fail to give you the earliest notice of his Lordship's arrival, or of any information that may occur on that subject.

I have the honour to be, &c.

ROSSLYN.

*To Rear-admiral Sir R. G. Keats.*

We have good authority for saying, that the boom of Lillo would have been attempted by the ships of war, had the army advanced by land to

the rear of that fort ; but the offer was declined, and from that moment retreat was decided on.

Diseases incidental to the climate broke out among the troops on the 20th of August. By this time the enemy had, or were supposed to have, collected, on the banks of the Scheldt, between thirty and forty thousand men. On the 15th of August, the day on which Flushing capitulated, Rear-admiral Sir Richard Keats, having his flag on board the *Camilla*, of twenty guns, had advanced with eighteen sloops of war, and four divisions of gun-brigs, as high as the shoals of Saeftingen, cutting off the communication between the East and West Scheldt ; but all was now unavailing. The labour of buoying off the shoals of the river, as high as Bathz, had been nearly completed, but there was not more than one pilot who could be depended on to conduct a ship up the Scheldt from Lillo, although the water was sufficiently deep at half flood to float a ship of the line: the narrow and intricate channels afforded no space for working; and had one ship grounded, she would have prevented the approach of the others. Such were the difficulties against which the Admiral had to contend with his heavy ships. Yet notwithstanding these, he was ready to proceed ; but in order to give him time to conduct his ships through the dangers of shoal water, it was absolutely necessary that the banks of the river should be cleared of the enemy. On the 27th of August, it was decided by the Earl of Chatham,

and a council of seven lieutenant-generals; that nothing more could be done. This resolution, whatever may have been the causes which led to it, was founded in wisdom. There were no more than ten days' provisions for seventy thousand men: the fever was making the most frightful ravages. On the 3d of September, the mortality among our soldiers was from two to three hundred in a week, and the number of sick amounted to eight thousand one hundred and ninety-four; of these, about one thousand four hundred were sent home, and died in the hospitals: many of these gallant men had served in the Peninsula with the lamented Sir John Moore. On the 14th of September, the Earl of Chatham landed at Deal, and proceeding to London, gave in to his Majesty an account of the expedition. Sir Richard Strachan continued in the Scheldt, affording every assistance to the army and navy: never was service more arduous—never was the presence of an admiral more indispensable. A ship of seventy-four guns, found on the stocks at Flushing, was taken to pieces, and sent over to England; a frigate and a brig of war were also launched, and brought away. The slips had not been calculated for the construction of more at one time.

Notwithstanding the ravages of the fever among our troops, it had been determined by the British government to keep possession of the island of Walcheren, and to repair the walls and defences of Flushing. A transport was sent over with

seventy thousand bricks, one half of which were thrown into the river, the rest were never used—the plan was changed: an order came to blow up the basin, and destroy every thing belonging to the French government. It was not till the 11th of December that this was completed, under the direction of Rear-admiral Edward Albany Otway, who thus details the particulars, in a letter to the Commander-in-chief.

The transports necessary for the embarkation of the army having arrived on the 25th of November, on the following day the measures which I had previously concerted with General Don, for the destruction of the arsenal and sea-defences of Flushing, agreeably to instructions from the Earl of Liverpool, dated the 13th, and received the 17th, were begun.

Six hundred seamen and artificers, under the orders of Captain Moore, of H. M. ship the Marlborough, assisted by Captains Tomlinson and Henderson, of the royal navy, soon performed the part allotted to them. The mines, prepared by Lieutenant-colonel Pilkington, of the royal engineers, were exploded on the 10th of December (the day after the army had embarked), and every injury done to the public works, as far as could be effected without destroying the town.

“Flushing,” says the Rear-admiral, “is rendered useless as a naval arsenal.”

While the Rear-admiral was employed in this manner, the enemy endeavoured to enter the island of Walcheren, on the side of Woolvertsydyke; but they were kept out by Captain Owen, of the Clyde, and Captain Carteret, of the Naiad, whose ships lay in the Veere Gat. On the 8th of December, these officers, with their division of gun-boats, destroyed the batteries erected by the French.

This was nearly the last act of hostility between us and the enemy in that fatal expedition: Commodore Owen remained in the Veere Gat till the 27th, when, having seen every thing clear on the East Scheldt, as Sir Richard Strachan had done on the West, the Rear-admiral and his gallant colleagues anchored in the Downs on the 28th of December; having, as we humbly presume, done their duty to the very letter and spirit of their instructions.

The land fortifications of Flushing, the fort of Rammekins, and the harbour of Veere, were left uninjured; and, in some respects, improved by our labour.

Monet, the French general, who surrendered after a bombardment of thirty-six hours, and without cutting his dykes in time, was declared guilty of cowardice and treason. It is pretty evident he might have held out for many days longer; the quantity of ordnance, ammunition, and provisions in the place, would have served for a long siege.

The original intention of our government was to invest Flushing with the forces under Sir Eyre Coote, and land them agreeably to an excellent plan, prepared by Sir Home Popham, the only naval officer (except Captain Plampin) who professed to have any practical knowledge of the Scheldt. They were to have landed in Zoutland bay in the Duerloo passage, of which the enemy were apprized. The knowledge of this fact, and the state of the weather, caused the British



fleet to anchor in the Room pot, and effect the landing near the Haek battery on the Breesand. The same reasons prevented the landing on Cad-sand, but this was rendered unnecessary by our success in the Eastern Scheldt. The want of pilots was so great that several ships got aground and lay so for many days. Yet with all those difficulties, a sufficient force was advanced up both Scheldts, to co-operate with the troops in South Beveland, and had the Commander-in-chief of the army deemed it prudent, might have covered a landing at Sandfleet, as had been originally intended; the whole force in this case, not otherwise employed, would have proceeded at all risks into the West Scheldt, but as Sir Richard Strachan was aware of the General's intentions, he did not think proper to send more ships into the river than were absolutely necessary. It certainly was a matter of debate in the cabinet, whether the expedition should be sent to Spain or to Holland, and decided in favour of the latter, even after the news had arrived of the armistice between France and Austria. Lord Castlereagh went down to Deal to hasten the embarkation.

During the time of the expedition, the persons who were employed to convey intelligence to the Commanders-in-chief, furnished the most exaggerated accounts of the preparations of the enemy; but no sooner did our army retire from Beveland, and prepare to return home, than the same persons gave information that the enemy was not

advancing, and that there were no preparations, and very few troops, in Antwerp. While our government was in doubt whether to keep Walcheren, or to leave it, the most alarming accounts were brought of the advance of the enemy into South Beveland, to attack Flushing.

The battles of Aspern and Esling were fought on the 21st and 22d of May. In these, though the Austrians had certainly done better than on former occasions, still they were not decidedly victorious. Bonaparte a second time entered Vienna in triumph. The battle of Wagram was fought on the 6th of July, and on the 12th the truce was signed between France and Austria:

The policy of evacuating the island of Walcheren after the immense expense of its acquisition, has been questioned by men of high military character. The Polder fever had subsided; the troops were becoming what the French call 'acclimatée.' The barracks on the sand hills would have contained them in the sickly season, and have preserved them in health.

Our ships of war lying in the bay of Saeftingen, or the road of Flushing, out of reach of the enemy's batteries, would have blockaded the fleet at Antwerp, with far less danger and expense, and far more effectually than by cruising in winter time on the Flemish banks. The only danger to guard against would have been that of fire-vessels coming down the river; but here would have been a post of honour, and the road to preferment for

young officers, in dock-yard lumps moored with chains, connecting one with the other in mid-channel. The commerce of the Scheldt, of great importance to the Low Countries, would have been annihilated; and if the war had been transferred from Spain, or from Basque Roads, to the Scheldt, the advantage would undoubtedly have been on our side, as nearer to the seat of our own government, and the fountain-head of our resources.

If, then, the destruction or blockade of the Belgic fleet, and the prevention of an invasion of England from the Low Countries, were the objects for which the expedition sailed, after the truce on the Danube, why were those objects abandoned at the very time when they had been attained by the valour and perseverance of our troops? Here only we should rest our objections to the policy of our proceedings. Sir Richard Strachan, Sir George Cockburn, and other excellent officers, were convinced of the practicability of keeping Walcheren; and to have remained there till the ensuing summer, would have been a great point gained; but every other consideration was sacrificed for the safety of Spain.

As the result of this expedition caused much discontent, and became in the following year the subject of parliamentary investigation, it would be useless to make any further observations at present: we shall therefore conclude the melancholy subject with the subjoined statement of the losses of the

army; for it is remarkable that the navy was perfectly healthy during the whole of the time the ships lay in the Scheldt, as were the marines and seamen of the fleet in garrison at Ter Veere, a sufficient proof that the greater part of the disease was to be attributed to the water used by the troops.

		<i>Officers.</i>	<i>Privates.</i>
Officers embarked . . . .	1738	Killed . . . . 7	. . . . 99
Privates . . . . .	37,481	Died of fever 40	. . . . 2041
		Died at home 20	. . . . 1859
<b>Total . . . . .</b>	<b>39,219</b>	Deserted . . . —	. . . . 84
		Discharged . —	. . . . 25
		67	4108
Early in 1810, there were sick in England, from this Expedition . . . . .		217	. . . 11,296
		284	15,404
		Officers . . . . .	284
		<b>Grand Total . . . . .</b>	<b>15,688</b>

The affairs of the Peninsula wore a most unpromising aspect at the commencement of this year. Yet notwithstanding the disasters of Spain and her allies, the prophetic words of Mr. Badaxi, the Spanish minister from the Central Junta to the Court of Vienna, were completely fulfilled. He observed to the captain of a British frigate in January, that "Bonaparte would find in Spain the tomb of his ambition." Few who witnessed the events of that period would have been of the same opinion. Sir John Moore himself, one of our most able and distinguished generals, was so deeply

impressed with feelings entirely opposite, that he began his retreat from Salamanca towards the sea-coast on the 8th of December, 1808. The hardships endured by the British troops on that occasion equalled those sustained by the army under General Dundas in its famous retreat through Holland in the winter of 1794-5. None but British soldiers could have gone through so much; their discipline, it is true, was shaken for a time, but instantly resumed its severity when the enemy appeared.

It has been regretted, that the fleet had not been detained at Vigo and Ferrol to receive the troops. The reason given for preferring Corunna was, that in the two former harbours the ships could not have got to sea so easily with westerly winds as from the latter; besides which, the march would have been much longer.

It has been already regretted, that our forces, either naval or military, were sent to the north of Spain or Portugal: that, however, was not the measure of the Board of Admiralty, but the decision of Lord Castlereagh, and the Spanish agents sent to this country. The greatest enthusiasm certainly prevailed in the south in favour of England, and against the power of Napoleon; but as our armies were in the north, our fleets were of course obliged to follow them.

Lord Mulgrave, whose vigilance foresaw and provided for every contingency, had taken care that a sufficient number of ships of war and trans-

ports should be ready to receive the troops and cover their retreat in case of any reverse of fortune.

Rear-admiral the Honourable Michael De Courcy, whose flag was in the *Tonnant*, of eighty guns, had with him a strong squadron in the bay of Corunna.

The names of the ships were—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
The <i>Ville de Paris</i> . . . . .	110	
<i>Victory</i> . . . . .	100	
<i>Barfleur</i> . . . . .	98	Sir Edward Berry
<i>Tonnant</i> . . . . .	80	Flag
<i>Implacable</i> . . . . .	74	T. B. Martin
<i>Elizabeth</i> . . . . .	74	Hon. H. Curzon
<i>Norge</i> . . . . .	74	J. S. Rainier
<i>Resolution</i> . . . . .	74	G. Burlton
<i>Audacious</i> . . . . .	74	T. M. Gosselin
<i>Plantagenet</i> . . . . .	74	
<i>Endymion</i> , frigate . . . . .	40	
<i>Mediator</i> , troop ship . . . . .	44	

The transports arrived from Vigo on the 9th, under the orders of Rear-admiral Sir Samuel Hood, and in charge of Commissioner Bowen, as agent, who had left at Vigo a sufficient number of vessels to receive three thousand five hundred troops, which, having separated from Sir John Moore's army, had taken the route to that place, under Generals Crauford and Alten.

Sir John Moore, while he retreated before the superior forces of Marshal Soult, shewed the best dispositions for battle, and concentrated his forces round Corunna, the enemy pressing upon him, but constantly refusing battle until he reached the sea-coast, and the heights above Corunna.

On the night of the 16th January, the enemy had received considerable reinforcements, and at one in the <sup>10.00</sup>morning, attacked the British right under Lord William Bentinck, but were repulsed by the gallant 42d regiment. The action soon became general and obstinate. The French were beaten, although their forces far outnumbered ours. Sir John Moore was mortally wounded, and Sir David Baird, the second in command, lost his arm. Major-general Paget threatened the enemy's left; while Major-generals Manningham and Leith nobly resisted the united powers of the enemy. Soult, with his best troops, made a last effort on our left, but was defeated. At five o'clock in the <sup>Evening</sup>morning the enemy retreated; at six the firing had ceased, and our army occupied a more forward position than it had held before the attack. Major-general Hope, on whom the command had devolved, still persevered in carrying the intentions of Sir John Moore into execution. The embarkation of the sick and wounded, the artillery and stores, and finally of the whole army, was conducted with perfect regularity. The efforts of the navy here, were equal to those at Toulon in 1793, with the additional embarrassment of bad weather, which rendered the communication by boats both tedious and difficult: at the same time the cannon of the enemy, planted on the heights, kept up a constant fire on the transports. Some of the masters of these vessels were so forgetful of their duty, as to cut their cables and run to sea. Some

of the vessels got on shore and were lost, two were burnt, and five bilged. The whole of the troops were finally put on board, under cover of the ships of war, from a sandy beach near the lighthouse. The Commander-in-chief of the troops spoke in most grateful terms of the assistance afforded to him by the Rear-admiral and Captains the Hon. H. Curzon, T. M. Gosselin, C. W. Boys, J. S. Rainier, T. Serrell; Hawkins, G. Digby, J. S. Carden, M'Kenzie, and Shepperd, and Commissioner Bowen. The corps of Major-general Beresford embarked on the morning of the 18th, completing the retreat of the British army which had quitted Salamanca under the command of Sir John Moore.

The number of troops amounted to nearly twenty thousand, besides a loss of from six to eight thousand in the course of the dreadful march through the worst roads, and under the severest privations.

The retreat from ~~Salamanca~~ to Corunna was without doubt the most disastrous event which happened to our arms during the war; but the firmness, valour, and fortitude of our soldiers and seamen were displayed in a remarkable manner, and taught the enemy what they had to expect; should they ever meet us on more equal terms. The hospitals at home were crowded with our sick and wounded; hundreds died on their passage; and the feelings of the people of England were excited in a very extraordinary degree to afford relief and consolation to the survivors.



From that period, Spain, or at least the great majority of her people, has been favourable to Great Britain: the weak and miserable Ferdinand, a bigot, and a tyrant, was restored to his kingdom, and proved himself unworthy of the protection afforded him..

In the month of January, Lord Cochrane entered the port of Caldaquirs, whence he brought out two small armed vessels, and eleven sail of victuallers, which had been destined for the relief of the French army and garrison of Barcelona. The trade, and even the marine of France, was now doubly exposed, the ports of Spain no longer affording them shelter either in the bay of Biscay or the Mediterranean. The ships and vessels of the enemy were taken or destroyed with multiplied celerity, and their army depending on the coast for supplies, was reduced to the greatest distress. Thus were the wrongs of Spain in some degree avenged, and the French made to suffer that misery which they had so cruelly inflicted on their neighbours: the rage of the Spaniards knew no bounds, and nothing could save a Frenchman from death or torture, but the interference of a British officer.

On the 23d of March the French garrison of Vigo capitulated to Captain George M'Kinlay, and a regular Spanish force of one thousand five hundred men, under that active and daring leader, Pablo Murillo. A French colonel, forty-five officers, and about one thousand three hundred men were

made prisoners; and sent away to France on their parole.

Captain Robert Mends, of the *Arethusa*, on the 20th of the same month, landed his first lieutenant, Mr. Hugh Pearson, with a party of seamen and marines, who destroyed twenty heavy guns mounted on the batteries at Lequito, and defended by a detachment of French soldiers. A sergeant and twenty men were taken prisoners; many others made their escape. The same party on the following day went up the river Andara, where they took two *chasse-marées* laden with wine and brandy for the French army: destroying the cargoes, they gave the vessels back to the Spaniards, from whom they had been taken by the French.

Sir Arthur Wellesley was in the mean time actively employed in Portugal. On the 12th of May he fought Marshal Soult on the banks of the Douro, defeated him, crossed the river, and entered Oporto.

In the month of June, Captain M'Kinlay had the honour to assist at another defeat of the French. While lying at Vigo on the 6th, he learnt that the enemy had assembled in such force as to compel the *Cónde de Noronha* to retire from *Pentevedra*. Don Juan Caransas, the Spanish commodore at Vigo, in making this communication to Captain M'Kinlay, stated, that boats should be in readiness at *San Peyo* to transport the Spanish army across the river, the bridge having been destroyed.

Captain Wynter, of his Majesty's sloop the *Cadmus*, instantly sailed up the river with the Portuguese schooner *Curiosa*, the *Tigre*; Spanish schooner of war, and as many gun-boats and vessels as could be collected.

Anxious to ascertain the cause of this retrograde movement, Captain M'Kinlay went in his barge up the river San Peyò, where he found Brigadier-general Carrera, strongly posted on the south side of the bridge. The Conde de Noronha was at Redondelà. The enemy's forces amounted to eight thousand infantry, two thousand five hundred cavalry, with several field-pieces. Noronha and Carrera here formed a junction, with ten thousand troops (only seven thousand of whom were armed), one hundred and twenty horse, and nine field-pieces. The French army, under Marshal Ney, approached on the north side of the river, and began the attack, as the river at that place is only pistol-shot across. The Spaniards kept their ground with wonderful firmness: three Spanish gun-boats were brought up, one of them conducted by Lieutenant Jefferson, first of the *Cadmus*, with a party of men from his own ship. Having laboured all night to strengthen their position, the French at daylight renewed their attack, but were repulsed in every direction by the fire of the Spaniards; and the gun-boats under Captain Wynter approaching their works, drove the enemy out, and destroyed their batteries. Every attempt which they made to cross the river was manfully

repelled by the Spaniards, who at this time were in better heart for fighting than we can remember them to have been at any other period. Pablo Murillo, and the few English seamen and marines from the *Lively* and *Cadmus*, drove back and defeated Marshal Ney at the bridge of San Peyo, and forced him to retire, leaving the field of battle covered with his dead; and many wounded and prisoners fell into the hands of the allies.

Ney fell back on Corunna; and, on the 13th of June, prepared to evacuate that place and Ferrol, spiking the guns, and destroying the defences on the land side, blowing up the magazines, and disarming the inhabitants. Captain Henry Hotham, in the *Defiance*, gave every assistance to the unfortunate victims of French barbarity; he landed Captain Wm. Parker, of the *Amazon*, with a large party of seamen and marines, who entered the citadel of Ferrol, and took possession of it in the name of the degenerate Ferdinand VII. The friendship and union of the English and Spanish nations were expressed by every mutual act of kindness which could be imagined; and Captain Hotham entered and took possession of the town of Corunna amidst the acclamations of the Spaniards.

Captain James Brisbane, in the *Belle Poule*, on the 16th February, chased a frigate in the Adriatic steering for the gulf of Valona, and after pursuing her for the night, found her at daylight at anchor, moored to the walls of the fortress of that name,

and under the protection of very heavy batteries. Captain Brisbane brought his ship to an anchor in a position at once to take or destroy the enemy, and to keep in check the batteries under which she had sought shelter; those, however, offered no opposition to the British frigate, whose fire being directed at the enemy's ship, the contest was soon terminated: she surrendered after a few broadsides, and was brought out with very little loss. She was called *Le Var*, pierced for thirty-two guns, nine pounders, but had only twenty-six mounted, and a complement of two hundred men.

In the month of June, the Honourable Captain F. P. Irby, in the *Amelia*, of thirty-eight guns, with the *Statira*, C. W. Boys, of thirty-eight guns, appeared off the town of Saint Andero, where the patriots, having risen against the French garrison, had got possession of the forts. The French vessels in the harbour slipped their cables and ran to sea; they were all immediately taken by the British frigates. One of the prizes was called *La Mouche*, a fast sailing privateer of sixteen guns, and one hundred and eighty men; there were two other smaller privateers, and two small vessels with cargoes.

On the 23d of April, Captain Jahleel Brenton, in the *Spartan*, of thirty-eight guns, having under his orders the *Amphion*, of thirty-two guns, commanded by Captain William Hoste, and the *Mercury*, of twenty-eight guns, by the Honourable Henry Duncan, attacked the town and harbour of

Pesaro, in the Adriatic, where a number of vessels lying in the mole attracted the notice of the British cruisers. The boats of the frigates proceeded in two divisions; the first under the command of Lieutenant C. Phillot, of the *Amphion*; the second under Lieutenant Baumgardt, of the *Spartan*; and the whole commanded by, and under the direction of, Lieutenant G. Willes, first of the *Spartan*.

Before the boats approached, Captain Brenton sent a flag of truce on shore to the Governor, demanding the surrender of all the vessels, and adding, that should any resistance be made, his Excellency must be answerable for the consequences. Half an hour was allowed to deliberate, at the expiration of which no answer being returned, and the troops being observed to assemble in the streets and on the quays in considerable numbers, while the inhabitants were employed in dismantling the vessels, the flag of truce, which had been flying on board the *Spartan*, was hauled down, and a firing commenced from the ships and boats. After this had continued a short time, flags of truce were displayed in several parts of the town. The signal was instantly made to discontinue the action. Lieutenant Willes landed, and was informed that the Governor, with all the troops, had made his escape. The place being thus surrendered, the boats of the squadron were employed in bringing out the vessels, while the marines under the command of Lieutenant Moore landed, and enfiladed the streets to protect the seamen in their

operations. By half-past six in the evening, thirteen vessels, deeply laden, were brought out; some had been scuttled and sunk by the inhabitants, and others lay aground. Captain Brenton contented himself with blowing up the castle, and withdrawing with the ships and prizes to Trieste. In the whole of this enterprise, it is pleasing to reflect, that only one life was lost. The cargoes of the vessels consisted of olive oil, hides, almonds, hemp, plank, and bees' wax.

On the 2d of May, the Spartan and Mercury chased two vessels into the port of Cesenatico : a long flat lies before the place, over which the frigates carried for a considerable distance no more than three and a half fathoms of water.

The place was defended by a castle, and a battery of two twenty-four pounders. By keeping the boats a-head, and sounding, the frigates were enabled to come within grape-shot distance of the battery, which was very soon silenced, when the boats under the command of Lieutenant Willes landed, and took possession of it, turning the guns upon the castle and town, which the enemy then deserted.

Twelve more vessels here rewarded the captors, some laden with corn for Venice, and others being in ballast, were filled with hemp and iron out of the magazine, and brought away. They burnt a large vessel laden with iron, which being aground, they could not remove; blew up the magazine, destroyed the battery, and spiked the guns; after

which the party returned to their ships, without a man being hurt. Captain Duncan so placed his ship, that although she lay aground, her fire was fully effective, and she was hove off without the least damage. Unfortunately the valour of the captors was not rewarded with the return of wealth which they had a fair right to expect: the prizes having all been sent to Trieste were found in that harbour by the French, when they suddenly appeared and surprised the Austrians in the course of a few weeks after.

Captain Brenton having been under the necessity of detaching Captain Duncan, in the Mercury, to the coast of Venice, proceeded in the Spartan to the gulf of Fiume, where he received information from Colonel Peharnic, commanding a corps of Croatians, that the French were fortifying the island of Lusin Picolo. Captain Brenton proposed an immediate attack on the place, provided the Croatians would co-operate; this being agreed to, part of the Croatian troops were received on board the Spartan, and the remainder placed in two trabacolis (small vessels of the country). The forts were attacked, and the enemy fled; the troops landed on the peninsula; the Spartan ran up the harbour; and anchored with springs on her cable abreast of the town, and within half a mile of the castle, at the base of which was a battery of eleven guns. By this battery one of the trabacolis was sunk going in; the people were saved. Some of the marines and seamen of the Spartan



were landed to assist the Croats, while the frigate opened a fire on the castle, which she continued during a great part of the night. At six in the morning, the French commandant, after vainly using every artifice by flags of truce to gain time and remount his guns, was compelled to surrender at discretion. Many vessels were found in the harbour; but being claimed by the subjects of the Emperor of Austria, under whose dominion the island now returned, they were not made prizes.

Sir Arthur Wellesley, having the command of the British army in the Peninsula, and his plans being crowned with singular success, the government determined to send out his brother, the Marquis Wellesley, as ambassador to the Supreme Junta of Seville. His Lordship embarked at Portsmouth, on board the *Donègal*, of eighty guns, Captain E. P. Brenton (acting for Captain Malcolm), and sailed on the 24th of July. The ship arrived at Cadiz on the 1st of August; and as she let go her anchor, at nine o'clock in the morning, the batteries round the harbour from Santa Calatina to the light-house, together with the guns and musketry of the shipping in the harbour, were celebrating, by continued discharges, the victory then recently obtained by the British army under Sir Arthur Wellesley, on the plains of Talavera. The coincidence was singular; the news of the event having just reached the city, as the arrival of the British Ambassador was announced.

A British squadron of four sail of the line was

lying in the harbour at the time, under the command of Rear-admiral Purvis, who had been so deeply engaged in the blockade of the port, and in preventing the escape of Rossilly's squadron,

The arrangements for landing the Ambassador were instantly completed. The public mind in Cadiz had attained a degree of excitement not easy to describe: the quays, the walls, the windows, and the decks of the ships and boats, were crowded to excess; the people hung in clusters from the masts, yards, and rigging of the vessels; not a boat in the harbour but what was afloat, crowded with well dressed people of both sexes; and "Viva Ingles! Viva el Rey de Inglaterra!" resounded from thousands of voices at the same time, mingled with the noise of cannon, and the most incessant cheering. His Excellency landed in the barge of the Donegal; having, by order of the Rear-admiral, the royal standard of England displayed in the bow. When the boat reached the quay, his Lordship was lifted out of her by the friendly and enthusiastic Spaniards, who would not allow his feet to touch the ground. Carriages were in waiting for him, and his suite; but the moment he was seated, the horses were taken off, and the people dragged him with maddening acclamations over the flags of France, which were spread on the pavement from the water side to the gates of the town. Reaching the magnificent hotel prepared for him, the Marquis ascended to the balcony, whence he addressed the multitude, assuring them, as well he

might, that it was the proudest and happiest day of his life. Looking from the balcony, the street, from the density of the assembled people, had the appearance of being paved with faces; every hat was off, and every eye directed to the representative of the greatest and most generous of monarchs, who had come to restore peace and friendship, between two nations long divided by the most relentless cruelty, the most barbarous policy. In the evening, the Ambassador attended the theatre, where a distinguished and conspicuous seat was provided for him. On his entrance, the band struck up our favourite national airs of "God save the King," then "Rule Britannia;" the former was sung, having been translated into Spanish by the vocal performers; while the ladies, who were crowded in the front seats, waved their white handkerchiefs in token of approbation.

The orders given to the Captain of the *Donegal* were to land the Marquis Wellesley at Cadiz, and to return with the Right Honourable J. H. Frere to England. These orders would not deserve notice, but for the recall of Mr. Frere, whose correspondence on the retreat of Sir John Moore had caused much surprise in England. Mr. Frere did not think proper to return in the *Donegal*, and the services of that ship were commanded for the purpose of conveying Lord Wellesley back to England, disgusted most probably with the base intrigues and despicable folly of the upper classes of society in Spain. Cadiz, when he left

it, was filled with cowards and traitors, the spies of Bonaparte, and the betrayers of their country; an aristocracy, without courage or virtue, regardless alike of public or private character; men, as we verily believe, who had hacked their swords as they ran away from their enemies. The Editor of the *Diario Sevillano* observed, in 1809, that few of the Spanish grandees knew their own offspring; “and how shall we (said he) expect that man to be the guardian of his country’s honour, who is regardless of his own?” This was bold language to a corrupt people, and the paper was suppressed. The Editor took leave of his countrymen in an affecting address, in which he foretold nearly all that we have since witnessed. Still the lower orders in Spain were a noble and generous race, ready to sacrifice every thing for their king, and hourly invoking Heaven for his return.

Such were the sentiments of the good Spaniards, and these sentiments were conveyed to England by Lord Wellesley: his Lordship having, in consequence of the dispute and duel between Lord Castlereagh and Mr. Canning, been recalled to take upon himself the office of secretary for foreign affairs. He re-embarked in the *Donegal* at Cadiz, and returned to England in November, revolving in his mind the means of rescuing the unmanly King of Spain from his confinement at Valençay. Of this we shall speak more at large in the next chapter.

With a view of distracting the attention of the

French in Italy, and drawing them off from the Austrians in the north, to the defence of their strong positions in the south, Lieutenant-general Sir John Stewart, the commander-in-chief of his Majesty's forces in Sicily, in concert with Rear-admiral George Martin, planned an attack on the islands of Ischia and Procida, near Naples, and also threatened the capital itself. For this purpose, a force of British and Sicilian troops was embarked at Melazzo, on board the *Canopus*, eighty, flag; *Spartiate*, seventy-four, Sir Francis Laforey; *Warrior*, seventy-four, Captain Spranger; *Cyane*, Captain Staines; *Espoir*, eighteen, Captain Mitford; and *Philomel*, eighteen. A large fleet of transports and gun-boats waited their arrival at Palermo. On the 15th, these vessels, nearly one hundred in number, under the protection of the *Alceste*, and two Sicilian frigates, joined the fleet. The Rear-admiral shaped his course close along shore, in the gulf of St. Euphemia, and the coast of Calabria, to which the *Philomel* was detached with four transports, containing two regiments, which Sir John Stewart wished to be landed, for the purpose of destroying the enemy's batteries, and of undertaking the siege of Scylla, should it be found practicable. This measure answered the proposed end. The enemy, on the first appearance of our force, abandoned the greater part of their posts along the shore, for the purpose of concentration, when those on the line opposite

Messina, were seized and disarmed by a corps under Lieutenant-colonel Smith.

On the 24th, a force of two thousand three hundred and eighty men prepared to attack the island of Ischia; and on the 25th, the debarkation of the troops was effected, under the directions of Captain Sir Francis Laforey, led on by Major-general M'Farlane, covered by the fire of the Warrior and Success, and by the British and Sicilian gun-boats. A chain of batteries guarded every accessible landing place; but they were successively taken; between two and three hundred of the enemy were made prisoners; and the Franco-Italian general, Colorina, retreated with the remainder of his force into the castle of Ischia, where he refused to listen to any terms until he saw a breaching battery erected, and ready to knock down his walls: he then capitulated. Having completed this important conquest, the two Chiefs turned their forces to the island of Procida; a summons being sent to the Governor, he deemed it prudent to comply with the terms, and through this well-timed surrender a noble exploit was performed on the following day.

In the evening of the 25th, the Rear-admiral received information that a fleet of gun-boats, and a convoy, were coming along shore from Gaeta. Captain (now Sir Thomas) Staines, in the Cyane, with the Espoir, was detached with all the British and Sicilian gun-boats to intercept them; and at daylight in the morning of the 26th, he had the

good fortune to find himself between them and the point of Baiæ, cutting off their communication with Naples; the great object of the enemy being to throw supplies into that place. A glorious and spirited action soon commenced; eighteen of the enemy's gun-boats were taken, and four destroyed. The Sicilian officers and men in their gun-boats behaved gallantly. Captain Staines acquired the highest approbation of the Admiral, and the applause of all present. He had previously harassed the enemy, by destroying their batteries, and engaging their gun-boats; had captured a polacre with troops intended for the relief of Procida; and, supported by some Sicilian gun-boats, had landed and destroyed a battery of four forty-two pounders, and a ten-inch mortar, with which he had been some time engaged. On the 27th of June, this gallant young officer had a still more severe trial with a Neapolitan frigate, called *La Ceres*, of forty-two guns, a corvette of twenty-eight guns, and a number of heavy gun-boats. This force the *Cyane* and *Espoir* engaged with great obstinacy; the action lasted from seven till half past eight in the evening; the corvette made her escape by superior sailing, and got safe into the bay of Naples; the *Cyane* (a small twenty-two gun ship) was now engaged by the *Ceres*, within half pistol-shot, by the gun-boats, and by the Neapolitan batteries. His ship cut to pieces, himself and first lieutenant (James Hall) desperately wounded, with many of his men, Staines could do no more, and retired

from the unequal contest, having, in the course of three days' fighting, had four of his men killed, with himself and twenty-seven wounded.

Captain John Stewart, in the *Sea-horse*, destroyed the enemy's forts on the little islands of Giamoto and Planoso, assisted by the *Halcyon*, Captain H. W. Pearse. Captain Maxwell, of the *Alceste*, and Captain Staines, in the *Cyane*, destroyed three strong Martello towers, two gun-boats, and a depôt of timber, at Terracina, making one hundred prisoners; and Captain the Honourable Henry Duncan, in the *Mercury*, destroyed a number of trabacolis near Manfredonia. Captain Rait, of the Scout sloop of war, destroyed an enemy's battery near Cape Croisette, with seven sail of coasters which had sought its protection.

Captain Bullen, of the *Volontaire* frigate, was employed in the same manner at Rioux, on the south coast of France, where the boats of that ship, under the command of Lieutenant Isaac Shaw, destroyed the battery at that place, and brought off five vessels which lay under its guns.

Captain Anselm John Griffith, in the *Topaze*, of thirty-two guns, sent his boats under the command of Lieutenant Hammond, of that ship, and brought from under a heavy and incessant fire of the enemy in the port of Dameta, on the coast of Albania, nine vessels, four of which were manned and armed for war.

The fleet under the command of Lord Collingwood, in co-operation with the Spaniards on the



coast of Catalonia, performed a signal service to the cause, in the destruction of a French squadron of considerable force. While off St. Sebastian, on the night of the 22d of October, his Lordship learned from Captain Barrie, of the *Pomone*, that the fleet in Toulon was putting to sea, that some ships had sailed, and others were coming out of port, with a numerous convoy. The wind being easterly at the time, left no doubt of their being bound to the westward; a vigilant look out was kept by the frigates during the night; and in the morning of the 23d, the *Volontaire* made the signal for a fleet to the eastward, as they were coming down before the wind. The *Tigre*, Captain Hallowell, and the *Bulwark*, Captain Fleming, were pushed a little in advance; but at ten o'clock the *Pomone* made the signal that the enemy had hauled to the wind, that they consisted of three ships of the line, two frigates, two smaller ships, and a convoy of about twenty sail of vessels. Rear-admiral Martin, with eight of the best sailing ships of the line, was ordered to chase, separating in two divisions on contrary tacks. In the evening, the *Pomone* came up with two brigs, two bombards, and a ketch, the whole of which she burned. On the following day, the British and enemy's fleets were not in sight of each other; but the division under Rear-admiral Martin had been so fortunate as to meet with the French squadron again. The Rear-admiral, in the *Canopus*, with the *Tigre*, Captain Hallowell; *Sultan*, Captain

Griffiths; Leviathan, Captain Bayntun; and Cumberland, Captain the Honourable P. Wodehouse, saw them on the evening of the 24th, and pursued them till after dark, when, being in shoal water, they came to the wind near the mouth of the Rhone. Next day the same ships, three sail of the line, and one frigate, were again seen between Cette and Frontignan. The Robuste, of eighty guns, bearing the flag of Rear-admiral Baudain, and the Leon, of seventy-four, were chased on shore, and set fire to by the enemy off Frontignan. The Boree, of seventy-four guns, and a frigate, ran on shore off Cette. Shoal water and critical navigation prevented the approach of our ships; boats were sent in to sound; and the French, perceiving the intention, set their ships on fire. Having thus disposed of the ships of war, the Commander-in-chief continued in search of the convoy, sending the Apollo to the bay of Rosas, where it was concluded the smaller vessels had sought refuge, to examine how far they might be assailable.

Captain Hallowell, of the Tigre, was appointed by Lord Collingwood to conduct the enterprise, against them; that officer having under his orders the Cumberland, seventy-four, Volontaire, Apollo, Topaze, Philomel, Scout, and Tuscan. The boats of these ships having been well arranged and adapted for the purpose, with the most resolute officers and crews, were put under the orders of Lieutenant Tailour, of the Tigre, who proceeded

after dark to the attack of the enemy, double his force, protected by strong batteries, guarded by boarding-netting, and every way prepared. The first object of their attack was a small frigate, having a gun-boat a-head of her to give the alarm, which was soon conveyed through their convoy. On this the seamen gave three cheers, applied every nerve to their oars, pushed on, and in spite of the fire, the nettings, and the pikes of their enemies, the ship was boarded by the first division of boats, and carried in a few minutes: all the other armed vessels were taken by the remainder of the boats. The opposition was great, but overcome by the valour of our men, who disregarded the fire from the castle, the forts in the bay, their gun-boats and musketry on the beach: by dawn of day every ship or vessel was either burned or brought off. Such was the fortunate result of a vigilant look out; and by this capture, the supplies for the French army in Spain were either taken or destroyed. The loss on board the Tigre, and the other ships, was severe. The names of the officers employed in the boats are too numerous for insertion here, and will be found in the Gazette letters. The vessels taken or destroyed were—

	<i>Guns.</i>		<i>Tons.</i>	<i>Men.</i>	
The Armide store-ship . .	16	9 pounds	600	116	Burned
Bombard, La Victoire . .	14	6 ———	..	80	Burned
———— Le Grondeur .	8	6 ———	..	45	Taken
Le Normand . . . . .	10	4 ———	..	48	Taken

They also captured seven merchant-vessels,

loaded with biscuit and flour for the army. We had fifteen killed, and forty-five wounded;

The *Amphion*, of thirty-two guns, commanded by Captain William Hoste, made a very gallant and successful attack on the forces of the enemy at Cortelazzo, where six gun-boats and a convoy of merchant-vessels were moored in a strong position, under a battery of four twenty-four pounders, at the mouth of the Piavie, and in sight of the Italian squadron at Venice. The shoal water not admitting the ship within gun-shot, the boats were sent with a party of seventy marines and seamen, under the command of Lieutenant Phillott, first of the *Amphion*, assisted by Lieutenants Jones and Moore, of the royal marines. At a quarter past three, the fort was stormed, and carried in ten minutes, and its guns turned on the gun-boats in the bay, which instantly surrendered. The battery was a complete work, with a ditch and chevaux-de-frize; and our men entered it by scaling ladders, making the guard prisoners, killing two and wounding one, spiking the guns, and destroying the works. Not an Englishman was hurt. Six large gun-boats were taken, with two trabacolis, loaded with cheese and rice, and five others burned. For this very heroic exploit, Lieutenant Phillott was advanced to the rank of commander.

Lord Collingwood, while he found so much employment for the enemy, was not aware that his constitution was gradually sinking under the constant pressure of fatigue, anxiety, and application

to business; his last hour was drawing near; but he lived to render some more services to his country.

While the French were defending Naples, his Lordship thought it a proper opportunity to seize the islands of Zante and Cephalonia. Sir John Stewart, the commander-in-chief in Sicily, concurring with him, Rear-admiral Martin, who had the direction of the naval force in the eastern part of the Mediterranean, was desired to send the Warrior, Captain I. Spranger, to conduct the naval part of the expedition. This officer sailed from Messina, with the Philomel sloop, and transports carrying about one thousand six hundred troops, under the command of General Oswald. The Spartan, Captain J. Brenton, at the same time sailed from Malta, with Mr. Foresti, and Count Cladan, a Cephalonian adventurer, who had for some time taken refuge at Malta. Captain Eyre, of the Magnificent, was directed to augment this force with his squadron from Corfu, which consisted of the Belle Poule and Kingfisher.

On the 1st of October, the ships anchored in the bay of Zante, just beyond the reach of the batteries; and at daylight the troops effected their landing, covered by the guns of the Spartan and Belle Poule, and a division of gun-boats, under Lieutenant Cole, first of the Warrior. The enemy very soon abandoned their defences, and retreated from all points to the castle, which in the course of the day capitulated.

From Zante the squadron immediately proceeded to Cephalonia, where the force employed was so considerable, as to offer no hopes of successful resistance. The fort of St. George, situated on a steep hill, two leagues from the town, surrendered on summons; and the two islands of Zante and Cephalonia received the British flag without the loss of a man. At Cephalonia they found one of the finest harbours in the world, capable of containing any number of ships in perfect safety.

The Spartan had been detached, after the surrender of Cephalonia, to attack Cerigo. Captain Brenton had with him Major Clarke and a detachment of troops. Cerigo (ancient Cythera) had long been a nest of privateers of the worst description, pirates who respected no flag or nation, and from its situation peculiarly adapted for such purposes: the resistance offered to the British force was therefore proportioned to the interest of the marauders, who held the place in violation of the rights of the peaceful inhabitants. On the 10th of October, Captain Brenton, having landed the troops and marines in the bay of St. Nicholas, marched forward towards the castle, followed by one watch of the Spartan's ship's company, dragging three field-pieces. These, owing to the extreme difficulty of the country, did not get into action till ten o'clock the next morning. The troops and seamen occupied a position on the heights on a level with the castle, within four hundred yards

of it; and a fire was kept up on both sides, with guns and musketry, which continued the greatest part of the day. In the evening some Congreve rockets were added, and being thrown into the garrison, must have occasioned a serious alarm, as in the morning a flag of truce came out, with offers to capitulate, on conditions which were rejected: the same terms were given as had been granted to Zante and Cephalonia. Captain Brenton gave great praise to Major Clarke and Mr. Willes, first lieutenant of the Spartan, for their able and gallant conduct. The loss on our side was very inconsiderable; nor was that of the enemy worth mentioning. The number of troops who defended this island amounted to one hundred and four, French, Russians, and Albanians.

Captain Crawley, in the *Philomel*, at the same time took possession, without any resistance, of the island of Ithaca; and thus the republic of the Seven Islands fell into the hands of Great Britain, who has retained it ever since, the inhabitants in general being favourable to the English. Mr. Foresti, a native of Cephalonia, was highly instrumental in the success of the expedition; and was some years afterwards honoured with knighthood by his Britannic Majesty.

The shores of the Adriatic, so long unused to the sound of hostile cannon, were kept in constant alarm and dismay, by the vigilance of our captains, and the ardour of their young officers and men. The commerce of the enemy knew not the way to

the open sea, unless protected or disguised under a neutral flag, creeping from rock to rock, or from island to island, on the northern shore. The gun-boats vainly endeavoured to prevent the incursions of our boats, who darted on their prey with the certainty of success.

Captain John West, in the *Excellent*, of seventy-four guns, fell in with a convoy passing up towards Trieste, which he compelled to fly for shelter into the port of Duin; here they were pursued by the sloops of war, *Acorn* and *Bustard*, commanded by the Captains J. D. Markland and R. Clephane; with the boats of the *Excellent*, under Lieutenant J. Harper, first of that ship. This gallant young officer boarded the vessels, while the sloops of war engaged the castle. Six large gun-boats, three of which carried three long twenty-four pounders, and three as many long eighteen pounders, with an officer and twenty men in each, were taken, without loss on our side: ten coasting vessels, from ten to twenty tons each, loaded with brandy, flour, rice, and wheat, were also brought safely out.

Captain Robert Hall, in the *Rambler*, a small brig of war, of ten guns, took out of the river of Barbet, near Malaga, a French privateer, and some small vessels, with a degree of spirit and enterprise seldom exceeded. We are to speak more of this young officer in the next chapter.

Vice-admiral Berkley was succeeded on the Halifax station by Vice-admiral Sir J. B. Warren.



The *Melampus*, Captain Edward Hawker, captured the *Calibri*, of sixteen guns, and ninety-two men, loaded with flour for Martinique.

Captain William Mounsey, who commanded the *Bonne Citoyenne*, a corvette-built ship, with a flush deck, carrying eighteen thirty-two pound carronades, and two long nine pounders, with a complement of one hundred and twenty-one men, sailed for Quebec, with the *Inflexible*, of sixty-four guns, and a convoy, from which he accidentally parted company in chase. On the 5th of August, at three in the afternoon, he saw a French frigate boarding an English merchant-ship, which she relinquished the moment the *Bonne Citoyenne* stood towards her, and ran to the northward, under a press of sail. Captain Mounsey made all sail in pursuit, and after a chase of eighteen hours, at half-past nine in the morning he laid his sloop alongside of the enemy; and engaged her within pistol-shot. The action lasted, with inimitable gallantry on the part of the British vessel, till sixteen minutes past four P. M., when his powder being nearly expended, Captain Mounsey determined to carry her by boarding with all hands, and at the instant of laying her alongside for that purpose, the enemy called out that they had surrendered; and struck their colours. This action stands nearly unrivalled (in its class) in the annals of our navy—a large frigate chased and captured by a sloop of war! that of the *Speedy* and *Gamo* being alone superior to it.

The French frigate, it is true, had not her complement of guns, having only twelve forty-two pound carronades, and two long twenty-four pounders on her main-deck, with six guns of a smaller calibre; these were, however, more than equal to the metal of the *Bonne Citoyenne*, which had three of her guns dismantled early in the action. The frigate had her full complement of officers, and two hundred seamen, together with a colonel, two lieutenants, and a detachment of the 66th regiment of the line. She was called *La Furieuse*, was a frigate of the largest class, pierced for forty-eight guns, and one of those which had escaped from the *Saintes*, when Captain Fahie chased and captured the *D'Hautpoule*, as will be hereafter related: she was loaded with sugar and coffee. The battle was one of peculiar obstinacy; it lasted six hours and fifty minutes. The enemy fired seventy broadsides; and the British sloop one hundred and twenty-nine, alternately from her starboard and larboard guns. This was a very able and judicious manœuvre of Captain Mounsey, relieving his guns from over heat, and availing himself of the superior skill of his men, and the fast sailing of his ship, to distract and annoy his enemy; nor is it possible to conceive how much this small vessel had damaged a ship nearly three times her size: she had fourteen shot-holes between wind and water, and five feet water in her hold, when taken possession of; her topmasts, and all her topsail-

yards shot away; her lower masts so badly wounded as to render their falling inevitable, and indeed they did fall the next day. She had thirty-five men killed; and thirty-six wounded, among whom were her captain and two lieutenants. Nor was the *Bonne Citoyenne* in a much better condition: she was literally cut to pieces, in hull, masts, and rigging; but she had only one man killed, and five wounded. The prize arrived at Halifax. Lieutenants Symes and Sanders were highly spoken of by their gallant Captain, who was posted by Lord Mulgrave, and his commission dated the day of his action.

“ In September, the *Africaine*, of thirty-eight guns, having been in one of the ports of North America; thirteen of her men deserted, and, going to Baltimore, were claimed by Mr. Wood, the British consul. Mr. Hunter, the mayor of Baltimore, on the application of Mr. Wood, caused seven of them to be arrested; but on the consul appearing in court to claim them as British subjects, it was decided that no cause was assigned for their detention, and they were released. The decision was received with three loud cheers, and the men borne away in triumph by the lawless mob of the most lawless city of the Union. We care very little about British seamen who desert their colours: we have known many instances of their deep repentance, particularly under American discipline, when they have vainly implored to be received back again; but we doubt the expediency as well as the legality

of Mr. Wood's demand. Let us suppose a parallel case. England and France are at peace; but France and America are at war. An American ship puts into Portsmouth, her men desert. The captain, or in his name the American minister, demands them to be given up. Should we restore them? or should we not exclaim, "The demand is a violation of our rights!" We cannot compel any foreigner to return to his colours, as long as he conforms to our laws. The day may not be distant, when America may practically experience the truth of this proposition. The question assumes a very different shape, when our men are discovered on board a ship of war, as in the case of the Chesapeake. We have no hesitation in saying, that we should most certainly take a deserter, knowing him to be one, whenever we had the power, without violation of territory; but we apprehend that neither the law of England or America could have compelled men to re-embark, under the circumstances here described. The fact is mentioned to shew the spirit of America towards Great Britain in 1809.

In the month of January, the British land and sea forces began to assemble at Barbadoes, and soon after took their positions round the island of Martinique; the fleet under the command of Rear-admiral the Honourable Sir A. Cochrane, the army under Lieutenant-general Beckworth. The debarkation of the troops to windward was intrusted to Captain Philip Beaver, of the *Acasta*;

and the transports, having the principal part of them on board; anchored in Bay Robert, on the windward side of the island. Major-general Sir, George Prevost, who commanded that division, was on board the *Penelope*, of thirty-six guns, and the landing was effected on the 30th and 31st of January, with very little opposition. The second division, under Major-general Maitland, landed at Saint Lucé, under the superintendance of Captain Fahie, of the *Belleisle*. Major Henderson, of the Royal York Rangers, was detached in the *York*, of seventy-four guns, to take possession of the battery of Point Solomon, on the south side of the bay of Fort Royal. This being done, a safe anchorage was secured for the fleet, and the same officer pushed on with his men, and invested the fort of Pigeon Island (*Isle aux Ramiers*). A fourth division landed at Trinity Bay; and very active operations immediately commenced.

The reduction of Pigeon Island has always been a prelude to any attempt against the town of Fort Royal, and the once tremendous fortresses of Bourbon and Fort Republique. This island commands the anchorage in the upper part of the bay. Captain Cockburn and Brigadier-general Sir Charles Shipley reconnoitred the ground, and fixed on *Morne Vanier* as the most proper situation to erect their batteries. On the night of the 31st of January, a thirteen-inch mortar was landed and mounted by Lieutenant Burton, of the *Neptune*; and on the morning of the 1st of February, opened

its fire on the astonished garrison of Pigeon Island, which, however, returned the fire with much spirit, but did us no injury. On the same day, the *Neptune*, of ninety-eight guns, bearing the Admiral's flag, anchored with the squadron and transports within half a mile of Point Solomon, in seventeen fathoms water. A ship of the line and a frigate cruised across the bay; and the *Intrepid*, of sixty-four guns, Captain C. W. Neesham, watched St. Pierre, and took possession of Ance du Serron. The artillery was landed under the direction of Captain Cockburn, who was directed by the Rear-admiral to hoist a broad pendant on board the *Pompée*, of seventy-four guns, and to take the rank of a Brigadier-general. The obstructions to our landing were numerous: the ruggedness of the rocks, and the fire of the enemy's battery of Pigeon Island on our boats, as they opened the point of land between the fleet and that fort, gave us considerable annoyance. Two of the *Pompée's* men were killed by the bursting of a shell. A road was cut through a very thick wood to the top of a steep hill, called *Morne Vanier*, which overhung Pigeon Island: a nine-inch halser was next carried up and secured to the stumps of the trees, and from this halser, tackles were attached to the guns. The sailors, delighting in such works, ran down the hill with the tackle falls (or ropes) as the guns flew up with incredible velocity, notwithstanding the depth of the mud, the incessant rain, and the steep acclivity of a newly cut road.

There is something indescrivably animating to the mind of British seamen, whenever they are ordered to land with a great gun. The novelty of getting on shore, and the hopes of coming into action, give a degree of buoyancy to their spirits, which carries them to the highest pitch of enthusiasm. A hundred sailors, attached by their canvas belts to a devil cart, with a long twenty-four pounder slung to its axle-tree, make one of the most amusing and delightful recollections of former days. On this occasion, when the Governor, the worthy and gallant Villaret, was told how they were dragging the cannon along, he replied, "C'en est fait de nous"—it is all over with us.

Works were in the mean time thrown up behind some brushwood on the top of the hill; and in the evening of the 3d, a battery of one thirteen-inch mortar, and three eight-inch howitzers, was ready to open from Morne Vanier against Pigeon Island. It began at six o'clock the same evening, and continued with very little intermission till daylight the next morning, when the fort hung out a flag of truce and surrendered. This was no sooner perceived at Fort Royal, than the *Amphitrite*, a beautiful frigate of forty-four guns, lying in the carenage, was set on fire and destroyed.

Having reduced Pigeon Island, Commodore Cockburn was directed to cross the bay, and take possession of the anchorage at Negro point. This was immediately effected, in a small but beautiful sandy cove. All the guns and mortars intended

\* for the investment of the fort of Bourbon, on the side of Tartanson, were landed. In the mean time Major-general Sir George Prevost defeated the enemy on Morne Bruno, after an action which lasted the whole day; and on the following day Sir George attacked the works in front of Bourbon. Our troops advanced to the muzzles of the enemy's guns, but the fire of their artillery was too heavy for them, and they fell back in good order. In these two actions the loss of the enemy was computed at seven hundred men, and ours at three hundred and thirty. Captain Taylor, of the royal fuzileers, and Captain Sinclair, of the 25th, were killed: the Honourable Lieutenant-colonel Pakenham, of the 7th, and Major Campbell, of the rifle corps, were wounded.

Admiral Villaret, the captain-general, and governor of the island, perceiving that he was overpowered, shut himself up in his forts, having about three thousand men, with an abundant supply of ammunition, and waited the destruction of our forces by the operation of the climate, and the heavy rains which fell incessantly. Supposing (as he afterwards declared) that Fort Bourbon was impregnable, he abandoned Fort Republique, or Fort Edward, leaving in it four thirteen-inch mortars, and thirty-eight heavy guns, with a quantity of shot and shells. From this fort, being commanded by Bourbon, he had no doubt he could expel us at any time; but he was deceived. On the 7th, at night, Major Henderson, of the Royal York



Rangers, and Captain Dilkes, of the Neptune, with a strong party, entered and took possession of the fort; and at daylight the British flag was displayed on its walls. This drew on it a furious though unheeded bombardment from Bourbon, which demolished the houses and barracks, but hurt no one; and in the course of two days the mortars were unspiked, and returned the fire, while Commodore Cockburn, who had crossed the bay and landed at Negro point, with a brigade of six hundred seamen, formed a strong battery within one thousand two hundred yards of Bourbon, on the side of the river Monsieur. The lower-deck guns of the Intrepid (thirteen twenty-four pounders) were landed at Paradise Bay, where the enemy had abandoned two strong forts. The navy, without any interruption to their labours, advanced with their guns to a hill called Tartanson, where "the sailor's battery" was constructed; and on the 19th of February we had completely invested the fort with the following works:

1.	On Tartanson . . . . .	{ 4 13-inch mortars 4 8-inch howitzers
2.	— Folleville . . . . .	{ 4 10-inch mortars 2 8-inch howitzers
3.	— Sailor's battery . . .	7 long 24 pounders
4.	L'Archer, or the Windmill . . . . .	{ 1 13-inch mortar 1 8-inch howitzer
5.	— Colvilles . . . . .	{ 1 10-inch mortar 1 8-inch howitzer 4 24 pounders
6.	— Fort Edward . . . . .	{ 4 13-inch mortars 3 long 24 pounders.

Besides these, other batteries were preparing. Fort Dessaix, or Bourbon, was now summoned to surrender, but refused, Admiral Villaret declaring that himself and his staff had sworn to bury themselves under its ruins. Sunday the 19th, at half-past three P. M. was the time agreed on for commencing the attack: at the same minute the fire from all our batteries opened. The scene was awfully grand; and as the evening advanced, was magnificent beyond all description. The whole hemisphere was illuminated with continued streams of fire, with the flashes of guns, and the bursting of shells. The fire of the enemy was equally severe. The trees which had hitherto concealed our works were cut down at every shot either by the French or English: the brushwood in front of our guns caught into a flame, but was soon extinguished. On our side we had a great advantage, the ground having been rendered soft by the rain, the shells buried themselves where they fell, and did little or no execution; one artillery-man was killed at our batteries. On Monday the enemy ceased firing during the whole day, but recommenced on Tuesday the 21st, when it was faintly kept up, and in the evening was again silent. On Wednesday the 22d, a great explosion was observed in the fort, which we afterwards learned was occasioned by their small magazine having been blown up by one of our shells. On the same night the laboratory tent, in the rear of our great mortar battery, ex-

ploded, killing and wounding nine men belonging to the *Amaranthe*. This accident was caused by the tent having been incautiously placed directly to leeward, and within a few yards of the mortars, the sparks from which ignited the powder.

On the 23d, the enemy sent out proposals to capitulate, but the terms being similar to those of Cintra, were rejected. The fire of the fort for the last two days, had gradually diminished; and on the 24th, after an almost incessant bombardment of five days, Villaret capitulated.

Thus fell the island of Martinique a third time under the British flag. The terms were nearly similar to those of other colonies, with the exception of the entire demolition of Fort Dessaix, and that the garrison should be taken to France in British ships, and there exchanged for British subjects.

The capture of this island was, as it has ever been, a serious blow to the commerce of France. The ships of war employed on the service were as follows:

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Neptune . . . .	98	} Flag—Rear-admiral Hon. Sir A. Cochrane Captain Charles Dilkes
Pompée . . . .	80	
Belleisle . . . .	74	} Commodore Cockburn Captain (pro tem.) E. P. Brenton
York . . . . .	74	
Captain . . . . .	74	Charles Fahie
Intrepid . . . .	64	Robert Barton
		Sir James Athol Wood
		C. J. W. Neesham

*Frigates.*

Acasta . . . . .	38	P. Beaver
Penelope . . . . .	36	J. Dick
Ethalion . . . . .	38	T. Cochrane
Æolus . . . . .	32	Lord William Fitzroy
Circe . . . . .	32	Hugh Pigott
Ulysses . . . . .	44	Honourable Warwick Lake
Eurydice . . . . .	24	T. Bradshaw

*Sloops of War.*

Goree . . . . .	18	Joseph Spicer
Woolverine . . . . .	18	John Simpson
Cherub . . . . .	18	T. T. Tucker
Stork . . . . .	18	George Le Geyt
Amaranthe . . . . .	18	James Hay (acting)
Forrester . . . . .	18	— Richards
Recruit . . . . .	18	C. Napier
Star . . . . .	18	F. A. Collier, from the Circe
Frolic . . . . .	18	— Whinyates
The Swinger and Haughty, gun-brigs.		
Express . . . . .	14	brig of war.

The loss of killed and wounded among the seamen was very small, and these all or chiefly at the batteries on shore.

	<i>Killed.</i>	<i>Wounded.</i>
Neptune . . . . .	0	3
Pompée . . . . .	3	6
Belleisle . . . . .	0	4
Amaranthe . . . . .	3	6
Total . . . . .	6	19

The loss of the army was much more considerable: that of the enemy never certainly known. The prisoners, including general officers and all others, amounted to about two thousand four hundred men; with a very large supply of artil-

lery and ammunition. The garrison marched out with the honours of war. Six pieces of artillery preceded the troops of the line, matches lighted, drums beating; the British troops in two lines on each side the road presented arms as they passed, the band playing 'God save the King,' and 'Rule Britannia.' The troops marched into the town of Fort Royal in the most perfect order. The French, we must admit, possess the 'art militaire' in a very superior degree. There was not in the whole course of this affecting scene one instance of misconduct: the men mostly shed tears as they laid down their arms, and their officers bore testimony to their well-tryed valour. The windows of the town of Fort Royal were crowded with females, but all absorbed in grief, as their gallant countrymen marched down to the quay and silently embarked in the boats prepared for them. By these they were in a few minutes conveyed over the calm surface of the beautiful bay, and safely deposited on board the ships of war and the transports provided for their accommodation. It was declared, on a narrow inspection of the interior of the fort, that no place had ever undergone so severe a bombardment.

The Fort Dessaix, or Bourbon, no longer exists: it was by this capitulation doomed to utter destruction; and, by treaty, the French are bound not to erect another on its site. Its ruins now lie in huge masses on the surface of the hill, at the foot of which is situated the town of Fort Royal, and

the once noble castle called Fort Edward. The bay of Fort Royal is, with the carenage, the most perfect anchorage in the Caribbee islands; but not secure in the hurricane months. The English harbour at Antigua is safer from storms, but more liable to sickness.

During the operations of this short campaign, a circumstance occurred, which we deem it our duty to hold up to the horror and execration of posterity; the fact is undenied, even by the French, and proved by the most credible witnesses now living.

When the gallant and much-lamented Colonel Pakenham made an attack on the enemy's post at the Windmill, he was met by the French with such superior numbers, that he was compelled to retreat, leaving some wounded men in their possession. The French, knowing that the post would be again assaulted, which it was on the following morning, had left it during the night, setting fire to the houses and sheds. Our detachment entered, and found the bodies of their gallant wounded countrymen half-burned; seven British soldiers in their regimentals, taken prisoners, burnt to death by these worse than cannibals! Captain Goldrisk, of the light dragoons, was present, and bears witness to the horrible fact. "The victims lay," he says, "when found, some with their heads, some with their arms burnt off; nor was it likely that they were dead when brought in, or that they had all died of their wounds in the course of a few

hours." Captain Goldrisk mentioned the circumstance to a French officer, the next day, who peevishly replied, "Blamez celui qui a tort." We have recorded this transaction more "in sorrow than in anger." Every Frenchman of the present day, we are sure, will be ashamed of it: none in future will ever imitate it. The thanks of both houses of parliament were voted to the admiral, captains, officers, seamen, and marines, employed on the expedition.

On the 23d of January, while the Jason and Cleopatra, frigates of thirty-two guns, and Hazard, sloop of war, commanded by the Captains William Maude, S. I. Pechell, and William Cameron, were cruising off Guadaloupe, they fell in with another of the enemy's frigates bound for the relief of these islands with troops and provisions. The Cleopatra, being the nearest ship, was the first in action. The enemy ran under a small battery near Cabs Terre, and came to an anchor close to the shore. Captain Pechell followed, and anchored alongside of him, and shot away his spring, when the Frenchman swung round and exposed himself to the raking fire of the Cleopatra. Having engaged him in this manner for forty minutes, the Jason and Hazard came up and joined in the fight, when the frigate surrendered to superior numbers. She proved to be La Topaze, of forty-four guns, eighteen pounders, and three hundred and fifty men; one hundred troops; and one thousand one hundred barrels of flour. Such was the success and activity

of our cruisers, that almost every vessel which sailed from France for the relief of the islands, fell into our hands.

In the month of February, Captain Hugh Pigott, in the *Latona*, was watching a French frigate lying in the *Saintes*, into which she had escaped from *Guadaloupe*, on the night of the 8th, loaded with colonial produce, and bound to France. Finding in the morning that she had sailed, Captain Pigott proceeded to the *Mona Passage*; and falling in with the *Superieure* and *Asp*, British sloops of war, he learned that the former had engaged a French frigate the night before, without being able to arrest her flight. Captain Pigott continued his pursuit, and the next day he had the satisfaction of seeing the gallant Captain Ferrie, in the *Superieure*, again alongside of the same frigate, in close action; the *Latona*, from bad sailing, was considerably to leeward. Soon after, two square-rigged ships hove in sight on the weather bow of the enemy, one of them kept the private signal flying a considerable time, which was answered by the *Superieure*; these proved to be the *Horatio* and *Driver*. About one p. m. the *Horatio* brought the enemy to action, which Captain Pigott saw from the maintop of the *Latona*, whence he had a distinct view, the upper part of their hulls being visible from his deck. The *Horatio* was throwing in stays under the stern of the Frenchman, raking him with very great effect; but was unfortunately, by a flow of wind, prevented coming round and



remained some time exposed to the fire of the French frigate, which, in her turn, raked her opponent, cleared her quarter-deck, and shot away her three topmasts, after which both ships engaged broadside to broadside on the same tack. At this time the *Latona* was about five or six miles to leeward, and the *Horatio* completely disabled, having no sail which she could set, her mainyard shot away in the slings, her foresail in tatters, and her topmasts hanging over the side.

The *Superieure*, in the mean time, was gallantly engaging the enemy, raking him with repeated broadsides, and running away to re-load his guns; nothing could be finer than the conduct of Captain Ferrie, in this little vessel. The *Driver*, sloop of war, was also in company, but in fact of no use. This vessel had been repeatedly and in vain called into action by the *Horatio* and *Superieure*; signals and verbal orders were alike disregarded.

The enemy, perceiving that his capture was inevitable, unless he could escape before the *Latona* came up, and at the same time being too much disabled to come to the wind, attempted to cross her bow, by running away large, with topmast and top-gallant-studdingsails and royals set, leaving the *Horatio* a perfect wreck to windward. He very gallantly opened his fire on the *Latona*, and Captain Pigott received two irregular broad-

sides before he returned a shot, when being at last within such a distance as to ensure the efficacy of his own fire, he gave him into his larboard bow two broadsides, double-shotted; by which time he had got so far a-head of the enemy as to be forced to wear, and renew the action on the larboard tack. Passing again under her lee, he gave her one more broadside, which brought the French frigate's masts over the side. Captain Clarridge, in the *Driver*, now ventured up, and while the *Latona* (whose boats had been stove) was preparing to board the prize, he sent and took out the French first lieutenant, whom he conveyed on board the *Horatio*. On joining company, Captain Pigott went on board, and found Captain Scott severely wounded, and the ship in so disabled a state as to be perfectly unmanageable. Her main-mast fell shortly after.

Captain Scott gave Captain Pigott orders to keep company with him, to take charge of the prize, and rig her jury-masts; and the three ships having been temporarily refitted, proceeded to Halifax. This we believe to be as accurate and impartial an account of that action as can be found. It differs a little from others, but we have merely placed Captain Pigott in his proper position, without taking away from the merits of Captain Scott and the *Horatio*.

The loss on board the *Junon* was very great, one

hundred and thirty men were killed or wounded; the gallant captain, Augustin Rousseau, expired soon after the action from the wounds he had received. The loss on board the *Horatio* was seven killed; the captain, first lieutenant, boatswain, and fourteen men badly wounded, and nine slightly wounded: the *Latona* had also six men slightly wounded: a proof that the enemy did not surrender without an honourable resistance.

¶ Captain Scott is now one of the colonels of the royal marines; but has never recovered the entire use of his arm.

¶ When the British troops had been put in possession of Martinique, the French garrison was embarked on board the *Belleisle*, of seventy-four guns, and the *Ulysses*, forty-four, with seven sail of transports. Commodore Cockburn, having the Captain-general and all his staff embarked on board the *Belleisle*, proceeded to Europe, agreeably to the terms of the capitulation, to land the prisoners in France, and to receive as many British prisoners in return, rank for rank.

On the 23d of April, the Commodore anchored in Quiberon Bay, with the *Ulysses*, and convoy. Colonel Boyer, chief of the staff taken on the island, was immediately sent with a letter from the Captain-general to the Minister of the marine, and another from Commodore Cockburn to the same personage, stating the circumstances under

which they had arrived. The boat which landed Colonel Boyer, in the Morbihan, brought a note from him, stating that an officer was waiting there for the arrival of the prisoners, with full powers to treat for their exchange. The word "treat" was understood to conceal some chicanery, by which the enemy were to gain possession of their men, without returning ours. The capitulation of Martinique had been received in France previously to our arrival, or how should an officer have been "waiting for us with full powers?" and had there been any honourable intention of fulfilling the treaty, an equal number of British prisoners would have been prepared to embark. "Treating" had ended at Martinique before the men had laid down their arms. We must therefore relate one more instance of the falsehood of Napoleon.

Monsieur Redan, the commissioner, soon appeared, covered with silver lace and smiles; he approached and saluted the Commodore, after which he pronounced some flattering eulogiums on the valour and generosity of England, particularly of her navy; and did not fail to claim a large share of those qualities for the great Napoleon, and the French nation. So earnest was Monsieur Redan to begin the work of exchange, that he proposed immediately disembarking the prisoners; but the Commodore was in no such hurry. He observed to Monsieur Redan, that he (the Com-

modore) would proceed up the bay, nearer to the town, for the purpose of more ready communication; and in the mean time the *Ulysses*, commanded by the Honourable Warwick Lake, and Cossack, Captain G. Digby, should remain off Hedic, with the transports. This was of course agreed to, under the stipulation also provided by the Commodore, that during any delay of negotiation, the British squadron and the prisoners should be supplied with such refreshments as they might require after their long voyage and arduous services.

On the following day, the Commissioner again appeared, with a joyful countenance: "Allons, Monsieur le Commodore, toute est arrangée." "I am glad to hear it," said the Commodore, "but where are the two thousand four hundred Englishmen in exchange for as many Frenchmen." "Je les ai dans ma poche," replied the flippant Commissary. The Commodore looked very grave, and returned no answer to this impertinent familiarity; while Monsieur Redan handed from his pocket a list of three thousand seven hundred Englishmen, whom he pretended had been liberated by French cruisers, observing that the Commodore would no doubt redeem the honour of his country by taking up these receipts; and then with the most unparalleled effrontery he added, "When Monsieur Le Commodore has put on shore the whole garrison of Martinique, he will

still be indebted to the French government one thousand three hundred men!" It is very easy to suppose the kind of answer given to this insolent Frenchman, who affected or perhaps really felt some surprise that his proposals were rejected with contempt. He entreated, however, that the Commodore would wait the return of a courier from Paris; this was granted; and in the mean time a constant and vigilant guard was kept on the motions of the prisoners. At the end of four days, an answer arrived from the Minister of the marine, repeating the former rejected proposals, as a *sine qua non*; and Monsieur Redan intimated, that unless these terms were acceded to, all farther communication with the shore was to be interdicted. Turning with indignation from the agent of a government so faithless, and which could thus cruelly forsake its servants in the hour of extreme distress, the Commodore ordered the signal to be made to weigh: it was instantly complied with; and as the squadron moved out of the bay, it was followed by numerous boats, in which were the wives, the parents, the children, of many of the unhappy prisoners, in a state of grief which it would be vain to attempt to describe. The poor men, afraid to trust each other, shouted, with ill dissembled joy, "Vive Napoleon!" This was the magnanimous and humane Emperor, who consigned his soldiers "to the confinement of hideous pontons;" and separated them, at least in this world, from all that

renders life worth retaining. Look, after this, at the termination of his captivity, and say, whether the decree of Providence was not founded in justice.

These brave fellows were the sad remains of eight thousand soldiers and sailors, who, within the six years then expired, had fought, and bled, and died, in the pestilential climate of the West Indies, for the honour of the despot, and the advantage of their country.

The Belleisle and her convoy reached Spithead early in May. The prisoners on board the transports made no effort to rise and take the ships, though in numbers three hundred to fourteen Englishmen.

This little narrative is recommended to the serious perusal of those who may have read the aspersions of Monsieur Dupin. That able writer has accused us of treating our prisoners with cruelty. The Author was himself an eye-witness to the whole transaction, from the first shot being fired against the island of Martinique, until the arrival of the Belleisle at Spithead. If there was rigour in our mode of treatment, if the French had cause to complain of a long captivity, whom had they to blame but their own Baal, the god of their idolatry? The garrison of Martinique was condemned by Napoleon to five years' confinement in our pontoons or receptacles for prisoners.

At the same time that our land and sea forces were employed in the reduction of Martinique, and the other islands of the enemy in the Caribbean

sea, Captain James Lucas Yeo, in the *Confiance*, expelled the French from the settlement of Cayenne, on the continent of South America. The command on that station was at that period held by Rear-admiral Sir Sidney Smith, who had followed the court of Portugal soon after its migration from Europe. After the treatment which the house of Braganza had experienced from the French, they had no wish to have them for neighbours in their new habitations; a force was therefore detached by the Rear-admiral, and placed under the enterprising Captain Yeo, so distinguished by his conduct at Muros, and the capture of the *Confiance*, the ship he now commanded.

Having in conjunction with Lieutenant-colonel Manuel Marques, and some Portuguese land and sea forces, taken possession on the 8th of December (1808), of the district of Oyapoh, and on the 15th of the same month, of that of Apesaque, Captain Yeo proceeded with the Lieutenant-colonel to attack the settlement of Cayenne, with the *Confiance*, accompanied by the *Voader* and *Infanto*, two Portuguese sloops of war, and some smaller vessels, which contained five hundred and fifty Portuguese troops. On the morning of the 6th of January, he landed these, together with eighty seamen and marines, at the mouth of the river Mahuree. Captain Yeo took upon himself the business of storming the principal forts which defended the approach. Fort Diamond fell into his hands; it mounted two twenty-four pounders,



and one nine pounder, with fifty men. In this attack Lieutenant John Read, of the royal marines, was mortally, and six of his men badly, wounded. Major Perito, Portuguese service, with a detachment, had, at the same time, with equal gallantry, taken the fort of Grand Cane. Advancing up the river, the Captain took two more forts, one on each bank, commanding each other; these cost him a struggle, and great loss. After his small vessels had encountered the fire of the enemy's artillery for some time, the calibre of the cutters (the only vessels which could approach), being but four pounders, he determined to storm, which he did with perfect success, taking the forts, and securing the guns. The enemy retreated and rallied, and were again defeated, until the British and their allies had advanced to the strongest position, the residence of that monster, Victor Hugues, whose name and crimes stand recorded in this work. The most obstinate resistance was offered, and flags of truce sent by Captain Yeó were disregarded or fired on: finding they had to deal with a ferocious wild beast rather than a human being, our brave fellows left their field-pieces in a ditch, and with their pikes and bayonets advanced into the Governor's house, taking his artillery, driving every man into the woods, and levelling the habitation to the ground. Victor Hugues seeing that, notwithstanding his superiority of numbers and local advantages, he was overmatched in valour, surrendered the colony and city of Cayenne,

and the British and Portuguese flags were displayed on the forts. Four hundred of the enemy's troops laid down their arms on the parade, and were immediately embarked on board the British vessels: at the same time, six hundred militia, and two hundred blacks, who had been embodied and trained with them, delivered in their arms.

Captain Yeo, on this occasion, afforded a convincing proof, how much might be achieved by an allied force, when prudently conducted. Colonel Marques, and all the Portuguese officers and men, naval and military, behaved like Britons. Lieutenant (now Captain W. H.) Mulcaster, first of the *Confiance*, and Lieutenant Samuel Blythe, were distinguished by their bravery, and the good example they set, which was followed by all their countrymen. The conquest of this extensive settlement was another severe blow to the "commerce and colonies" of the insolent Napoleon.

From Martinique, the British land and sea forces, in the month of April, steered for the Saintes, where a squadron of three French ships of the line, and two frigates, had taken up an anchorage. These ships had been sent out for the relief of Martinique; but finding the island was taken, had repaired to the Saintes, as the only place of safety remaining to them in the Windward Islands. Lieutenant-general Maitland found means to render even this asylum insecure; for having landed a body of troops, in conjunction and with the assistance of Captain Beaver, of the *Acasta*, he got possession

of the islands, which it appears had been again retaken. The French squadron now began to move again; but the three outlets of the anchorage were so guarded by our ships, that it was long before they could make up their determination which way to run. Sir Alexander Cochrane was in the *Neptune*, of ninety-eight guns, off the south-west passage, when the signal was made at half past nine in the evening, that the enemy had put to sea. The Rear-admiral instantly closed with the *Pompée*, Captain Fahie: the night was extremely dark; and great was the anxiety of the Rear-admiral, lest the number of ships left behind at the *Saintes* should be more than a match for the garrison under General Maitland. The *Neptune*, however, pursued her course; and as one of the French ships passed, received her fire, and had one man killed; and four wounded. At daylight the enemy's squadron was seen flying under a crowd of sail, the *Pompée* coming up with them; and Captain Napier, in the *Recruit* brig, of eighteen guns, actually firing into and receiving the fire of a French ship of the line, endeavouring to disable her by firing at her masts and rigging. Captain Fahie had brought these ships to action on the night of the 14th of April, when Sir Alexander Cochrane first perceived they had escaped. One of them received two broadsides from the *Pompée*, without returning a gun, and had gained considerably on her before daylight. At five o'clock the next day, the *Pompée* had run the *Neptune* out of sight

from the mast-head; the *Latona* and *Castor* still keeping up in pursuit of the enemy, who had separated, and one ship of the line was now the object of pursuit. The chase continued with great spirit the whole of the 16th; and as the night was dark, and the high land of Porto Rico bounded the horizon a-head, it was extremely difficult to keep sight of the stranger: this was however done. At half past three in the morning of the 17th, Captain Roberts, in the *Castor*, of thirty-two guns, succeeded in bringing him to action; when the enemy yawing to give his broadside, the *Pompée* ranged up, and a regular fight commenced between these two noble ships, which lasted till a quarter past five: at this moment both ships were wrecks in rigging and sails, within their own length of each other, the *Pompée* nearly unmanageable, the enemy entirely so, when she hauled down her colours, having fought with valour, and surrendered with honour. She was called *Le D'Hautpoule*, was a remarkably fine ship (quite new) of seventy-four guns, and six hundred and eighty men, commanded by Captain Armand Le Duc: she lost in the action between eighty and ninety men in killed and wounded. The loss on board our ships was—

	<i>Killed.</i>	<i>Wounded.</i>		<i>Killed.</i>	<i>Wounded.</i>
<i>Pompée</i> .....	9	.. 30	<i>Neptune</i> .....	1	.. 4
<i>Castor</i> .....	1	.. 6	<i>Recruit</i> .....	0	.. 1

When we look back to the horrors which had desolated the island of St. Domingo, to the hard-

ships and sacrifices endured by the troops, to the vigorous and determined resistance offered by the infuriated blacks, and to the exterminating wars which they had for eighteen years carried on against the French, we shall probably excite the astonishment of our readers by telling them, that the city of St. Domingo, once the capital of the Spanish part of the island, contained, in 1809, a French garrison; which, without a foot of land outside of its walls, had continued to maintain itself against a host of enemies. To the English by sea, and the Negroes by land, were now added the Creole Spaniards, who, having been deprived of their legitimate rights by the treaty of Basle, in which their side of the island was ceded to France, now took up arms to regain their lost freedom.

Vice-admiral Rowley, commander-in-chief on the Jamaica station, and Major-general Carmichael, having been made thoroughly acquainted with the state of the garrison of St. Domingo, which had endured a siege for eight months, determined to send a British force which should be sufficient to deprive them of a hope by resistance, and to expel the last of the French from the island. The troops were commanded by Major-general Carmichael, in person; the naval force by Captain Cumby, of the Polyphemus, of sixty-four guns, who had under his orders the Aurora frigate, and a number of sloops and small vessels conveying troops and artillery. The landing of the soldiers, and the appearance of the ships of war before the

city, offered a sufficient justification, under existing circumstances, to surrender the place; and the French general sent out a flag of truce, with terms of capitulation, which were very soon finally arranged. The treaty was signed on the 7th of July by General Barquier, and his garrison, with all such French or Spaniards as chose to retire, were conveyed to the places agreed on or required. Thus terminated the existence of the French power in the ill-fated island of Hispaniola.

To what acts of daring enterprise our seamen and marines might not have been led by their officers, had the war continued, no human mind can calculate. One deed of valour stimulated another, and each seemed outdone by its successor. Such was the terror of their name, that the enemy in every direction fled before our boats, whenever they approached the coast, and gave up their towns and their vessels an easy prey to the victors.

The boats of the *Blonde*, *Falcon*, and *Scorpion*, under the command of Lieutenant Richardson, boarded a French privateer, which, to avoid their pursuit, had run on shore in a bay, between two batteries, on the island of Guadaloupe. Captain Volant Vashon Ballard, the officer commanding the blockade, was a witness to their valour. The cross fire of the enemy's great guns could not deter them, nor the musketry from the bushes on the water side; they got on board, and being satisfied that the vessel was bilged by striking on the rocks, they left her full of water.

Captain Hugh Cameron, in the Hazard sloop of war, blockading Point-à-Pitre, in the same island, saw an enemy's privateer schooner moored under the battery of St. Mary. He stood in, with the Pelorus in company, and while both vessels were engaged with the fort, the boats, under the command of Lieutenants Robertson and Flinn, boarded, and found her moored to the shore with chains from the mast-head and each quarter. The enemy, from the battery and the bushes, with the crew of the privateer, kept up an incessant fire of round, grape, and musketry, but without checking the ardour of the assailants, who, in defiance of an enemy only a few yards from them, concealed in the bushes, drove out the crew of the privateer, and set her on fire. She soon after blew up. She had one long eighteen-pounder; was one hundred tons burden, quite new; and appeared to be manned with from eighty to one hundred men. The loss on our side was fifteen killed and wounded.

In the course of the blockade of the island, Captain Ballard had to report another act of intrepidity performed by the Captains Miller, of the Thetis, and Elliot, of the Pultusk, with their officers and men. A French corvette was seen lying in a port called Les Hayes. Captain Miller ordered Captain Elliot, with the marines of the Pultusk, Achates, and Bacchus, and a party of seventy-five seamen, to land, to pass through a thick and pathless wood, to take the fort in the rear; while the Thetis guarded the place in front. It was dark

before the party had accomplished the object of getting into the fort, driving out the garrison of three hundred men, and turning the guns upon the privateer which one moment before considered herself under its safe protection. She surrendered immediately. Captain Elliot left Mr. N. Belchier, first of the *Thetis*, to destroy the battery, which he effected. Lieutenant Carr was also equally distinguished, and the whole party returned with their prize, having only four Englishmen slightly wounded. The vessel was called *Le Nisus*: she had recently arrived from *L'Orient*, with a cargo of provisions for the island, which she had landed, and received on board a lading of coffee. On entering the enemy's battery, Captain Elliot was personally engaged with the centinel, whom he shot with a pistol, and received at the same time a severe contusion by a blow with the butt-end of the man's musket.

The last gallant action, and glorious death, of Captain John Shortland, require to be particularly noted, as affording a bright example to the British navy, and are recorded as a just tribute to the memory of a departed naval hero.

We have related the capture of the *Junon* by the *Latona*. On her arrival at Halifax, she was taken into the service, refitted, manned, and equipped, as well as the means of the admiral on the station would admit, and the command of her given to Captain Shortland, who sailed on a cruise in the month of September. On the 13th of De-



ember, in the neighbourhood of Guadaloupe, he fell in with four large frigates, who having Spanish colours flying, and answering the private signals established between the British and Spanish navies, Captain Shortland stood towards them in perfect confidence of their being friends; nor did he discover his error until within gun-shot, when the strangers, shewing French colours, poured in a broadside, killed the man at the helm, and the Junon fell on board of one of the frigates. The others closed round her, and all chance of escape was gone. Resolved, however, to sell his ship as dearly as possible, Captain Shortland, with a crew of only two hundred men, prepared to board the enemy, but was repulsed with slaughter, as were the Frenchmen, who rushed in numbers to the gangways of the Junon. Mr. Greme, and ten or twelve men, fell dead by a discharge of grape. Captain Shortland was soon after conveyed below senseless, and mortally wounded. Lieutenant Deecker, who had but recently recovered from his wounds, when captured in the Carnation, now had to contend against this mighty force, but every man on deck being disabled, he had no choice but to submit to his hard destiny, and become once more a prisoner, severely wounded. Ninety of his men were killed or wounded; and the ship so much disabled, that the enemy were forced to burn her. The Observateur, a British sloop of war, was in company; but being convinced that she also would have fallen, had she come into action, the gallant.

Shortland dispatched her to acquaint Sir Alexander Cochrane with the event. The names of the enemy's frigates which effected this capture were, *La Renommée*, *La Clorinde*, *La Seine*, and *La Loire*: the two first were of forty-four guns; the two last of the same size, but 'armée en flûte,' and all of them with troops on board. The *Junon* is said to have gone down with the British pendant at her mast-head. Her brave and lamented captain survived his numerous wounds six weeks, and died at sick-quarters in the island of Guadalupe. Lieutenant Samuel B. Deecker was immediately promoted, and in 1814 was advanced to the rank of post-captain. How the French became possessed of the private signals by which they deceived Captain Shortland, our readers will have no difficulty in devising, given, as they must have been, to men who were insensible to the high honour of their trust—to the degenerate Spaniards, who would have admitted the French into Cadiz.

Captain Weatheral, in the *Observateur*; made the best of his way to Fort Royal bay, Martinique; where he did not arrive before the 25th of December. He communicated to Sir Alexander Cochrane, by signal, the fate of the *Junon*, and the force of the enemy. The Admiral immediately proceeded, to sea, and learning that the French frigates were at anchor about three leagues to the northward of Basseterre, in the island of Guadalupe, he steered directly for them, and found two of them closely watched, by Captain John Ballard, in the *Sceptre*,

of seventy-four guns; the Blonde, of thirty-eight guns, Captain V. V. Ballard; Thetis, of thirty-eight guns, Captain G. Miller; Freya, of thirty-six; Castor, thirty-two; Cygnet, Hazard, and Ringdove, sloops of war, ready to attack them; nor could the Admiral in the Pompée, from light and baffling winds, get his ship into action until the two frigates and the batteries which defended the anchorage, were completely destroyed. The brunt of the action was borne by the Blonde and Thetis, by their being a-head of the other ships. One of the French frigates was very soon dismasted, when the men began to desert their ships, and set fire to them. On seeing this, Captain Hugh Cameron, of the Hazard, with the boats of the squadron, gallantly landed and stormed the batteries, which still kept up a fire on our ships, both with guns and musketry. In striking the colours of the fort with his own hands, the brave Cameron received a shot in his breast, which instantly proved mortal. Lieutenant Jenkins, first of the Blonde, was also killed, with six seamen and marines of that ship; and seventeen were wounded. Captains V. V. Ballard, and George Miller, of the Blonde and Thetis, were much distinguished in this affair: the Thetis had only six men wounded. Captain Dix, of the Cygnet, was also mentioned with high approbation. The ships destroyed were, the Loire and the Seine, of forty-four guns each. Their triumph over the gallant Shortland, and the Junon, was of short duration.

Captain Edward Hawker, in the Melampus,

captured *Le Bernais*, a brig of war of sixteen guns, and one hundred and nine men, after a chase of twenty-eight hours. She was, like all the others from France, loaded with provisions for the islands. Captain B. Walker, of the *Rosamond*, took one of exactly similar dimensions, with the same guns, men, and lading, after a chase of thirty-eight hours. She was called *Le Papillon*.

Rear-admiral William O'Brien Drury, who commanded his Majesty's squadron in the East Indies, sent a detachment of two frigates and nine companies' cruisers, under the orders of Captain John Wainwright, of *La Chiffone*, of thirty-six guns, into the Persian gulf, to repress the ravages, and punish the insolence of the pirates. The manner in which the gallant officer executed his orders, and supported the interests of his country, and the honour of her flag in that distant region, should render his memory dear to England. Captain Wainwright took with him a small detachment of troops under the command of Lieutenant-colonel Smith. He arrived off Ras al Khyma, on the afternoon of the 11th of November, 1809, but the shoalness of the water prevented even the small vessels approaching the town nearer than a distance of two miles. A British merchant ship called the *Minerva*, was burnt by the pirates the same evening. The gun-boats and small craft, on the 12th, cannonaded the town for three hours, and also on the 13th, while Lieutenant Leslie, of the *Chiffone*, with two gun-boats and a party of seapoys, made a false attack

on the north. The principal effort was made on the south. Colonel Smith, with his whole detachment, assisted by Captain Wainwright, and all the seamen and marines who could be spared from the ships, made good his landing, entered the town, and drove out the enemy; while the gun-boats poured in a heavy discharge of grape-shot upon them, and completed their defeat. Before four o'clock every vessel in the harbour, and all the public storehouses, were in flames. Captain Gordon, of the *Caroline*, of thirty-six guns, accompanied Captain Wainwright on this service, which was executed effectually with very trifling loss on our side, and serious damage to the enemy, all of whose small towns on the coast were visited; but there being no vessels near them, the squadron proceeded to Luft, near the island of Kishma.

When Captain Wainwright had assembled his whole force, he endeavoured for twenty-four hours, but without effect, to bring the inhabitants to reasonable terms: he anchored the sloops of war off the town, within musket shot, and landed with the troops, marines, and seamen. Advancing to the gate of the fort, they attempted to force it; but the enemy opened a very heavy and destructive fire. The sloops of war and gun-boats then bombarded the fort with such success, that the governor agreed to give it up on the following day to the English in favour of the Imaum of Muscat. In the mean time, the seamen in the gun-boats burned

eleven piratical vessels lying in the harbour. Having thus chastised these freebooters, Captain Wainwright received from the Admiral, the highest marks of his approbation.

The islands of France and Bourbon, were now all that remained to the French, eastward of the Cape of Good Hope. The shelter afforded to shipping, and the resources possessed by the first of these islands, for equipment and victualling ships of war and privateers, had enabled the enterprising French officers to do incalculable injury to our Indian commerce. The successes of De Sercey, of Linois, of Bergeret, and Du Perrée, were in a great measure owing to the facilities with which they made good the defects of their ships at Port Louis. In 1809, when the depredations of our enemies had exceeded all bounds; when our navy, though triumphant, could not correct the evil, either by blockade, or by bringing their ships to action, the British government in India considered the subject as worthy of its attention. The state of politics on the Indian peninsula, and the perfect subjection of the native powers, enabled the Governor-general to spare such a body of troops as would, when seconded by our ships of war, ensure to us a footing on these islands, and thus deprive the French cruisers of all support from their settlements. As a preparatory step to these measures, Vice-admiral Bertie, who commanded on the Cape of Good Hope station, was directed

to enforce a vigorous blockade. Captain (now Rear-admiral Sir Josias) Rowley, was intrusted with the execution of this service.

Colonel Keating, who commanded a strong detachment of troops on the island of Rodrigue, having been informed by Captain Rowley that Bourbon might be advantageously attacked by a combined operation of the army and navy, very readily joined in the enterprise.

The harbour of St. Paul's had been long the rendezvous of the French cruisers, and their prizes. Captain Corbett, of the *Sirius*, had made himself so well acquainted with the defences of the island, that Captain Rowley sent him with the *Otter* and *Sapphire* to bring down the troops from Rodrigue. The *Boadicea* blockaded Port Louis, in the Isle of France, and the Commodore, in the *Raisnable*, of sixty-four guns, assembled the squadron, on the rendezvous, to windward of the island. The arrangements being completed, the land force, under Colonel Keating, consisting of no more than three hundred and sixty-eight Europeans and native infantry, were augmented by a body of seamen and marines, amounting in all to six hundred and four men, and the squadron, joined by the *Sirius*, bore up after dark for the Isle of Bourbon. Approaching the bay of St. Paul's, the men were put on shore, the batteries were stormed and carried, and the guns upon them turned on the French

shipping in the roads. The British squadron at the same time opened its fire, and by nine o'clock in the morning, the forts, town, and shipping, were in possession of the British. The seamen and marines employed in this attack on shore, were commanded by the Captains Willoughby and Corbett.

The *Sirius* anchored with her stern within pistol-shot of the beach, and sustained the fire of the batteries, a frigate, two Indiamen, and a brig. She never returned a shot till both her anchors were let go; the British troops then rushed on; and in twenty minutes every French flag was struck. The grape-shot of the *Sirius* went over the most distant ships of the enemy; and so severe and well kept up was her fire, that both the French and English expressed their admiration. She used no wads, which enabled her to load quicker.

*La Caroline*, a French frigate of forty-four guns and four hundred men, seeing the *Sirius* in a raking position, a-head of her, surrendered. This vessel had, in the month of May, captured, off the Nicobar islands, the *Streatham* and *Europe*, East Indiamen, richly laden, and commanded by the Captains Dale and Gelston. Three other Indiamen were in company; but all were so ill manned, as to render resistance unavailing. The crews consisted of English, Lascars, China-men, and Portuguese. All but the English ran from their



guns. The French captain having conducted his prizes to St. Paul's, had not been long there when they were retaken; and himself and his frigate falling at the same time into our hands, the event overpowered his mind, and produced the fatal act of suicide.

The whole of the vessels in the harbour were brought away. Captain Willoughby spiked all the guns and mortars, burnt the gun carriages, and destroyed the magazines; after which the forces were re-embarked, and returned with little loss to their ships.

On the morning of the 22d of August, the surf prevented much intercourse between the shipping and the shore, in consequence of which, the enemy collected on the heights, and advanced in force on the town of St. Denis, when the land and sea commanders determined to destroy the government stores. Captain Willoughby was selected for this service, which he executed at the head of a party of marines and seamen. A large magazine, the only one known to be public property, was set on fire, and the party re-embarked: on the following day they were ready to re-land, when the enemy sent in proposals to capitulate, which being accepted, the town of St. Paul's was placed under British<sup>l</sup> protection, during an armistice of three weeks: the cargoes of the Indiamen being re-shipped, and their captains and crews re-instated, they proceeded on their homeward voyage. The number killed on our side was

seven, and of wounded eighteen; among the latter were the Lieutenants Lloyd, of the navy, and Howden, of the marines, belonging to the *Raisable*; and Lieutenant Pye, of the marines, belonging to the *Boadicea*.

In the month of November, *La Bellone*, another French frigate of forty-four guns, commanded by Captain Du Perrée, captured off the sandheads, near the mouth of the Ganges, the *Victor*, a British sloop of war, of sixteen guns, commanded by Captain Stopford, who defended his ship for thirty-five minutes, and attempted to board his enemy; but failing in that, and his ship being completely disabled, he was forced to submit. On the 11th of the same month, *La Bellone* also captured the Portuguese frigate *Minerva*, of fifty guns, after a severe action.

The history of South America since the expulsion of the British army in 1807, offers little that could reasonably be brought within the limits of this work. Buenos Ayres, after the departure of our forces, became, in natural consequence, the scene of discord and intrigue. Liniers, its successful defender, aspired to the head of the government, with the title of Viceroy, and desired to place the provinces under the protection of Bonaparte: this the chief men among the colonists resisted; but the artful Frenchman got possession of their persons, and sent them out of the country to a place of security. Buenos Ayres owned his authority for a time, but Monte Video resisted, and a

civil war raged with fury on the banks of the Rio de la Plata.

A few political events of secondary importance will close the year 1809. With some of them the peace and welfare of England were apparently involved, and an awful crisis approached, in which the fate of the British empire was to be decided.

The insolent Napoleon, swollen with conquest, announced to his senate the conclusion of "the fourth punic war." This war had been raised against him after the battle of Austerlitz, and concluded with the peace of Erfurth. The conquest of the Illyrian provinces had extended his empire as far as the river Saave, giving him a command of the eastern coast of the Adriatic, and the Levant, with the power of treating the Ottoman empire as it might deserve; or as she behaved towards England. Rome, the ancient mistress of the world, was formally annexed to the imperial crown of France, and the unworthy descendants of those Romans who received the Gauls in the forum, travelled to Paris, and did homage at the footstool of a tyrant. This change in the Papal dominions was decreed from Bayonne in the preceding year, when the boundless ambition of this upstart of fortune grasped at once the sceptres of Austria, Prussia, Spain, Portugal, and Italy. Arrogant with repeated victories, intoxicated with the uninterrupted good fortune which for fourteen years had attended his arms, having long discarded every moral and religious feeling, Napoleon quoted the Scriptures in support

of his ambition. In his answer to the Roman deputies, the poisoner of Jaffa, the murderer of D'Enghien, of Wright, of Palm, of Toussaint, and of a million of soldiers, said, "I render unto Cæsar the things that are Cæsar's, and unto God the things that are God's!"

A reflecting and contemplative mind could not but look with deep solicitude on the prosperity of the wicked. The eye of faith alone could gaze unmoved, and wait the unerring results of Divine justice. England, and England alone, still stood firm "against the world in arms." The unhappy Gustavus, the virtuous and heroic king of Sweden, was humbled, and driven from his throne by the intrigues of Bonaparte, and the treachery of his own subjects. His adherence to the cause of England was his only crime. The Duke of Sudermania, who succeeded him as regent, at first declared himself the friend of England, and the enemy of Russia, unless she gave honourable terms to Sweden; but the power of that small kingdom was soon overwhelmed; Pomerania and Finland had been torn from her, and she was compelled to make peace on any terms. Gustavus, by a bloodless revolution, was deposed on the 13th of March, 1809, and his family are exiles from their native land. Sweden made peace with Russia in October, 1809; and with France early in January, 1810. She received back Pomerania and the principality of Rugen, on condition of excluding our commerce from her ports; in other words, adopting the continental system.

France made peace with Austria, October 15th, 1809, upon terms most unfavourable to Great Britain; and in a letter on this subject, addressed by Napoleon to Alexander, dated Schoenbrun, 10th October, we find the following remarkable passage:

I send your Majesty the English journals. You will there see that the English ministers are fighting amongst each other; there is a revolution in the ministry, and all is perfect anarchy. They have recently occasioned the death or destruction of from twenty-five to thirty thousand men, in the most horrible country in the world. It would have been just as well to have thrown them into the sea. \* \* \* General Wellesley has had the extreme imprudence to commit himself in the heart of Spain with thirty thousand men, having on his flanks three armies, consisting of ninety battalions, and from forty to fifty squadrons, while he had in his front the army of the king, which was of equal force; it is difficult to conceive such an act of presumption. \* \* \* The United States of America are on the worst terms with England; and seem sincerely and seriously disposed to approximate to *our system*.

On the 3d of December, when he addressed a speech to the legislative body, he prematurely boasted, that "he was marching on Cadiz and Lisbon, when forced to tread back his steps and plant his eagles once more on the ramparts of Vienna, thus terminating in three months the fourth punic war. \* \* \* When I shall shew myself beyond the Pyrenees, the frightened leopard (England) will fly to the ocean to avoid shame, defeat, and death. My friendship and protection will, I hope, restore tranquillity and happiness to Spain."

## CHAP. V.

1. Meeting of parliament—Speech from the Throne—Debates on the Walcheren expedition—Vote of thanks to Lord Gambier—Narrative of Lord Chatham—Resolution of the House—Committal of Sir Francis Burdett—Changes in ministry—Vigorous measures—Siege of Cadiz—Treachery of the Junta—Herbism of Albuquerque—Cadiz summoned to surrender—Refuses—Honourable banishment and death of Albuquerque—Divorce of Josephine, and marriage of Napoleon with Maria Louisa—Abdication of Louis, king of Holland, and annexation of that country to France—Attempt of Napoleon to obtain the repeal of our orders in council—Disputes with the United States of America—Death of the Crown Prince of Sweden—Election of Bernadotte to that station—Hostility of Sweden against England—War raging with renewed fury in Europe—Fruitless attempt to release the King of Spain from Valençay—Actions in the North Seas and Channel.
2. War on the coast of Spain—Affairs of Mediterranean—Captain Fane taken prisoner—Sicily—Action between the Spartan and Neapolitan squadron—Attack on Santa Maura—Siege of Cadiz—Capture of Matagordo by the French—Arrival of Admirals Pickmore, Purvis, and Keats—Particulars of the siege—Death and character of Lord Collingwood—Successful enterprises of Captains Waldegrave, Hoste, and others.
3. *East Indies*.—Attack on the island of Bourbon by Commodore Rowley—Its reduction—Du Perrée takes the Windham and Ceylon—Gallant action and escape of the Astell—Observations—Attack by Captain N. J. Willoughby, at the Point du Diable, and capture of Isle de la Passe by Captain Pym—Singular position and daring conduct of Captain Willoughby—Du Perrée enters Port South East with his squadron—Battle of the 23d of August—Capture and destruction of four British frigates—Log of the Nereide—Court-martial—Noble defence of the Ceylon by Captain Charles Gordon—Brilliant

conduct of Commodore Rowley—Capture and re-capture of the *Africaine*—Death of Captain Corbett—Capture of *La Venus*, and re-capture of the *Ceylon*—Arrival of Vice-admiral Bertie—Preparations to attack the Isle of France—Expedition—Forces employed—Surrender of the island—Capture of Amboyna by Captain Tucker—of Banda by Captain Cole.

4. *West Indies*.—Capture of Guadalupe, and complete reduction of all the French islands in the Caribbean seas—Thanks of parliament to the Admiral and the forces—Observations on the order of merit bestowed on the army, and withheld from the navy—Loss of the *Lively*, *Nymphé*, *Pallas*, and *Minotaur*.

THE expedition to the Scheldt, unfortunate as to the period of its commencement, as it had been fatal in its termination, confirmed the public in the opinions which had been circulated upon it with amazing industry. The opposition was powerfully assisted by the Walcheren or polder fever, which, while it gave its numerous daily victims to the grave, increased the popular clamour against the reputed authors of the national calamity.

The accounts from the Peninsula were not more cheering, and the meeting of parliament was anxiously looked to as the only hope of saving the empire.

Parliament met on the 23d of January: the speech from the throne recapitulated the events of the preceding year, in the best colours of which they were susceptible. The reduction of the island of Walcheren, the situation of Sweden, the expulsion of the French from Portugal, the battle of Talavera, the resolution of the provisional government of Spain to assemble the *cortez*, the recom-

mendation to parliament to support the cause of the Spaniards, and a hope that a friendly intercourse might speedily be restored between England and America; these were the topics which formed the substance of the speech. The address was moved by the Earl of Glasgow, and seconded by the Viscount Grimstone (now Earl of Verulam), who said, that although the expedition to the Scheldt had not succeeded in its main object, considerable advantages were derived, and our own country strengthened by the demolition of the arsenal and dock-yard of Flushing. The address was again opposed by the Earl of St. Vincent, upon similar grounds as those of the last year, to which his Lordship added, the disastrous expedition to the Scheldt, and the retreat of Sir John Moore. To the memory of that gallant and lamented officer, his Lordship paid a just and honourable tribute; and concluded his speech by saying, that "it was high time parliament should adopt strong measures, or else the voice of the country would sound like thunder in their ears." Lord Grenville reprobated the conduct of ministers, in the delay of sending out the Walcheren expedition, till after the truce between France and Austria had been concluded. Lord Harrowby admitted this fact, but contended that the attack upon Antwerp was still of immense importance; and that all danger of invasion from the Low Countries was obviated by it. The reader, who has attended to the former chapter, will know how to appre-



ciate the validity of these remarks. The Earl of Mulgrave, and Viscount Sidmouth, supported the ministers, and challenged the most rigorous inquiry. The address was carried by a majority of one hundred and forty-four to ninety-two. In the commons, it passed with the same success.

On the vote of thanks being proposed to Lord Gambier and the fleet in Basque Roads, Lord Cochrane moved for the minutes of the court-martial on Lord Gambier, which he deemed necessary, in order to enable the house to judge how far its thanks were deserved by the Commander-in-chief. This continued opposition of Lord Cochrane to Lord Gambier was unfortunate and ill-advised; it drew on him the severest censure, particularly from Sir Charles Hamilton, a naval officer of such a character, as to lead a great part of the country along with him. Our limits will not permit us to enter into the debates which took place on this occasion, although we strongly recommend them to the perusal of our naval readers. The cause of Lord Gambier, after the honourable acquittal of a court-martial, was taken up almost unanimously by the whole house. Sir Francis Burdett, and a few of his friends only, supported Lord Cochrane; and the thanks of the house were voted by a majority of one hundred and sixty-one to thirty-nine. In the lords the vote was carried without a division.

Having, in the preceding chapter, given a very full detail of the expedition to the Scheldt, and its

consequences, we come now to the discussion of its merits in parliament, where Lord Portchester moved for an inquiry into the conduct of ministers, for sending the fleet and army to Walcheren. He was answered by Mr. Croker, but not to the conviction of the house. Ministers did not shrink from an inquiry; they only asked for time to prepare the necessary documents. General Grosvenor and Sir Home Popham, who were both employed in the expedition, voted for the inquiry, which was carried, and fixed for the 2d of February.

It was on this occasion, that the house of commons shewed itself the true friend and guardian of the navy. In the early part of the inquiry it appeared, that a statement of the Walcheren expedition had been privately given to the King by the Earl of Chatham. This document was supposed by many to contain unjustifiable insinuations against the character and conduct of Sir Richard Strachan, with a view to injure him in the estimation of his Sovereign. Had we been of this opinion, we should have concurred in the heavy censure which was cast upon Lord Chatham by a great majority of the nation; but as we are convinced that the noble writer anticipated the publicity of the paper at the meeting of parliament, we are disposed to view it with more indulgence. The part of the transaction most to be regretted, was the irregular and unofficial manner in which the document came into the royal hands. Such was the opinion of parliament, which, adopting

the mild amendment of Mr. Canning, came to the following resolution :

That this house sees with concern the Earl of Chatham, as commander-in-chief of the forces in the expedition to the Scheldt, should have been induced to present a narrative to his Majesty of proceedings, in which the name of an officer who assisted in that service was contained, without conveying it through the hands of the responsible servants of the crown ; and that such conduct ought to be marked by the house as dangerous and pernicious to the crown.

This discussion ended on the 5th of March, and on the 7th, Mr. Croker presented to the house the narrative of Sir Richard Strachan, which, being a general statement of the facts already detailed, we shall omit to copy.\*

After having listened with the greatest attention to the vast body of evidence adduced, the house of commons, on the 30th of March, unanimously resolved, that it did not appear to that house that any blame whatever was imputable to the army or navy, in the execution of their instructions relative to the military and naval operations in the Scheldt. The conduct of ministers, with regard to the policy of the expedition, was approved ; as also their temporary retention of the island of Walcheren, after the fever had broken out, and after the peace was concluded between France and Austria.

During the inquiry, Mr. Yorke enforced the standing order of the house for the exclusion of strangers from the gallery. Mr. Gale Jones, as

\* See that, and other important documents, in Naval Chronicle, for 1810.

President of a debating club, chose to indulge himself in some remarks on the occasion, which so displeased the house, that he was committed to Newgate. Sir Francis Burdett contended, that in taking this step, the parliament had exceeded its authority, and moved for the liberation of Gale Jones. The motion being negatived, Sir Francis addressed a letter to his constituents, denying the right of the house of commons to imprison the people of England. This letter being brought under the consideration of parliament, caused the committal of its author to the Tower.

The ministry had undergone some changes. Mr. Percival succeeded the Duke of Portland, as first lord of the treasury and prime minister. The Marquis Wellesley became secretary of state for foreign affairs. Lord Liverpool had the war department, and Mr. Ryder the home.

In the month of May, Lord Mulgrave quitted the admiralty, and went to the head of the ordnance, being succeeded in his office by the Right Honourable Charles Yorke. This was a change only among men of the same party; the friends of Mr. Pitt still held the government; but it was observed, that a new energy was infused into our councils. The recent voyage and return of the Marquis of Wellesley from Spain, had given a clearer insight into the affairs of the Peninsula; whereas his predecessor in office had trusted to agents, by whom he had been grossly deceived. Lord Wellesley had not only met and freely conversed with his

brother, Sir Arthur, but had gone on to Seville, where he had held for three months the most intimate communication with the heads of the provisional government. With these advantages, it is no wonder that the administration was enabled to counteract the schemes of Napoleon. The most unbounded confidence was placed in the British general; and supplies of men, money, and stores, were forwarded to Spain, equal to the utmost demands of the army.

Terrible reverses had in the mean time overwhelmed that unhappy country. The Marquis of Wellesley had scarcely quitted the harbour of Cadiz, when the fatal battle of Ocana, fought on the 19th of November, destroyed an army of fifty thousand men, many of whom were killed, and the others dispersed and disbanded. The French passed the Sierra Morena, and overran all the southern provinces. General Sebastiani took Grenada, and marched on Malaga; which, though most valiantly defended, was at length taken; and the communication coastwise was cut off between the eastern and western provinces. Seville surrendered to General Victor, on the 1st of February, 1810; and the junta fled to Cadiz, whither they had previously dispatched their most valuable effects. Many members of that body were strongly suspected of treachery; and this suspicion received its confirmation, on their refusing to admit British troops into Cadiz, after the retreat of Sir John Moore. The excuse made on the occasion, was

“the necessity of respecting the public opinion!” That opinion we have proved to have been enthusiastically favourable to England. Sir John Cope Sherbrooke, who with a considerable force was marching from Lisbon to Cadiz, was countermanded; and it was determined, that the English troops who might disembark in the bay, should be posted at San Lucar and Port St. Mary’s. Two English regiments were at length admitted into Cadiz; and Mr. Frere at the same time was commanded by his Majesty, to urge the necessity of our being put in possession of a strong place on the coast, for the purpose of receiving supplies and reinforcements, or as a place of retreat in case of necessity; stating, at the same time, that should this be denied, his Britannic Majesty was determined to withdraw his troops from the Peninsula, and leave the Spaniards to their own exertions. The different conduct of Portugal, her reliance on our faith, and its good effects, were pointed out to these degenerate and cowardly senators, whose object in flying to the sea-coast, was at once to secure their own personal safety, and deliver up their strongest fortress and best sea-port to the enemies of their country and of the human race. Spain had then been lost but for the rapid, vigorous, and unexpected march of the Duke of Albuquerque, the worthy companion of the brave Romana. This faithful friend to his betrayed country fled to preserve her last hope, and with ten thousand men threw himself into Cadiz: the masterly

stroke, was the more to be applauded, as Castanos, who suspected the junta, had apprized the Duke of their designs. Albuquerque was quite convinced of their treachery, when he received orders to march with his army in an opposite direction. Disregarding their orders, he directed his course to Cadiz, which he entered on the 3d of February, only in time to save it from falling into the hands of Marshal Soult, who, with a powerful army, had nearly completed its investment. On the 6th, the French occupied St. Mary's, Rôta, Puerta Real, Chiclana, and Medina Sidonia: King Joseph had his head-quarters at Port St. Mary's. Joseph, whose only fault or misfortune seems to have been the family connexion which raised him to a throne he was incapable of filling, was really a good man. The miserable aristocracy of Spain caused him to be represented on medals as a drunkard, with a bottle suspended to his lips. There is no crime the Spaniards hold in greater abhorrence; and therefore cast the unmerited stigma on their intrusive king, whose armies they dared not meet in the field.

The troops on the Isle of Leon consisted at this time of eighteen thousand men, of which four thousand were English, under the command of General Graham (now Lord Lynedoch), and one thousand seven hundred Portuguese. The allies having, by a change of measures, obtained permission to shed their blood in defence of Spain and its unworthy

government, soon after marched, and encamped on the plains to the southward of the city.

The accompanying map will shew the positions of the army of the enemy, of the British squadron, and the celebrated fortress of Cadiz, situated on the isle of Leon, at the extremity of what was once a peninsula, but which the labour and art of man have long since converted into another island. A deep ditch, two hundred feet wide, navigable for gun-boats and small traders, divides the city from the sandy isthmus and marsh on the south side. The bridges over this inlet were destroyed the moment the troops had entered the town, and heavy artillery placed to defend the passes; the Spaniards alone forming the garrison of Cadiz, while the allies defended the outposts.

On the 10th of February, Marshal Soult summoned the place to surrender: Albuquerque refused with indignation. Joseph, at the same time, sent a similar message to the junta, which that vile assembly would no doubt have complied with, had it not been for the watchful fidelity of the noble Albuquerque.

Of the services of this hero, the council within the walls of Cadiz (styled the provisional government), contrived to rid themselves, by sending him in honourable exile as ambassador to England. In London, Albuquerque published a defence of his conduct, which of course gave great offence to the junta, who wrote him a letter full



of rancorous abuse, and cited him to appear before the cortez.

That assembly, speaking the voice of true patriotism, pronounced his acquittal, declaring that he had deserved well of his country, particularly for saving Cadiz. Unfortunately, this act of justice came too late to save the victim of cowardice and treachery. The noble Albuquerque received the infamous letter of the junta before the approval of the cortez reached him. The first came by the two-penny post, with the seal broken; and the spirit of the hero sank under it: four days he devoted himself to answering the paper which he ought to have consigned to the flames. The effort was fatal, producing a brain fever, which ended in death on the fifth day. Thus perished (except Romana), we had almost said, "the last of the Spaniards." The history of this much injured nobleman is so connected with the siege of Cadiz, of which we are to speak, as to demand a place in the Naval History of England.

While our armies were occupied in the Peninsula, Napoleon had been employed in strengthening his alliance with foreign powers. No divine or human institution ever obstructed his progress. The Empress Josephine was still living, but not having produced an heir to his throne, it was thought right to repudiate her, and seek an alliance with the Emperor of Austria, whose daughter, Maria Louisa, consented to become his wife. They were married in the month of March,

and by their union the power of France was increased to an alarming degree; still more so, when, on the 1st of July following, the king of Holland, the inoffensive Louis, was desired to abdicate a throne, on which he was supposed to have considered with too much attention the true interests of his subjects, and to have been rather more favourable to the English than the temper of the tyrant could endure.

Previously to this alteration in the government of Holland, an attempt was made by Bonaparte to induce the British government to abrogate the orders in council. Monsieur La Bouchere, a Dutch agent, was sent over to inform the British minister, that the union of France and Holland might be averted by such a concession; but this gentleman received such an answer from Lord Wellesley, as left him no hope of obtaining the object of his mission. His Lordship informed him with a becoming dignity, that it would not be convenient for England to rescind her orders of reprisal, as soon as the cause which provoked them had ceased. Stung to the soul (as was no doubt his insolent master, by this complete triumph of England over his boasted blockade), Monsieur La Bouchere, in his "Compte Rendu," dated February 18th, 1810, thus deploras the firmness and perseverance of our government: "No hopes of a change or relaxation in this system, but in a change of ministry." Napoleon, heartily tired of his Berlin decree, wished to repeal it, and sup-

posed the orders in council would be rescinded as a matter of course.

The disputes with the United States of America became every day more complicated, as our ministers appeared more desirous of a reconciliation. America never for one moment abandoned the claims for indemnity, in the affair of the Leopard and Chesapeake; to this no objection was offered by England, provided it could be done without giving up the right of taking British seamen wherever they might be found: this was refused. The Americans claimed the entire freedom of the seas; a just claim, no doubt, when the safety of England, and her very existence, were not involved in the concession. Mr. Erskine, in the year 1809, supposed he had received certain softened intimations from Mr. Maddison, and his friends, which he communicated to his government. These were in a great measure confirmed by the American minister at the court of London, who informed the secretary of state, that no objection would be made to the capture by our cruisers of American vessels attempting to trade with France, contrary to the prohibition, which, on the revocation of the orders in council, would still remain in force against that country. The British government concluding, that every thing would be definitively settled, our ports were immediately filled with American merchantmen, trading under the most liberal indulgences.

Two letters of instruction were sent to Mr. Erskine; the first, on the affair of the Chesapeake, stated clearly and distinctly the terms to be stipulated on both sides: the second was conditional, and on these letters, it would appear, a misunderstanding arose. Mr. Erskine was recalled, as having exceeded the powers with which he was intrusted (eager, no doubt, to be the instrument of a reconciliation between the two nations), by granting indulgences not intended by his government; and the Americans accused us of a want of sincerity, a charge which we might have retorted with too much justice. The offer made by his Majesty to restore the men (not executed) taken out of the Chesapeake, and to settle a pension on the widows and orphans of those that fell, was of course withdrawn, and more hostile feelings were engendered. Mr. Jackson, our minister in the United States, was recalled, in consequence of an alleged offence committed by him against their government. In taking this step, the Marquis Wellesley desired the American minister to observe, that although his Majesty was always disposed to pay the utmost attention to the wishes and sentiments of states in amity with him, and had therefore been pleased to direct the return of Mr. Jackson to England, his Majesty had not marked with any displeasure the conduct of that minister, whose integrity, zeal, and ability, had long been distinguished in his Majesty's ser-

vice, and who did not appear on the present occasion to have committed any intentional offence against the government of the United States.

Here ended the third negotiation for the adjustment of the affair of the Chesapeake. Concessions were found unavailing; and the crisis drew near, when the dispute was to be decided by the cannon.

The sudden death of the Crown Prince of Sweden, in the month of August, after the abdication of his father, filled Europe with suspicions, and revived the memory of the murders of Wright and D'Enghien. The hand of Napoleon, bathed in so much blood, was by many suspected to have been instrumental in the deed; still more, when it was followed by the death of the innocent Count Ferzen, the high marshal of Sweden (who, at the funeral of the young prince, was torn in pieces by the mob), and the election of a French general to the dignity of Crown Prince.

The elevation of General Bernadotte to the rank of prince royal, was followed by a declaration of war by Sweden against England, dated the 19th of November, 1810; but the prudence and foresight of Sir James Saumarez prevented any acts of aggression on either side, converted the enmity of Sweden to friendship, and were the means of bringing, not only the Duke of Sudermania, but also the Emperor Alexander, to join the coalition against France. The unfortunate Gustavus came to England, and remained till March in the following year, when he departed for the continent,

regretted, pitied, and admired. His unworthy subjects, who could witness his abdication without a struggle, and exclude his second son, the descendant of the great Gustavus, from his inheritance, became from that time the scorn of Europe.

On the 19th of February, 1810, a treaty of friendship and alliance was signed at Rio Janeiro, by Lord Strangford, between his Majesty the King of Great Britain and His Royal Highness the Prince Regent, and all our former amicable relations renewed with Portugal, both on the continent of Europe and in America. (See this treaty at length, *Naval Chronicle*, 1811, part i. p. 238).

After the British expedition to the Dardanelles, Turkey became a prey to military discord. The Sultan who had succeeded the unfortunate Selim, in June, 1807, had been deposed, and a new one chosen, whose popularity was equally transient, and his murder by the Janissaries, or by the Grand Vizier, at their instigation, made way for another victim to mount the throne. Such was the state of Constantinople during the two years that succeeded our visit to that capital, and it is hard to say whether we were at peace or war with the Sublime Porte. We have no record of any further act of hostility towards England, while, at the same time, the Turks and Russians continued the most sanguinary war against each other.

Denmark continued her depredations on our commerce, which the English writers of the day

have termed piracy. We cannot agree in this sentence: her causes of hostility were as valid at least as our own; she had been spoiled of her navy, and was no longer a maritime power. This, though on our part an act of self-defence, entitled her to make reprisals, and we could have no right to complain of the consequences. The war was now raging with renovated flames, from one extremity of Europe to the other. The northern powers united against England in the Baltic. The Turks ferociously attacked the Russians in the Black Sea, while their armies contended against them with doubtful success on the Danube. Joachim (Murat) king of Naples, prepared a mighty flotilla, and an army of forty thousand men, on the coast of Calabria, to invade Sicily; but he was met by Englishmen, who soon taught him to keep within the limits of his continental dominions.

The Marquis Wellesley had in November, 1809, returned from Spain, thoroughly acquainted with the disposition of the Spaniards. On one point, alone, he was ignorant. Ferdinand VII. having long before the arrival of the British ambassador at Cadiz, thrown himself a willing victim into the arms of Napoleon and his treacherous generals, was hurried away captive to Valançay. Upon the character and talents of this prince, therefore, the Marquis had not the means of exercising his own judgment; but trusting to the 'vox populi,' he very naturally concluded that no event would be more acceptable to them, than the arrival of their king.

The national songs composed at this period were burdened in every couplet with the name of Fernando, frequently associated with that of his gracious Majesty King George III. and they invoked the aid of Heaven, and England, for the restoration of their beloved monarch, at whose presence discord, war, and famine, were fondly expected to cease. "The British cabinet," says the unfortunate Baron de Kolli,\* "felt the close connexion between the salvation of Spain and the liberation of the king."

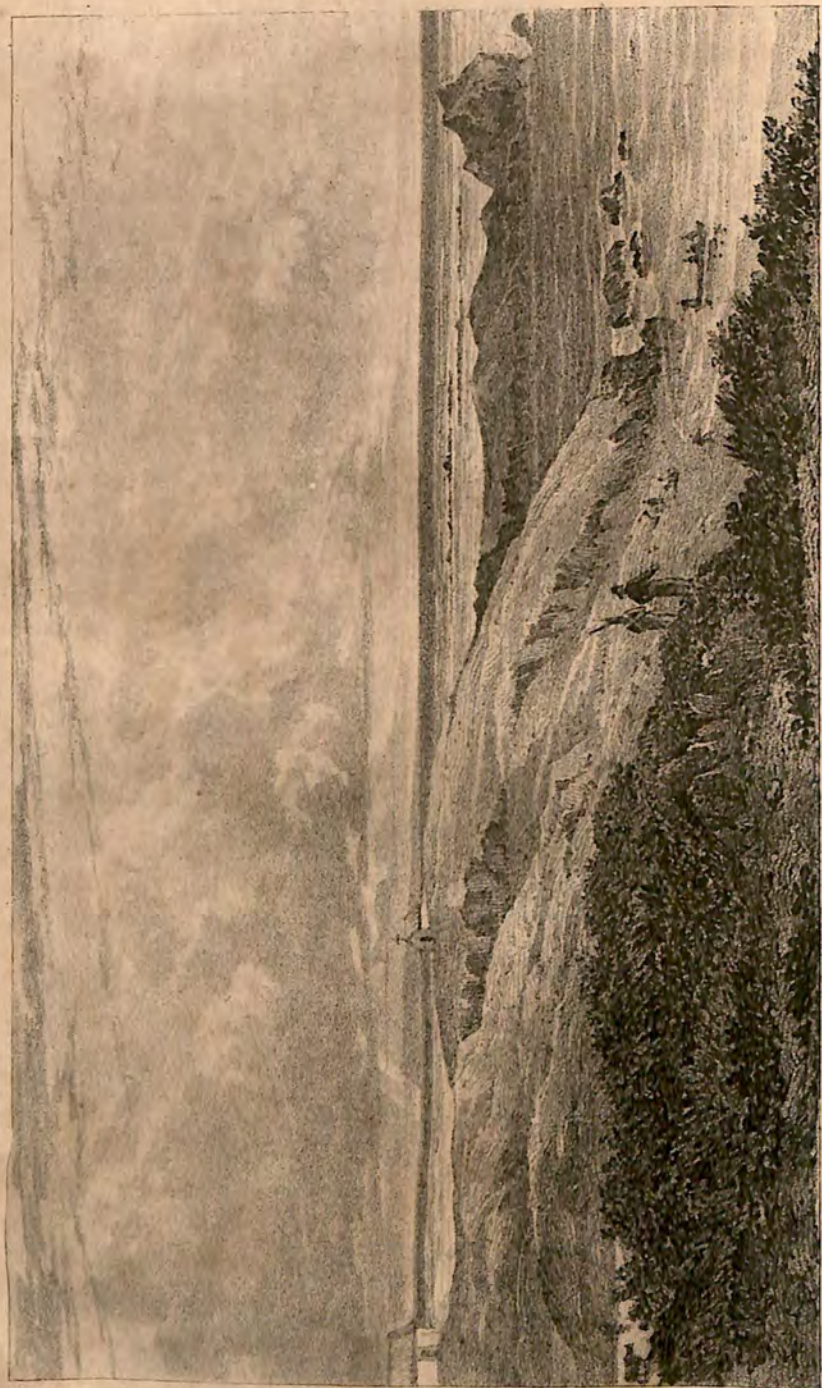
Lord Wellesley having imparted his sentiments to his Majesty and the cabinet, the release of Ferdinand was determined on. The Baron de Kolli, an intrepid and enterprising foreigner, being honoured with the confidence of the British government, was furnished with a letter from the king of England, written in Latin, and addressed to the king of Spain, signed by George III. and countersigned by the Marquis of Wellesley.

To this letter was added another, written in the same language, and addressed by Charles IV. in 1802, to his Britannic Majesty. We are left in some doubt whether the original letter, or only a copy, was intrusted to the Baron, as a proof of the reality of his mission, the Baron, in his memoir, having headed this document with the word "Copy," and concluding it with a certificate from the Marquis Wellesley, certifying that it was the

\* See his Memoirs, p. 21; a book worthy of attention as an historical document, though very ill written.







*Drawn by J.D. Hurdway*

ISLAND OF HEDIC, UIBERON BAY.

*From a sketch by Sir J. Brontë.*

identical letter written by the king of Spain: this, however, was a matter of little importance, since, real or fictitious, it was very soon in the hands of Fouche and his active police.

Early in February, Captain Cockburn was appointed to the command of the Implacable, of seventy-four guns, with a frigate, and two small vessels under his orders. He was directed to receive the Baron de Kolli and his friend on board, and to proceed in the execution of his orders, which were to land him in Quiberon bay, and to await his return, and that of Ferdinand, to the sea-shore. Jewellery to the amount of £10,000 was placed in the hands of Captain Cockburn, who, with the assistance of Mr. Westphal, the first lieutenant, and the Baron himself, sewed them up in the dresses of the latter. The Implacable sailed from Spithead early in March, and reaching Quiberon bay on the 6th, the Baron was landed on the night of the 7th, by Mr. Westphal, who left the Implacable, after dark, in a gale of wind blowing on shore, and a considerable sea running, so that the boat had great difficulty in returning to the ship. The spot chosen to disembark was under the convent of St. Gildas, celebrated for the seclusion of Abelard. It was most particularly enjoined upon the Baron, by Captain Cockburn, that he should not go to Paris: there could be no reason why he should have gone; and his disobedience of this injunction was the most probable cause of his failure. His friend Albert, who accompanied him,

whose nerves were none of the strongest, has been accused of betraying him. A Monsieur Ferriet was also most incautiously admitted by the Baron to his confidence: a secret intrusted to three people is seldom a secret long. The Baron, whose papers were admirably well executed, might have reached Valançay in safety; but he chose to take a lodging at the village, or wood of Vincennes, and in the castle of that name he was very shortly a state prisoner, his papers and jewels confided to the minister of police, the acute Fouche.

It was pretended by this minister that Ferdinand had himself denounced his intended liberator. This, if true, we should not have been surprised at, but as it rests on the assertion of one not over scrupulous in matters of policy, we hesitate in giving our belief.

Captain Cockburn having continued in Quiberon bay until he learnt the detection of Kolli, and the abortion of the scheme, returned to Spithead, where, on his arrival, the officers of the ship learnt what had been the object of their mission, a proof, certainly, that the Baron had not been betrayed by any one on board the Implacable. His Majesty George III. was pleased to express himself highly satisfied with the conduct of Captain Cockburn on this occasion.

It was not till 1814, when the allies entered Paris, that the unfortunate Baron was released from the horrible confinement and unnecessary severities of the Donjon of Vincennes.

This year affords us little of national importance in the Channel and North Seas, although some good actions were fought by the sloops of war. Captain Christopher Bell, of the Phipps schooner, distinguished himself by the chase of a very superior force, close under the batteries of Calais: having singled out an adversary worthy of his notice from among a little squadron of luggers, and laying her alongside, he engaged her, till the enemy attempted to get on shore, which Captain Bell prevented by running her on board, when Lieutenant Tryon headed a party and carried her. She was called *Le Barbier de Seville*, mounted sixteen guns, and had sixty men, of whom six were killed and eleven wounded. The vessel sank immediately after the action. Captain Bell was promoted to post rank for his gallantry, but the noble young Tryon died of his wounds.

Captain James Anderson, of the *Rinaldo*, a small brig of ten guns, engaged four lugger privateers of sixteen guns each, sank one, and disabled another; but they all (except the first) escaped, as the *Rinaldo*, in the heat of action, got foul of the Owers light vessel. Captain Anderson was some time after promoted.

Captain Booty Harvey, in the *Rosario*, a brig of the same class as the *Rinaldo*, fought an action off Dungeness, with two luggers, one of which he captured, the other escaped. The prize was called *Le Mamelouck*, mounted sixteen guns, and had forty-five men.

Captain Sir Joseph Yorke, commanding the squadron in Basque Roads, in the month of January, entirely stopped the coasting trade of the enemy by his vigilance, and the gallantry of his squadron. Two convoys were intercepted by the boats of the *Christian the Seventh* and *Armide*, led by Lieutenant Guion. On the 10th six vessels were driven on shore, and burnt; and on the 20th, the same number, all deeply laden with wine, brandy, and other merchandise, were also destroyed.

Captain George Scott, in the *Horatio*, whom we have seen engaging *La Junon* in the West Indies, was so fortunate on the 21st of February as to fall in with a French frigate, which he chased and captured after a smart running action of one hour. She was called *La Necessité*, pierced for forty, but mounting only twenty-eight guns, and having one hundred and eighty men. Captain Wolfe, of *L'Aigle*, of thirty-six guns, captured, after a chase of thirteen hours, the French privateer *Phoenix*, of eighteen long English eighteen pounders, and one hundred and twenty men.

Lord Gambier continued in the command of the Channel fleet, but resided in London, whence he dated his letters to the secretary of the Admiralty. Rear-admiral Sir Harry Neale, being second in command, had his flag in the *Caledonia*, in Basque Roads, and conducted the blockade of the French ports: as the enemy afforded no opportunity of bringing their ships to action, he contented him-

self with stopping the trade of the coast, between Rochelle and Isle d'Aix. Three brigs lay at anchor under the guns of Point du Ché; these had formed part of a convoy, which a few days before had been attacked by our boats, and as some of them had been boarded and destroyed, it was discovered that the whole were laden with government stores, for their fleets and dock-yards. The position of these vessels was strongly defended, and as resolutely attacked. Captain Sherman, of the royal marines of the Caledonia, was landed with one hundred and twenty of his corps, from that ship and the Valiant, about half-past two in the morning of the 28th of September, under Point du Ché. The alarm was soon given, and a heavy fire opened on the invaders, but ineffectually. Lieutenant Little, of the marine artillery; with his division, pressed on with the bayonet, supported by Captain M'Lauchlan and Lieutenant Colter, of the marines, with their division, and Lieutenant Gouche, of the Caledonia. These officers succeeded in getting into the battery, and spiking the guns. Captain Sherman had taken post on the main road by the sea-side, fronting the village of Angolin, and had on his right a launch, with an eighteen-pound carronade. The enemy advanced from the village to attack him, but the boat and the marines soon drove them back, with loss. The French then brought out a field-piece, but the picquet immediately charged with the bayonet,

and took it from them, and the affair ended by two of the brigs being taken, and brought out, and the third set on fire and destroyed. The whole party was immediately re-embarked in the most perfect order, having Lieutenant Little and one man wounded. The enemy left fourteen dead in the battery: what other loss they sustained from Captain Sherman's attack was not known. Sir Harry very justly observes, in his dispatch, that the service of itself was of little importance, but the manner in which it was executed gave it all its value. The force employed was exactly commensurate to the object; the combination was masterly; and the whole worthy of imitation.

In the month of November, 1810, Captain Grant, in the *Diana*, of thirty-eight guns, was stationed to watch the port of Havre de Grace, in which two of the enemy's frigates had taken up their anchorage. These vessels, bound on a cruise which promised great advantages, anxiously watched the moment to escape, and sailed from Havre in the night of the 12th, with a strong gale at N. E. and consequently a heavy sea upon the coast. Captain Grant, keeping close in with Cape La Heve, was perfectly certain that with a fair wind and smooth water the enemy would not sail; at the same time thought it possible they might make the attempt when the wind and weather should compel the British frigates to keep a better offing. This opinion was correct: they came out in the night; and at half-



past twelve, the *Diana* was between them and the land. The wind backed to north by east, and prevented their weathering Cape Barfleur. The *Diana* and *Niobe* gave them two broadsides, before they could gain the protection of the batteries of Marcou, under which they fled, pursued by the British ships, with a heavy sea, and strong flood tide. The enemy for a time eluded farther molestation, and on the same day got into La Hogue roads. Captain Grant watched their motions, and sent Captain Loring, in the *Niobe*, to acquaint Captain Malcolm, of the *Donegal*, with what was passing, in the mean time making all sail into the bay, where he had the satisfaction to see one of the French frigates on shore, and the other close to the batteries of La Hogue and Tatihou island, the fire from which was so heavy as to arrest for a time the approach of the *Diana*; but when she was joined by the *Donegal*, *Revenge*, and *Niobe*, the four ships stood in by turns, and poured their fire upon her. This could only be done while the British ships were in stays, and head to wind. The other ship was finally driven on shore, but it was found impossible to bring her off. The loss on board the *Revenge* was two killed, and six wounded; the *Donegal* had three wounded; the *Niobe*, nine; the *Diana*, one. These frigates, if not totally lost, were completely disabled.

Tarragona became, in the hands of the loyal Spaniards, a post of importance in the defence of their liberties. It is a sea-port in the province of

Catalonia, where General O'Donnell commanded the Spanish troops. On the 5th of November, he quitted that town, and on the 13th reached Arens de Mar, where he fell on the French, defeated them, and took General Swarty and five hundred men prisoners. On the same day he attacked St. Felice, Palamos, and Bega, which he took, with one thousand four hundred prisoners, and some pieces of cannon, and returned victorious to Tarragona, himself severely wounded. This rapid and spirited movement cleared the coast of the enemy from Rosas to St. Sebastian, though they still held the Medas Islands. Captain Charles Bullen, of the *Volontaire*, who was present, co-operated with the allies. Had the Spanish nation been allowed to follow the impulse of its energetic spirit, without the interference of their own miserable government, the nation might have been happy and prosperous; but the ways of Providence are inscrutable. Spain may be now receiving in retribution the horrors inflicted on America by the infernal Pizarro and Almagro, or those more recently on the Low Countries by the cruel Alva. O'Donnell, after this exploit, re-embarked on board the *Cambrian*, a British frigate, of forty guns, in which he had sailed from Tarragona. This ship, commanded by Captain F. W. Fane, rendered great service to the cause. Captain Fane took with him a xebec, with sixty Spanish soldiers, and another laden with cannon, for the purpose of attacking the castle of Las Medas, standing on one of the small islands of

that name, situated at the mouth of the river Ter, near the south side of the bay of Rosas. This however, on nearer inspection, was found impracticable; and the Cambrian being joined by the Flora, a Spanish frigate, the two ships united their marines, disembarked near Bega, and destroyed a battery of four twenty-four pounders, made thirty-six prisoners out of a French detachment, and again re-embarked. On the 14th, they assisted the Spaniards in their attack on Palamos, when the launch of the Cambrian was sunk, and two of her men wounded. The French position was carried, the place taken, and Captain Fane returned to Tarragona.

A gallant but very unfortunate affair in its termination, occurred on this station in the month of December. Captain Rogers, in the Kent, seventy-four, the senior officer on that part of the coast of Spain, meditated an attack on the town and small harbour of Palamos. For this purpose he landed a body of men, consisting of three hundred and fifty seamen, two hundred and fifty marines, with two field-pieces, and placed the whole under the command of Captain Fane, of his Majesty's ship the Cambrian. The enemy's vessels which lay in the mole consisted of a French national ketch, of fourteen guns and sixty men, two xebecs of three guns each, and thirty men, and eight merchant-vessels under their convoy, all laden with provisions for Barcelona. The batteries which protected them were not considerable; and there are

said to have been about two hundred and fifty French soldiers in the town.

The landing took place on the 13th, under cover of the Sparrow-hawk and Minstrel sloops, without any opposition. The mortar which they found was soon spiked, the cannon thrown into the sea from the heights, the magazine blown up, and all the vessels except two burned and destroyed; those not burned were brought out. Thus far all had succeeded with the loss of only four or five men. Unfortunately our people retired in some disorder, from a post which they held to keep the enemy in check; advantage was taken of this, they were thrown into still greater confusion; and instead of repairing by the proper road to the appointed place of embarkation, where the frigate and sloops lay to cover their retreat, they ran through the town towards the mole, where they were exposed to a severe and galling fire of musketry, nor could the utmost exertions and coolness of the Captains Fane, Pringle, and Campbell, entirely save them. The former of these officers was taken prisoner, with eighty-six of the party; besides thirty-three killed, and eighty-nine wounded. This very unfortunate affair was attended with great loss to the enemy, who had entered Catalonia with an army of ten thousand men, and little means of subsistence; and Captain Rogers was certainly justified in using every means in his power to annoy them. In consequence of this accident, Captain Bullen was appointed to the Cambrian.

Murat made demonstrations of attacking Sicily, which was defended by Sir John Stewart, with an army of British and foreign troops.

The squadron stationed on the coast was commanded by Rear-admiral (now Sir G.) Martin, and consisted of the *Canopus*, *Spartan*, *Success*, *Vollage*, and *Espoir*, with about twelve gun-boats. The enemy, as we have before observed, had forty thousand men in Calabria, two hundred and eight gun-boats, besides innumerable fishing-boats kept in requisition on every part of the coast; between Naples and Reggio; these were intended for the purpose of embarking troops.

They had also a squadron at Naples, kept in readiness to co-operate with the expedition: daily skirmishes took place between the contending flotillas, in the straits of Messina. The *Spartan* and *Success* were stationed off the bay of Naples to counteract the movements of the enemy's ships in that port. On rounding the island of Ischia, on the 1st of May, these two British frigates discovered the Neapolitan squadron cruising in the bay. The enemy's force consisted of the *Ceres*, of forty-four guns, the *Fama*, a corvette of twenty-eight, and a cutter, with part of the flotilla; when chased by our ships, they ran into the mole of Naples for protection. On the 2d, Captain Brenton convinced they would not leave the port whilst two British ships were in the bay, directed Captain Ayscough, of the *Success*, to proceed ten leagues S. W. of the island of Capri, whilst the *Spartan* remained in

sight of Naples, in the hope that such a disparity of force might induce the enemy to come out. On the 3d, at daylight, when the Spartan was about five miles from Naples, and standing in with a light breeze from the S.E. the enemy was seen coming out of the mole, reinforced by the Sparviere, a brig of ten guns (Murat's yacht), and eight gun-boats; four hundred Swiss troops were distributed amongst the different vessels.

The Neapolitan Commodore and the Spartan crossed each other on opposite tacks; the water was perfectly smooth. The Spartan had every sail set on a wind: the enemy was steering large, with the wind a-beam. At fifty-six minutes after seven, the Ceres coming within pistol-shot, fired her broadside into the Spartan's larboard bow, and did her considerable injury; the latter reserved her fire until every gun was covered by her opponent, and then returned a most destructive broadside, treble-shotted, on the main-deck. The carnage on board the Ceres was very great, particularly amongst the Swiss troops, which were drawn up in ranks, and extended from the cat-head to the taffrail, in readiness for boarding. The Spartan next returned the fire of the Fama, and the brig, as she passed them in succession, and cut the line astern of the brig, by which she separated the cutter and gun-boats from the squadron, and having given them her starboard guns, hove in stays, engaging on both sides as she came round. The enemy's frigate wore, followed by the corvette and

brig, and stood in for Baia. The Spartan, in attempting to follow them, was for a moment becalmed, with her head to the frigate's broadside, the corvette and brig on her larboard bow, the cutter and gun-boats under her stern and quarter, and received much injury from their fire; a light breeze at length enabled her to get upon the starboard quarter of the frigate, whilst the corvette lay upon the Spartan's beam, the brig on her quarter, the flotilla retaining their advantageous position directly astern. The land wind now entirely died away, and the sea breeze soon after coming in, the frigate took advantage of it, to make sail for the batteries of Baia; the corvette, having lost her fore-top-mast, was upon the point of surrendering; when the gun-boats came down in a most gallant manner, and towed her from under the guns of the Spartan; the brig, having her main-topmast cut away, was obliged to surrender, and the Spartan paraded with her prize in tow before the mole; into which her defeated consorts were running for shelter. About the middle of the action, Captain Brenton, whilst standing on the capstan, the only place whence he could see his various opponents, was wounded in the hip by a grape-shot, and was carried below. His place was nobly supplied by Lieutenant (now Captain) G. W. Willes, who would certainly have captured the frigate and corvette; but for the Spartan's rigging having suffered so much as to render her unmanageable, whilst his enemies were assisted by the breeze and the gun-

boats. The loss on board the Spartan was ten killed, and twenty-two wounded; that of the enemy was stated by various authorities to have been immense, amounting to one hundred and fifty killed, and three hundred wounded. These round numbers are probably incorrect, and exaggerated; but the slaughter, particularly on board the frigate, from her crowded decks, the close position, and the smoothness of the water, must have been very severe.

Murat, the king of Naples, was on the mole, about four miles from the scene of action, exulting in the certainty of success, and on the capture of a fine British frigate. On the retreat of his squadron, and the loss of his yacht, his rage was ungovernable, and vented itself in reproaches on the officers. Of these, the first captain lost his arm, the second was killed, and the first lieutenant took the ship out of action.

The king of Sicily, to testify his sense of the services performed by the Spartan on this day, was pleased to confer the honour of commander of the order of St. Ferdinand on Captain Brenton; and that of companion on Lieutenant Willes, and Captain G. Hoste, of the royal engineers, the latter was on board the Spartan as a passenger, and directed the fire of the quarter-deck guns.

The Spartan was, in consequence of her damages, and the very severe wound of the Captain, sent to England, where she arrived in the month of July. Captain Brenton, being incapable of resuming his



situation, retired on half-pay; and on the restrictions from the regency being removed, his Royal Highness the Prince Regent was pleased to create him a baronet.

Brigadier-general Oswald, and Captain Eyre of the *Magnificent*, who had with him the *Belle Poule* and *Imogene*, sailed from Zante on the 21st of March, and on the same evening reached the island of Santa Maura. The troops disembarked early the next morning, while the *Imogene* and the gun-boats drove the enemy from their batteries. The French, and their allies, consisting of Albanians and Italians, under the command of General Count Camus, retired into the fortress of Santa Maura, situated on a narrow isthmus, three miles in length, which joins to the island. This neck of land is defended by two strong redoubts, and a regular intrenchment, which led the enemy to suppose they could arrest the progress of the besiegers for a month: the fort had also a connexion with the town by a singularly narrow causeway a mile in length. Lieutenant-colonel Lowe was left to guard the town; while Major Church, with four companies of the Greek light infantry, carried the first redoubt, and then being reinforced, pushed on to the second. Captain Anselm John Griffiths, in the *Leonidas*, placed his ship as close as the depth of water would admit, and so as to afford the best support to the attacking columns. The Captains Eyre, Mowbray, Brisbane, and

Stephens, served on shore with the army. The line to be attacked extended from sea to sea, mounted with four pieces of cannon, with a wet ditch, and an abatis in front, and manned with five hundred infantry. As the troops advanced, the fire upon them was severe; and the Greeks, notwithstanding the utmost exertions of Major Church, could not be brought to face it; when Major Clerke was directed by Brigadier-general Oswald to advance with two companies of royal marines under Captains Snow and Stuart, two companies of De Rolles under Major Russel, and two companies of Calabrian free corps under Major Oswald and Captain (now Colonel) Winyard. Major Clerke, followed by the marines, broke through the abatis, and charged into the intrenchments, supported by De Rolles and the Calabrians. The attack, with the impulse given by their leaders, was irresistible: the enemy abandoned their works, and fled; their dismay being increased by a daring manœuvre of Lieutenant-colonel (now Sir Hudson) Lowe, who, with the rifles of his corps, a company of the 35th, and two companies of Corsican rangers, pushed along the narrow and exposed causeway, and gained the enemy's rear, on which they gave up all resistance in front, and 'sauve qui peut' resounded through their ranks. Captain Eyre having been wounded in the head, in the first day's action, resigned the command of the seamen and marines on shore to Captain C. Brisbane; but recovering in a few days,

he resumed his situation, and sent Brisbane in the *Belle Poule*, with the gun-boats and the *Imogene*, to the north side of the island. Captain Stephens, of the *Imogene*, had been wounded in storming the redoubts, but continued with the army on shore. Captain R. H. Mowbray, in the *Montague*, of seventy-four guns, having joined the squadron, two of his lower-deck guns, and one hundred seamen, were landed to serve in the batteries. Hemmed in on every side, the enemy soon found that this union of naval and military skill and valour was irresistible, and sent out offers to capitulate which were accepted, Captain Mowbray and Lieutenant-colonel Lowe being authorized to make the arrangements for the surrender of Santa Maura.

The French, having passed the Sierra Morena, had entered the unhappy Andalusia in great force: their army under Soult still stationed at Port St. Mary's, and the Caraccas, whence they partly commanded the harbour of Cadiz. From the fort of Santa Catalina they threw shells into the town, and did it some injury; but the assistance of the British army and navy enabled the Spaniards to keep the enemy out of the place. Much valour was displayed, and very severe losses of some of our bravest men were sustained, in defence of the different points of attack. The fort of Matagorda standing on an island in the upper part of the harbour, was defended by a small party of British troops under the command of Captain M'Laine,

with a few artillery-men, infantry, seamen, and marines, amounting to about one hundred and forty men, who maintained the post until it was no longer tenable. Major Lefèvre, of the royal engineers, the senior officer in that department, thought it his duty to inspect the works previously to the surrender, and was killed while on that service. On the 23d of April, at two in the morning, the French opened a fire with red-hot shot on the Spanish ship *St. Paulo*, and the gun-boats stationed near the fort, and succeeded in making them quit their position; after which they bombarded *Matagorda*, and the fire was continued on both sides till night. The enemy had three batteries of twenty-one guns, on the *Trocadero*, and seven or eight mortars, at the distance from the fort of only nine hundred yards. The works being totally destroyed, and one half of the people killed or wounded, the commanding officer received an order from General Graham to retire, which he did, with the remainder of his people, blowing up and destroying all that the fire of the enemy had left uninjured.

During the attack on *Matagorda*, the wife of a British artillery-man distinguished herself so much as to attract the attention of General Graham (now Lord Lynedoch). She removed the wounded men in her arms, carried them into the rear, dressed their wounds, carried up sand bags and placed them in the breaches made by the enemy's shot,





and even cheered the men on to action. The General, in recommending her to the notice of the Commander-in-chief, observed, that the mountains of Caledonia could produce its heroines, as well as the walls of Saragossa. It is mortifying to think, that while so much has been said of Augustina of Saragossa, we are ignorant of the name of the British amazon. Augustina was a guest at the tables of our admirals; and at Seville lifted the Marquis of Wellesley from his carriage. She wore a handsome dagger; and when a gun was fired, while at dinner on board the admiral's ship, she flew from the table with an affectation of military ardour.

The ferocious and haughty Napoleon, with his murderous legions, had overrun Europe nearly from one extremity to the other; and but for the perseverance of Britain it must have groaned in slavery. The rock of Gibraltar was no inconsiderable instrument in our hands for the preservation of that nation who made such efforts to take it from us in 1782, and considered our possession of it so great a national degradation. Its fortress afforded protection to the armies of Spain; its garrison sent out reinforcements, provisions, and clothing; its bay gave shelter to our fleets; its dock-yard repaired the damages sustained in defence of their liberties. Cadiz had also its share in the glory of staying the ravages of the French; but that glory was more owing to Britain than to the government, which would have opened its

gates to the invaders, and given up every thing to their cruel rapacity.

To form any adequate idea of the efforts made by Napoleon for the conquest of Spain, we must look at the amount of forces which entered the Peninsula from October, 1807, to January, 1811: four hundred twenty-six thousand two hundred and sixty infantry; seventy-three thousand three hundred and fifty-six cavalry; seven thousand six hundred and fifty persons employed with the army; seven thousand five hundred and thirty guides; making a sum total of five hundred and fourteen thousand seven hundred and ninety-six men: eight hundred and twenty pieces of cannon, thirty-four mortars, fifty-three howitzers, five thousand four hundred and fourteen waggons laden with military stores. These forces marched into Spain by the road of Irun. The year 1811 added only six thousand infantry and one hundred and eighty cavalry to the account, and in the subsequent years, being those of the Russian campaign, and the disasters of Dresden and Leipsic, still fewer could have been spared from France. By the same route, and during the same period, forty-eight thousand two hundred and twenty-eight prisoners entered France. These consisted of English, Spaniards, and Portuguese.

Rear-admiral Sir Richard Keats hoisted his flag in the Implacable, Captain George Cockburn, at Spithead, on the 14th of July, sailed on the 17th, and arrived at Cadiz on the 27th of the same



month; where he found Rear-admiral Pickmore, and the ships named in the note,\* which he took under his command. The exposed road of Cadiz he found crowded to excess, with several inefficient Spanish ships of war, numerous transports, store-ships and victuallers, and a vast number of merchant and coasting vessels of all descriptions.

The enemy, who had driven the Spanish troops out of the Trocadero, and the small islet of Matagorda (which from its situation remained untenable by either party), lay in considerable force at St. Mary's, Port Real, and Chiclana, had formed a blockade of Cadiz by land, and were actively employed in restoring the fortress of Santa Catalina; in erecting works in the front of the Trocadero; and in securing their head-quarters at Chiclana, at Saint Mary's, and on the whole line from thence to Rota.

A company of shipwrights, at the Rear-admiral's request, was sent from England, to construct gun-boats, under two active officers, Mr. Hyde and Mr. Gill. A small yard was established at Cadiz. Several gun-boats were received from Gibraltar;

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* Ships.	Guns.	Ships.	Guns.
Implacable .....	74	Zealous .....	74
Achille .....	74	Norge .....	74
Rodney .....	74	Atlas .....	74
Blake .....	74	Tonnant .....	80

*Bombs*—Ætna, Hound, Thunder, Devastation.

There were many other ships and vessels subsequently added to the squadron; but as they were constantly changing, it is impossible to name them all.

and a formidable force of this nature being soon raised, was gallantly and ably commanded by Captains Robert Hall, Thomas Fellowes, Frederick J. Thomas, and W. F. Carroll. Upon every occasion, when the state of the weather permitted, they continued to render the most active service; and, together with the bombs, very much annoyed the enemy, and retarded the advance of the works in such situations as were exposed to their operations.

The enemy was unremittingly employed in strengthening his positions, and making preparations for a siege, and was known to be forming a flotilla in the Guadalquiver to co-operate on that service; the garrisons of Cadiz, and the Isla de Leon, composed of Spanish, British, and Portuguese troops in the British service, commanded by Lieutenant-general Sir Thomas Graham, though not equal to raise the blockade by an attack in front, were found sufficient to give considerable annoyance by water detachments, to the enemy, on other parts of the coast. To this effect an expedition of a considerable body of Spanish troops left Cadiz on the 22d of August, commanded by General Lascy, the naval part by Captain Cockburn, who, with the General, embarked in the *Jasper*, Captain Daniels. They landed on the coast of Andalusia to the eastward of Huelva on the 23d, and near Moguer attacked and dislodged a corps of one thousand French which retreated to Seville. The loss on the part of the allies was inconsiderable.

Having rendered other material service, the forces returned to Cadiz. This expedition, and others subsequently undertaken, are proved by intercepted intelligence to have given the most serious annoyance and inquietude to the enemy. In one letter, it is remarked that "when the annoyance they receive from these expeditions, from our flotilla, bombs, and fortifications, is considered, it may be rather said that they are besieged, than besieging Cadiz."

It was of importance to thin the over-crowded state of the road before Cadiz, and to remove beyond the reach of danger several Spanish ships of war, then in an insufficient state of equipment for service. The Rear-admiral having obtained the consent of the Spanish government, eleven sail of the line were fitted in the best manner circumstances would permit, by the squadron, manned in a great part by the ships convoying them, and were escorted to Mahon, or the Havannah, under the command of Captain Cockburn, of the Implacable, Codrington, of the Blake, Waller, of the Norge, and Burlton, of the Rodney.

On the 2d of October, a night attack by the bombs, flotilla, and rockets, under the command of Captain Sanders, of the Atlas, produced a sensible effect on Catalina, which was observed to be on fire in two or three places, and in the morning it was seen that the walls of the fort had also suffered from the bombardment.

The commander of the forces being anxious for

intelligence, a descent was made on the night of the 22d of December, by a party under the command of Lieutenant Bourne, of the *Milford*, and Captain Fotherell, of the royal marines of that ship, between the rivers of Santa Maria and San Pedro. They took a three gun battery by assault, spiked the guns, killed five of the enemy, and brought off two prisoners, the rest escaping. In the night of the 30th of October, the gun-boat No. 14, commanded by Lieutenant Stiles, struck on the Porpoise rocks, and foundered: a midshipman and fourteen seamen were drowned.

Although a force was stationed off the Guádalquivir, expressly to watch the enemy's flotilla in that river, it escaped under the cover of darkness. An alarm was given in the night of the 1st of November, by our guard boats; and eight of the enemy's gun-boats were discovered going into St. Mary's, one of which grounding on the bar, though within reach of grape of the others anchored within; and under the fire also of two forts at the mouth of the Guadalete, was most gallantly boarded and burnt by the guard-boats under the direction of Captain John Spratt Rainier, of the *Norge*. In the forenoon it was discovered that a more considerable number of the enemy's gun-boats had got into Rota, on which the Rear-admiral ordered the three bombs, and a flotilla force off that port; but the wind setting in strong from the N.W. it became necessary to recall them, and it being represented by the commander of the flotilla

(Captain Fellowes), that the gun-boats would founder, if kept at their then exposed anchorage, he was ordered to move them further in, for shelter, holding them in perfect readiness. In this situation, about three o'clock the enemy's flotilla which had come out of Rota with a strong flood, and thick weather, was discovered on the clearing up of a squall, close to the land, and nearly half way advanced from Rota. The flotilla and boats were immediately ordered in pursuit, but such was the rapidity of the enemy's advance, under the circumstances described, that few could join in the attack though conducted in the most gallant style by Captain Edward Kiltie, of the Milford, Lieutenant Leake, in the foremost of the gun-boats, was killed; and Lieutenant W. Hall, and ten seamen of the Milford, were wounded.

The arrival of this flotilla at St. Mary's occasioned a great sensation in the town of Cadiz; but such an event was not unforeseen by the Rear-admiral, who at length prevailed on the Spanish government to put the strong work of the Corta Dura into a proper state of defence, and to strengthen the isthmus in the rear of Puntales with some respectable field works. This it had in vain been pressed to do before, and subsequent intercepted intelligence proved that post to have been a meditated point of attack.

An alarm being given by the guard-boats on the night of the 14th of November, it was ascertained that the enemy's flotilla had put out of St. Mary's

to endeavour to get into the Trocadero; but on the approach of our flotilla and armed boats, some put back to St. Mary's, and some sheltered themselves in the San Pedro, from whence they were by degrees removed by land into the Trocadero, notwithstanding all the annoyance which the bombs and the British flotilla could give them. The large mortar on board the Hound burst on the 8th of December, when bombarding the enemy's works.

The enemy's flotilla at St. Mary's having assembled in a situation which subjected them to bombardment, arrangements were made, and at a favourable time of tide for that purpose, the mortar and howitzer boats, English and Spanish, were placed under the direction of Captain Robert Hall, commanding the flotilla: several hundred shells were thrown amongst the enemy, with considerable effect, until the wind coming in, made it necessary to recall the boats. On this service two\* lieutenants, Thomas Worth and John Buckland, of the royal marine artillery, both gallant and zealous volunteers for the service, and Mr. R. Hawkins, midshipman of the *Norge*, were unfortunately killed.

The fortress of Catalina being completed, and also the enemy's advanced works on the Trocadero, they commenced a very heavy fire, answered by

\* Captain G. F. Lyon, since so celebrated for his travels in Africa, and voyage to Repulse Bay, was then a midshipman belonging to the *Milford*, and commanded the boat in which these two officers were killed.

the bombs and flotilla, and from the fort of Puntales; hot shot from heavy pieces of artillery mounted at an elevation of forty-five degrees, or shells, both from Catalina and the Trocadero, were frequently thrown at the shipping. The fire of the enemy crossed from those two places over the whole anchorage of the ships of war, and by means of mortars cast on purpose at Seville, shells were thrown into the town from the Trocadero, at the extraordinary range of two thousand five hundred and sixty French toises, upwards of five thousand yards: but few were thrown, and those with little effect. The fuses frequently extinguished in the flight of the shells; and it was ascertained by intercepted intelligence, that the enemy had not attained perfection in loading or discharging their shells; neither had they a sufficient quantity of ammunition, or they would have given us much more annoyance.

This year the navy and the country had to deplore the death of the Right Honourable Vice-admiral Cuthbert, Lord Collingwood, whose length of active service, and zealous performance of his duty, entitle him to be ranked among the greatest of our admirals. He might be said to have died at his post, and to have fallen a sacrifice to the performance of his duty. His constant habit of sitting at a table, and writing on professional business, had caused a contraction in the organs of digestion. It was long before he could recon-

cile himself to the thoughts of resigning his command; but the disease at length assuming an alarming appearance, he left Sir Charles Cotton in charge of the fleet in the Mediterranean, proceeded to Malta in the *Ville de Paris*, and thence sailed in the same ship for England; but expired on the 7th of March, four days after his departure. His remains were brought home, and landed at Greenwich on the 26th of April, 1810: here the body lay in state in the painted chamber. It was afterwards conveyed with proper solemnity to St. Paul's cathedral, and placed by the side of his friend, the immortal Nelson: "And in their death they were not divided: they were swifter than eagles, they were stronger than lions."

It is a remarkable part of the history of Lord Collingwood, that he four times succeeded his friend, Lord Nelson: first, as a lieutenant, in the *Lowestoffe*; next, as a commander, in the *Badger*; then, as captain, in the *Hinchinbrooke*; and lastly, as a commander-in-chief, after the death of that hero in the battle of Trafalgar.

The history of Lord Collingwood offers to our youth one of the best examples in the service of successful perseverance. He was not made a lieutenant till he had attained the age of thirty; yet he lived to be a vice-admiral, and a commander-in-chief; he ennobled his family by a peerage, and left his widow and two daughters in affluence. He was remarkable for bravery, coolness, forbearance,



public spirit, love of his country, and the most inflexible honesty and integrity of heart. No man ever paid more attention to, or was a better judge of, merit, which he always rewarded. Modest, abstemious, and humble, he was at once a hero, and a Christian. Beloved in his domestic circle, respected at the head of his fleet, and feared by the enemies of his country, his rise in the service was entirely the effect of his own intrinsic value. He had no friends to support him, nor powerful connexions to lead him on, save what he acquired by the strictest attention to his duty, and constant readiness at the call of his country.

Unwilling to resign without permission, he had, in the most pressing manner, solicited his recall, that he might pass his few declining years in the bosom of his family; but he was informed, that his services could not at that time be dispensed with, however deeply his Majesty and the government lamented his declining health.

Two great objects connected with the naval service, engrossed the attention of Lord Collingwood in the last years of his life. One was, the infliction of corporal punishment; the other, the impressment of seamen. The first of these evils his Lordship lived to see as far removed as we believe is compatible with the good of the navy; the other, it is hoped, will soon vanish before the enlightened policy of the present day.

Lord Collingwood left no son; his eldest daughter married George L. Newnham, Esq., who, by

his Majesty's permission, took the surname of Collingwood.

The boats of the *Alceste*, Captain M. Maxwell, on the 26th of May, cut out from the port of Agaye five vessels, three of which were manned and armed, the whole having valuable cargoes.

The officers and men of the *Success* frigate, of thirty-two guns, displayed about the same time a remarkable instance of fortitude and intrepidity. Captain Ayscough, observing some vessels lying on shore near Castiglione, and taking in their cargoes, ordered Lieutenants G. S. Sartorius and Robert Oliver to attack them with the boats of that ship and the *Espoir*, while the frigate and brig covered their landing. When within musket-shot of the shore, three of the boats struck on a sunken rock, and filled; two seamen of the *Espoir* were drowned, and all the ammunition destroyed. The undaunted young men took their sabres in their mouths, and swam to the shore, under the fire of two long six pounders, and four wall-pieces. Gaining the beach, they drove the enemy from their guns, dislodged them from their houses, spiked the guns, and destroyed four vessels and their cargoes. Having completed their work, they launched their boats, which had been swamped, and returned to their ships.

The state of the fertile island of Sicily, so renowned in ancient and modern history, is worthy of our attention at this period. It was the last refuge of the court of Naples, and became an op-

pressive weight upon Great Britain, who paid a subsidy of £400,000 to support the native troops. A very small part of this sum was properly applied, the bulk of it going into the pockets of the court and the corrupt ministers. An army on paper was pompously displayed to Lieutenant-general Sir John Stewart, who commanded as generalissimo; but when he reviewed them in the field, not above one man in fifty appeared. The islands of Ischia and Procida, which had been taken by our forces in 1809, were abandoned in the autumn of the same year; and the British forces, naval and military, were concentrated for the defence of Sicily, in and about Messina. The effective troops, under the command of Sir John Stewart, were foreigners in British pay.

In the month of June, Captain William Hoste had the command of a squadron of frigates in the Adriatic; they were the Amphion, Active, and Cerberus. A convoy sailed from Trieste, and our ships chased them into the harbour of Groa. The Italian government was at that time making great exertions to equip its marine; and as these vessels were supposed to contain naval stores for the arsenal at Venice, Captain Hoste deemed their capture indispensable.

As the shoal water with which the port was surrounded, prevented the approach of the frigates, a telegraphic signal was made to prepare the boats for service, and to rendezvous alongside of the Amphion at twelve o'clock at night. The

boats of the *Active*, from the great distance that ship happened to be in the offing, were unable to partake in the danger of the first enterprise. The convoy was moored in a river, above the town of Groa; and it was necessary to possess that place, as a prelude to the attack on the vessels. It was defended by two old castles, almost in ruins, with loop-holes for musketry, and a deep ditch. At twenty minutes before twelve, the boats put off, under the command of Lieutenants O'Brien and Slaughter, of the *Amphion*; Dickenson, of the *Cerberus*; and the Lieutenants of marines, Moore and Brattle, with their respective parties from both ships, accompanied by the launches, with their carronades. They landed before daybreak, on the right of the town. At daylight a heavy fire of musketry was opened on them; and our men purposely retreating to a little uneven ground, the French supposed they were running, a delusion which lost them the day: for sallying out from their strong position, they met the English bayonets and sabres, and were instantly put to flight, leaving eight of their men dead with bayonet wounds only; a proof of the nature of the contest. The whole of their detachment, consisting of a lieutenant, sergeant, and thirty-eight privates of the 81st regiment, all Frenchmen, were made prisoners; and our men took possession of thirty vessels, laden with stores and merchandise. At this period the boats of the *Active* joined their fortunate companions, in time to share in the second

battle. About eleven in the forenoon a party of French troops marched up to the town. Lieutenants Slaughter and Moore instantly attacked them; and assisted by the launches in the river, another victory left the heroes in perfect leisure to bring out or destroy their prizes. In this last affair, a French lieutenant and twenty-two men of the 5th light infantry, were made prisoners, and two men were killed. About seven in the evening Captain Hoste had the satisfaction of seeing his gallant comrades coming out of the mole, and joining the frigates, which were about four miles off. At eight o'clock at night all was secured: our loss was four killed, and three wounded; that of the enemy, ten killed, and eight wounded.

The war extended round the whole Italian coast. Captain J. D. Markland, in the *Bustard*, and Captain H. W. Pearce, in the *Halcyon*, pursued a number of armed feluccas under Cape del Arme, and completely destroyed them, although defended by their crews for a long time with great obstinacy.

In the month of July, a convoy of thirty-six sail of vessels, laden with stores for Murat's army at Scylla, together with seven large gun-boats, and five scampavias, were taken by the Honourable Captain George G. G. Waldegrave, in the *Thames* frigate; Captain Prescott, in the *Weasel*; and Captain Nicholas, in the *Pilot* sloop of war. On the approach of our ships, the convoy ran on shore; and being flanked by two small batteries,

with their gun-boats in front, they fancied themselves secure. The British frigates laid their broadsides to the town and forts, within grape-shot, expelled the men from the vessels, and came to anchor. The boats put off, headed by the captains of each of his Majesty's ships: the marines landed, and covered the seamen, who were employed in launching the vessels; while the guns of the ships of war gave the enemy no time to think of their defence or rescue. By six o'clock every vessel but one, laden with bread, was brought away or destroyed. This was a very brilliant exploit; and it has not frequently occurred, that so small a force of his Majesty's ships have effected so much real injury to the enemy. Six gun-boats, three armed vessels, and twenty-eight transports, laden with provisions for the army, were taken; three gun-boats, and three transports were sunk. The whole was effected with the loss of one man killed, and six men wounded. Captain Prescott was posted from the day of the action, and Captain Nicholas three years after. All the captains received the decoration of companion of the bath, on the institution of that order in 1815.

While the British fleet, under the command of Sir Charles Cotton, continued to watch Toulon, the gales of the gulf of Lyons frequently drove our ships to leeward of the port. On the 20th of July, the Warspite, Conqueror, and Ajax, of seventy-four guns, with the Euryalus frigate, and Sheerwater brig, of eighteen guns, were all the force which the

enemy could discover from the heights; and their squadron of six sail of the line, and four frigates; came out to attack them. Our ships lay nearly becalmed; and the Sheerwater, in obedience to a signal from the senior officer to close, had, with a light air of wind and a heavy swell, got much too near the French squadron. Captain R. W. Otway, of the Ajax, being the sternmost of the British line, and the nearest to the enemy; perceived that the Sheerwater must inevitably be taken, unless some effort was made to save her. By a singular coincidence the French eighty-gun-ship, which led their line, was also called the Ajax. She approached with a fine breeze from the land, and studding-sails set, while our squadron had little wind. As she opened her fire on the Sheerwater, the British Ajax put her helm down, came completely round, and interposed between the French ship and the English brig, which received three broadsides without sustaining the slightest injury, although the enemy was within half gun-shot. The moment the French Admiral saw the Ajax in stays, and that the Conqueror and Warspite followed her example, he put about, and with his squadron returned into Toulon. Thus ended this little skirmish, in which no British ship was engaged but the Ajax. Captain Sibley, of the Sheerwater, never took any other notice of the fire of the enemy than merely shewing his colours.

Returning to the history of the East Indies, in the month of May we find the Isle of France

blockaded by Captain Pym in the *Sirius*, with the *Magicienne*, *Iphigenia*, and the *Nereide*, under his orders; the last commanded by Captain Willoughby, who landed at Point de Diable, attacked the port of Jacotel, defended by two strong batteries, which he stormed in person, followed by Lieutenant H. C. Deacon, and one hundred men from the *Nereide*, burnt their signal-post, destroyed their gun carriages, spiked the guns, defeated their militia and regular troops, and took away their field-pieces, and some military stores. Having distributed among the inhabitants some proclamations of Governor Farquhar, of the island of Rodrigue, tending to shake their allegiance to Napoleon, Captain Willoughby embarked with all his men, except one who was killed; Lieutenant Deacon and six others were wounded. Had Captain Willoughby been taken with these proclamations, he might have suffered an ignominious fate.

This was the first attempt ever made by the English to land on the Isle of France, if we except the expedition of Admiral Boscawen, in 1747, which after coming to anchor and looking at the coast, departed without setting a foot on shore (see Campbell's Admirals, vol. v. p. 100). The safety of this island from invasion may be attributed in a great measure to the difficulty of approaching its coasts, the want of harbours, and the almost incessant high surfs beating on its shores. These were the obstacles which deterred the English and Dutch in 1747; but they yielded



to the superior science of our naval and military officers in 1810. General De Caën had so well succeeded in deceiving the government of India, as to the real state of his defences, that it prevented any attack being made for many years, and when undertaken, caused four times as many troops to be sent as were really required. Bourbon, it will be recollectéd, had been attacked in the preceding year by Commodore Rowley; but at that time our forces were not considered strong enough to keep possession of the island: it was therefore abandoned, and the enemy were left for a short time in tranquillity.

This year it was determined to make a conquest of the islands, and a permanent establishment; for which purposes Commodore Rowley (with Colonel Keating, his indefatigable coadjutor) prepared a proper armament, which sailed from Rodrigue in the month of July.

The Commodore had quitted the *Raisonné*, and taken the command of the *Boadicea*: he was accompanied by the *Nereide*, and some transports to convey the troops, and proceeded to join Captain Pym, who was cruising between the islands of France and Bourbon, each ship being provided with an additional number of boats, to land the forces with the greater celerity.

Captain Pym, in the *Sirius*, was directed to make a diversion two leagues to the eastward of the town of St. Denis, at a place called Grande Chaloupe, which he effected. Four other British

frigates pushed away for the anchorage, with the transports. Captain Willoughby undertook, to land a party on a spot where the access was rendered extremely difficult and dangerous, a beach of large rough stones with a heavy surf; several of the boats were stove, a transport was laid with her broadside to the shore to serve as a break-water; her anchor coming home, she only afforded a momentary protection, four men were drowned in attempting to land, but those who reached the shore secured themselves by taking possession of the battery of St. Marie. Captain Curtis, in the *Magicienne*, supported the party at Grand Chaloupe, by working into the bay, and landing his troops there; and to this spot the Commodore, with Colonel Keating, proceeded on the morning of the 8th of July, where the remainder of the troops disembarked. When the British forces, in spite of every obstacle, were thus in possession of the land and the anchorage, all further resistance on the part of the Governor being useless, he capitulated, and the island of Bourbon, or Bonaparte, as it had been named by the flatterers of the emperor, became a British colony.

While our forces were thus employed, Captain Pym, in the *Sirius*, observed a brig preparing to sail from St. Paul's, at eleven o'clock at night. He dispatched his barge, with Lieutenant Norman, and some volunteers, to bring her out. Reaching the bay, they found she had sailed, and this adventurous young officer resolved to pursue her:

the wind being light, he came up with her, after a row of twelve hours, boarded and took her, notwithstanding the fatigue his men had undergone, and though his enemy had thirty men, and four twelve pounders, to oppose to him. The brig was called the *Edward of Nantz*, pierced for sixteen guns, and was bound with dispatches to the Isle of France.

In the month of July, Commodore Du Perrée, who had cruised with great success in the preceding year in the bay of Bengal, fell in with three British outward-bound East Indiamen, which, having sailed from the Cape of Good Hope, were off the island of Mayotta near Johanna, on the northern coast of Madagascar.

The names and force of the Indiamen were—

Ships.		Guns.	Seamen.	Soldiers.	K.	W.
Ceylon	Captain Meriton	26	110	250	8	24
Windham	Captain Stewart	26	110	250	4	4
Astell	Captain Hay	32	120	275	8	36

When the French squadron was first seen at daylight, they were hull down to leeward. Meriton, the senior officer of the Indiamen, with more courage than prudence, lay-to to receive the attack. Having before taken a French frigate in an Indiaman, he held them too cheap. Du Perrée, in the *Bellone*, of forty-four guns, with the *Victor* corvette came up about 4 P.M. The *Minerve* was still a long way astern. The weight of the battle fell on the *Ceylon* and *Astell*; the latter was nobly

defended by the detachment of the 24th regiment, joining heart and hand with the captain and crew of the ship. The *Bellone*, having given and received a broadside, passed a-head, and placed herself in a raking position; Major Foster ordered his men on the forecastle, where they made such excellent use of their musketry, that they nearly silenced the great guns of the frigate. She bore up, ran to leeward, and in the act of wearing her topmasts fell. Captain Hay was at this time desperately wounded. It was proposed, that the *Astell* and *Ceylon* should lay the frigate on board; but the chief officer of the *Ceylon* hailed, and said that Captain Meriton was *shot*, and that as no more would be done, he (the chief officer) had surrendered. It was quite dark: the *Windham* was not visible, and the *Astell* made all sail and escaped: the *Ceylon* and the *Windham* were captured. Captain Meriton recovered of his wound.

The officers of the 24th regiment, who behaved so gallantly, were Major Foster, Captains Gubbins, Craig, and Maxwell, Paymaster Ewing, and Ensign D'Aine; John Riley, Esq. senior merchant, and Mr. Creighton, passengers, rendered every assistance in their power on the quarter-deck during the action.

The colours of the *Astell* were three times shot away. The French Commodore stated in his official report that they were struck (but this is untrue), and calls the gallant Captain Hay "Cet

indigne fuyard." The officers of the 24th regiment gave the assertions of Du Perrée the most formal contradiction, on their arrival at Madras. The East India Company settled a pension of £160 a-year on Captain Hay, and presented £2000 to the officers and crew, as a mark of approbation for their distinguished bravery. Andrew Peters, one of the seamen of the Astell, nailed the pendant to the main-topmast-head, and was killed as he descended the rigging. The Lords Commissioners of the Admiralty to testify their approbation of the defence of the Astell, granted to the ship's company a protection from impressment for three years.

From an official document, published by the East India Company, in 1811 (see Naval Chron. part ii. of that year), we learn that the loss in their trade, during the years 1807, 8, and 9, was fourteen sail of ships, all richly laden. The value of these ships and cargoes, had they reached England, would have amounted to £1,202,638; but the greater part of them foundered at sea, few fell into the hands of the enemy.

These unprecedented losses induced the Court of Directors to assemble a joint committee of warehouse and shipping interests, to inquire into the causes of such repeated disasters. From the report it appears that a fleet, consisting of the Phoenix, Ceylon, Lord Nelson, Preston, Tigris, Experiment, Diana, Glory, and Ann, sailed from Madras on the 25th of October,

1808, under convoy of his Majesty's ship *Albion*; and that, on the 20th of November, in lat.  $10^{\circ}$  and long.  $91^{\circ}$  east, a violent gale commenced, which lasted till the 23d. This gale was in fact a hurricane of unusual violence, which laid the ships on their beam-ends, with their gunwhales in the water, and many of them only righted by cutting away a fore-mast, or a mizen-mast. Three ships in this fleet foundered: they were, the *Lord Nelson*, the *Experiment*, and the *Glory*.

A second fleet sailed from Point de Galle on the 15th of February, 1809, under convoy of his Majesty's ship *Culloden*, Vice-admiral Sir Edward Pellew, and *Terpsichore* frigate. They were, the *William Pitt*, *Calcutta*, *Lady Jane Dundas*, *Hugh Inglis*, *Jane*, *Duchess of Gordon*, *Earl of St. Vincent*, and *Bengal*; extra ships, *Sovereign*, *Sir William Bensley*, *Huddart*, *Harriet*, *Euphrates*, *Northumberland*, *Lord Eldon*, and *Indus*.

On the 14th of March, in lat.  $22^{\circ}$  S. and long.  $61^{\circ}$  E. they encountered a hurricane, with sudden shifts of wind. This caused the most fatal accidents—some of the ships were scudding under a close-reefed main-topsail when taken a-back, and the loss of four of them is accounted for only in this way. They were deeply laden. Their pumps would not keep them free, and they were upset or foundered. They were the *Jane Duchess of Gordon*, the *Lady Jane Dundas*, the *Calcutta*, and the *Bengal*.

The chairman of the Committee, Mr. Cotton,

attributed the loss of these ships to three causes: first, the impressment of so many of their seamen in India, as to render them unable to shorten sail and prepare for bad weather, when a press of sail was required to keep up with the convoy; secondly, going from port to port to join convoy; and, lastly, sailing at improper seasons, and not going far enough to the eastward, to avoid the hurricanes so prevalent near the Mauritius.

Captain Pym, who had been stationed off the Isle of France, and particularly off Port Imperial, on the south-east or weather side of the island, conceived the possibility of more effectually preventing the ingress of the enemy's ships to the harbour, by occupying the Isle de la Passe, which completely commanded the narrows; he therefore stormed and carried it, with the loss of eighteen of his men killed and wounded. Having got possession of the enemy's signals, he gave them to Captain Willoughby, of the *Nereide*, and stationed him to guard the position he had so nobly and judiciously won, while himself went to cruise to windward of the island.

Returning to the Isle of France from his successful cruise, on the 20th of August, in the morning, Du Perrée made the land near Port South East, and deceived by the signals of the *Nereide*, her French build, and her tri-coloured flag, he bore up for the harbour, the *Victor* leading the way. The channel occupied by the *Nereide* was here so extremely narrow, that the French ships in pass-

ing were nearly on board of her. The Victor approached, leading the French line. The crew of the Nereide were at their guns; ready to obey the order to fire: at the same time the batteries on Isle de la Passe, manned by a party from the 39th and 66th regiments, under the command of Captain Dodd, were equally prepared to receive the enemy. With her topsails clewed up, and her men aloft to furl sails, the Victor was hailed by the Nereide, and commanded to anchor, and strike her colours: this order was accompanied by a broadside, which quickly produced obedience; her helm was put down, her colours struck, and her anchor let go in an instant.

When Du Perrée saw the fire from the Nereide and the island open on the Victor, he made the signal for his squadron to come to the wind, and to close with him, but it was too late; the Minerve followed so close to the corvette, as to receive the broadside of the Nereide, which had just time to reload her guns, and the Ceylon (a prize Indiaman) having also entered the narrows with her, came into action, and returned the fire with great spirit.

Du Perrée, in the Bellone, seeing that the Minerve and Ceylon had passed into the anchorage, and that the Victor lay near the Nereide, thought it best to follow and recover the corvette, whose signal he made to cut and re-hoist her colours, while the Bellone exchanged broadsides with the Nereide. By this manœuvre the whole French squadron reached the harbour, and came safely to



their moorings, under the protection of their batteries. The *Windhäm*, after the *Bellone* had passed the *Nereide*, was directed by the Commodore to follow; but the Captain, unwilling to incur the danger, preferred remaining at sea, and was taken the next day by the *Sirius*. The *Nereide* had three men killed, and sustained a good deal of damage in the action with the four ships which passed, and engaged her in succession.

On the 22d of August, when the *Sirius* joined the *Nereide*, Captain Willoughby made the signal that he was ready for action, and that the enemy was inferior in force to the two British frigates, and the master of the *Nereide* assuring Captain Pym that he could lay him alongside the *Bellone*, an attack was immediately decided on, but in steering in for this purpose, the *Sirius* grounded, and could not be got off till the following day, at noon: on the 23d he was joined by the *Iphigenia* and *Magicienne*, commanded by the Captains Lambert and Curtis. With this additional force it was conceived that the enemy could not resist, and without giving them a moment to raise more batteries, the British squadron again stood in to attack them.

The following extract from the log of the *Nereide*, will convey a better idea of the state of the ship, and the squadron, than any language, however forcible, from the pen of a person not actually present:

The enemy commenced firing from the ships and batteries at 5. 10. P. M. brought up with the small bower in five fathoms off shore a quarter of a mile, and within half pistol-shot of the Bellone and Victor, veered to half a cable, and commenced action at 5. 30. The Magicienne grounded within musket-shot of the Minerve, and commenced action chiefly with musketry. From her position only three guns could bear. At 5. 30. the Iphigenia anchored on the Magicienne's larboard-quarter, and commenced firing. At 5. 40. the Sirius grounded, nearly out of gun-shot. The Minerve, Victor, and Indiamen, cut, and ran on shore, in doing which, they ran foul of the Bellone, which also cut; and altered her position nearer in shore. Our spring shot away, swung round with our stern to the Bellone; cut our small bower cable, and let go the best, to bring our starboard guns to bear. Captain Willoughby severely wounded on the head. At 10. most of the quarter-deck and fore-castle guns, being dismounted—most of the guns disabled on the main-deck—the squadron on shore, and unable to render us any assistance—hulled from shipping and batteries—Nereide aground astern—Captain Willoughby ordered a boat to be sent to inform Captain Pym of our situation. At 10. 30. the boat returned, with orders for Captain Willoughby to repair on board the Sirius, which he declined doing—a boat was then ordered to the Bellone, to say we had struck, being entirely silenced, and a dreadful carnage on board—an officer came from the Iphigenia, to know why we had ceased firing? At 11. 20. our boat returned, not being able to reach the Bellone, being in a sinking state from a shot—the enemy continued firing on us at intervals during the night. At midnight moderate with rain, wind S. E. At 12. 30. A. M. the main-mast went by the board. At 1. 30. several ropes on fire, which were luckily extinguished—hoisted French colours in the fore-rigging—the batteries and the Bellone still firing into us, although we bailed the latter to say we had struck—perceiving the Union Jack which had been nailed to the mizen-mast head, still flying, and no rigging or ropes to go aloft by—cut away the mizen-mast, on which the enemy ceased firing. About 2 P. M. the Bellone's boat boarded, spiked the guns, and took possession of the keys of the magazine. At 5, we observed the Magicienne's (ship's company) quit her, she being on fire. At 11. 30. she blew up—Iphigenia warping out.

At 2, two French officers came on board, and committed the bodies of the slain to the deep—the *Iphigenia* trying to get the *Sirius* off. At 9, observed the boats quit the *Sirius*, she being on fire. At 10, the boats came from the *Bellone* to land the prisoners—wet the decks by order from the French officers, who were fearful the explosion from the *Sirius* should set fire to the *Nereide*, she being to leeward, and the wind strong.

Commodore Du Perrée, as soon as the *Sirius* grounded, turned a defeat into a most decided victory. Captain Pym and his gallant associates continued the fight until two o'clock in the morning, when a mutual cessation of fire gave a short respite of two hours to the combatants. In the mean while fresh troops poured into the enemy's ships from the shore, and replaced the killed and wounded.

The whole of the French ships had taken the ground, but in such a position as to give them every advantage over ours. While the *Nereide* had sunk as low as the shoal would admit, the French still continued to fire on her, not knowing her colours were down, and killed or wounded nearly every officer and man on board. No part of her was sheltered; the shot of the enemy penetrated to the hold, and the bread-room, where a young midshipman was killed, as he lay bleeding from a previous wound. Captain Willoughby, having lost an eye, and being otherwise severely hurt, was removed from the bread-room to the fore part of the hold, as less exposed to shot. One hundred and sixteen men lay dead on her decks, and of the wounded many died on landing. Lieutenant

(now Captain) Henry Collins' *Déacon*, received two-and-twenty wounds. Not an officer escaped unhurt; and very few of the men.

By a French survey of Port Imperial, and the position of the contending ships, drawn by a Mr. Marçon, who was present, it has been made to appear that the *Sirius* grounded at the distance of sixty-three toises (nearly English fathoms) from the *Bellone*, and the *Nereide* not thirty; the two other ships in the intermediate distance. This statement is notoriously incorrect: the *Sirius* was nearly a mile from the enemy; the *Iphigenia* about the same distance; the *Magicienne* much nearer; and the *Nereide* about two hundred yards.

The *Magicienne*, it appears, had eight men killed, and about twenty wounded; and being bilged and sinking, was set on fire by Captain Curtis, who carried his crew to the *Iphigenia*. Captain Pym, after having laboured two days and two nights to get the *Sirius* afloat, was obliged to burn her, and she blew up on the night of the 25th, at eleven o'clock. He also repaired with his crew to the *Iphigenia*, who now had on board nearly one thousand men, and was completely blocked up in an enemy's port, without water or provisions. The French squadron which he had engaged was refitting and getting afloat in his rear, while in his van three frigates, released from Port Louis, appeared in the offing, under the command of Commodore Hameln. These were, the *Venus*, *La Manche*, and *Astrée*. Captain Lambert having,

on the 27th, by excessive exertion, succeeded in warping his ship up to the Isle de la Passe, found himself under the necessity of capitulating to Monsieur Hameln, under a promise that himself and the people should be sent to the Cape of Good Hope within one month; but in this the French government infamously failed. The officers and men were treated with the most inhuman cruelty; and their unmerited sufferings were aggravated by the insults of the wretches who, having from our service entered that of the enemy, were appointed to guard them. The narration of Lieutenant George Grimes, one of the sufferers, would rouse the indignation of the country; but as the time is gone by, and we trust that France, and future belligerents, will adopt a milder and more Christian-like mode of treating their prisoners, we shall dismiss the subject.

The first object of Captain Pym, after the failure of his attack, was to apprise Commodore Rowley of what had happened; he therefore, before the surrender of the *Iphigenia*, dispatched a boat with a letter to the Commodore. To conclude this painful part of our labour, we must observe that the officers and crews of the four frigates were honourably acquitted by the sentences of the courts-martial, before which their conduct was investigated.

On Captain Willoughby they passed the highest eulogiums for the "noble" defence of the *Nereide*; but censured him for having made the signal to

Captain Pym, when the *Sirius* only was in company, that the enemy was of inferior force.

The firing of the enemy appears to have been particularly directed against the *Nereid*; probably, in revenge for the disgrace they had suffered, in passing her on the 20th, of August. The first lieutenant, Mr. John Burns, was killed; as were also Lieutenant Morlett, 33d regiment; Lieutenant Aldwinkle, Madras artillery; and Mr. G. Timmins, midshipman. The French owned to thirty-seven killed, and one hundred and twelve wounded, in this affair.

The misfortunes of the British navy followed close upon each other. The *Ceylon* (not the one we have been speaking of, but another Indiaman, purchased into the service at Bombay), was commissioned as a ship of war, and the command of her given to Captain Charles Gordon. She mounted thirty guns; but was indifferently manned as to seamen, although she very fortunately had on board some soldiers, who assisted in her defence; which, for its obstinacy, and the happy results to which it led, did more honour to her captain and crew, than many victories we have recorded, which have received the reward usually allotted to merit. This action of Captain Gordon's led afterwards to the success of Commodore Rowley.

The *Ceylon* sailed from Madras in August, under orders from Vice-admiral Drury, with Major-general Abercrombie, and a small body of troops on board, to assist in the capture of the Isle of France.

On the 17th of September, she arrived off Port Louis, and discovered seven sail of French frigates, and a corvette, lying in the harbour. The British squadron not being in sight, Captain Gordon made all sail for the island of Bourbon, pursued by two of the frigates, one of which brought him to close action, which was maintained for an hour and ten minutes. About midnight, the enemy hauled off, and dropped astern, but renewed the action at two in the morning, accompanied by the second frigate, who was very soon reduced to a mere wreck by the gallant fire of the Ceylon; and she fell astern, with her mizen-mast, and fore and main-topmasts over the side. Unfortunately, the united fire of the two frigates shot away the topmasts of the Ceylon about the same time, and she became unmanageable. The action was still continued until five A. M. when one of the frigates, with her fore and main-mast standing, took a raking position under the quarter of the British ship, where she kept up a fire, unchecked by any return from the Ceylon, whose gallant Captain directed the mizen-topsail to be cut away, to enable the ship to get before the wind. This resource failing, and every thing having been done for the preservation of the ship, the colours were hauled down to superior force. The frigates were the Venus, of forty-four guns, eighteen pounders, and three hundred and eighty men; and the Victor (formerly English), of sixteen guns, and one hundred and twenty

men. The Ceylon had ten men killed, five dangerously wounded, eight severely, and eighteen slightly. Captain Gordon was, of course, most honourably acquitted for the loss of his ship.

It was under these painful circumstances, with scarcely as much force as common prudence would have required to ensure his safety from capture, that Commodore Rowley proceeded to retrieve the distresses of his countrymen. He had very fortunately agreed with his active coadjutor, Colonel Keating, that a military post should be established on Flat Island, after having secured the possession of Isle de la Passe. For this purpose, the Bombay Merchant, a large transport, was loaded with provisions and water sufficient for both islands, and took on board the flank battalion, under the command of Lieutenant-colonel Austen. He had just completed this part of his arrangement, when, on the 22d of August, he was joined by the Windham, recaptured from the enemy by the Sirius on the 21st, and by her he learned that Du Perrée had forced the passage of the Isle de la Passe, and that it was the intention of Captain Pym to attack him in that anchorage, without waiting for any farther reinforcement. The more highly Rowley appreciated the talents and courage of Captain Pym, the more he dreaded this fatal resolution, knowing the extreme hazard of the enterprise; certain that he would make the attempt, yet convinced that



in the course of a few weeks, the enemy's squadron must surrender without firing a shot to the united forces which were coming to attack the Isle of France.

Two of the flank companies, and a detachment of artillery, were hurried on board the *Boadicea*; the transport, with the remainder of the force, was directed to follow; but baffling winds unfortunately retarded the passage, till the event was decided. A boat (which had been sent away by Captain Pym) was picked up on the 27th by the Commodore, which acquainted him with the result of the action at Port Imperial, on the 23d and 24th. Never was an officer more completely mortified and disappointed than the Commodore, on receiving this melancholy despatch. On making the Isle de la Passe, on the following morning, he perceived two of the enemy's frigates close off the port; he stood within gun-shot of one of them, and within six miles of the Isle de la Passe, when he saw the *Iphigenia*, but could not approach her (although she was at that time in possession of the English), a third frigate coming down upon him from to windward.

The Commodore tacked and stood off, and was chased by the French squadron. *La Venus*, having a great superiority in sailing, might easily have brought him to action, but appeared to wait for the coming up of her consort, *La Manche*. It now became a scene of tactics, in which the superior genius of Rowley turned all the fortune of the war

in his favour. He ran as far to leeward as St. Denis, in order to give an opportunity to the transport to succour the Iphigenia, and perhaps afford time for her to escape, by bringing the French frigates away from the Isle de la Passé. The Boadicea was therefore at daylight tacked, and directed towards the two French frigates, when they again renewed the chase, until she arrived off St. Denis, whence Rowley sent an express to Captain Tomkinson, of the Otter, to move with his whole ship's company into the Windham, and join him immediately. Arriving off St. Paul's, the Commodore found that Captain Tomkinson had declined the command of the Windham, as being unfit for service; in consequence of which, Captain Lyne had with the most indefatigable exertions fitted the Emma transport, with the guns of the Windham, and joined the Commodore off the port. With this timely assistance, Rowley resumed his route towards the Isle of France; but finding the Emma could not keep up with him, he detached her to Rodrigue, to give information to any of our ships she might meet with, of the state of the enemy's force, and proceeded in the Boadicea to the Isle de la Passé, where, on his arrival, he found that the Iphigenia had sailed, and that four ships remained in the port, which, it was ascertained, were the Bellone, Minerve, Nereide, and Ceylon.

The Iphigenia having capitulated, nothing more could be done at that time. Commodore Rowley returned to St. Paul's bay, in the island of Bour-

bon, whence this indefatigable officer weighed again on the morning of the 12th of September, in company with the Otter sloop of war, and Staunch gun-brig, to attack the Astrée and Iphigenia, which had appeared in the offing. At this moment, he had the satisfaction of seeing the British frigate, Africaine, commanded by Captain Corbett, join him in chase of the enemy. Fortune smiled, and the labours of the gallant Rowley drew to a glorious conclusion; but he was yet to feel one more deep and cutting disappointment. The Africaine outsailed the enemy: Corbett, with justifiable zeal, for which he has been blamed, did not hesitate in bringing the two frigates to action, which he did at three o'clock in the morning. The Boadicea was at this time about five miles astern; the wind died away; the Africaine was overpowered; and, if we have not been greatly deceived, was lost by the misconduct of her crew. The intrepid Captain had his leg shot off. The enemy raked him, and their united fire compelled the senior lieutenant to surrender. Corbett did not (we fear would not) survive his capture; thirty-six of his men were killed, and ninety-two wounded. The dawn of day once more broke on Commodore Rowley in presence of an enemy superior to him in force, and in number, but inferior in courage, science, and resources. They appeared to have suffered little, and the Africaine had all her masts and yards, her mizen-topmast only was gone; she was in their possession. To

have renewed the action under these disadvantages would have been an act of madness; the *Boadicea* was alone; and it was known, that two other enemy's frigates and a corvette were then cruising in the neighbourhood. The Commodore therefore returned to bring up the *Otter* and *Staunch*, their out of sight astern, which having joined, he led them towards the enemy, who abandoned the *Africaine* at his approach, leaving an officer and nine Frenchmen in charge of her, with most of the wounded, and about eighty-three of the crew, whom the French had not time to remove. Besides the Captain of the *Africaine*, Mr. Parker, the master, was killed; the first and second lieutenants, lieutenant of marines, a mate, and three midshipmen were wounded, and carried away prisoners to the Isle of France.

The frigates which had effected the capture of the *Africaine*, were the *Astrée* and the *Iphigenia*, the last so recently taken at the Isle de la Passe. Lieutenant Joseph C. Tullidge, first of the *Africaine*, and senior surviving officer, was tried in England for the loss of that ship. It appeared to the court, that he had most faithfully discharged his duty; had received four severe wounds; and when nothing could be done to save the ship, he surrendered. He was therefore most honourably acquitted, and promoted to the rank of commander.

The Commodore concludes his narrative at this period, with a humble and therefore a more impressive recommendation of his first lieutenant,

Mr. Laugharne. He arrived in St. Paul's bay once more on the 18th of September, with the shattered Africaine, and again prepared to pursue the enemies of his country. He had not been many hours at anchor, before they made their appearance, three sail, two of which had suffered in their masts and rigging. The Boadicea, with the Otter sloop, and Staunch gun-brig, instantly went in pursuit; but light winds retarded their movements so long, that, before they could clear the bay, the enemy were nearly out of sight. The Boadicea, however, having the advantage of a fresh breeze, neared them rapidly. The only one which appeared not disabled, had a crippled ship in tow; this she cast off, to save herself by flight. The third ship, having no topmasts, and only her courses to set, bore up to assist her crippled consort. This enabled the gallant Rowley to run close alongside; and with a few well directed broadsides, he soon silenced her fire, and displayed a British flag at her mainmast-head. She proved to be the French imperial frigate, La Venus, of forty-four guns, with a complement of three hundred and eighty men victualled and stored for six months, and commanded by Monsieur Hameln, senior officer of the French squadron in the Indian seas. In this action the Venus had nine men killed, and fifteen wounded. This is the ship which had engaged and captured the Ceylon in the early part of the same morning.

The Venus (and we fear her captain, Monsieur

Hameln) was in India the preceding year. In the month of October, he went to the British settlement of Tappanooly, in the island of Sumatra, and laid it waste, taking the female part of the inhabitants on board a prize: he set fire to the town, plundering it of every article, and burning every building, both public and private. If Commodore Hameln was present at this detestable and disgraceful scene, he ought (when taken) to have been sent back to Tappanooly, and made to answer for his barbarity with his life. What more could have been done by the subjects of the king of Ashantee, than was perpetrated by this representative of the Emperor of a refined and polished nation? Is there any example of such conduct in the British army or navy? We are proud to say there never was, and we think never will be.

The Ceylon was immediately retaken by Captain Tomkinson, in the Otter. On the 21st of September, the Commodore had returned with all his prizes to St. Paul's bay, where his friend, Colonel Keating, zealously gave him every assistance, and filled up the complements of the ships with soldiers from his garrison. The Boadicea had no one killed, and only two wounded in the action. Captain Tomkinson, of the Otter, Lieutenant Laugharne, Lieutenant Strutt, of the Staunch, and Lieutenant Ramsay, of the 80th regiment, are particularly mentioned as having distinguished themselves in this unexampled piece of service.

The successes of Commodore Rowley prepared

the way for the final reduction of the Isle of France, to which Vice-admiral Bertie directed the forces under his command. There was one circumstance attending the attack on this island, which, though hitherto scarcely noticed by historians, contributed greatly to enlighten the minds of the inhabitants, till then kept in profound ignorance of the state of things. We mean the daring adventure of Captain Willoughby, of the *Nereide*, who, after landing at Jocotel, penetrated into the interior of the island, and distributed the proclamations which made the inhabitants acquainted with the views of the British government, and induced them, on our forces' landing, to lay down their arms, and gladly avail themselves of British protection.

In his letter to the Secretary of the Admiralty, dated on board the *Africaine*, in St. Paul's bay, Isle of Bourbon, 13th of October, 1810, Vice-admiral Bertie says, "I hoisted my flag on board the *Nisus*, and sailed from the Cape of Good Hope, on the 4th of September, for the Isle of France. On the 2d, I made the land, and proceeded to reconnoitre Port South East, and Port Louis, or Port Imperial, without meeting any British cruiser. Thence I proceeded to St. Paul's bay, where I found the *Boadicea*, *Otter*, and *Staunch* gun-brig, together with the *Africaine* and *Ceylon*, which had been taken, and recaptured from the enemy, and the imperial French frigate, *La Venus*. A momentary superiority thus obtained (says the Admiral) by the enemy, has been promptly and de-

cisively crushed, by the united zeal, judgment, perseverance, skill, and intrepidity, of Captain Rowley, in the *Boadicea*.”

The Vice-admiral, on his arrival in the island of Bourbon, prepared to attack the Isle of France. The prize and recaptures were immediately equipped. The name of the *Venus* was changed to that of the *Nereide*, in compliment to the gallant defence of that ship; and in eleven days after the Admiral's arrival, the *Boadicea*, *Africaine*, *Nisus*, *Nereide*, of thirty-eight guns, and the *Ceylon*, of thirty guns, were all ready for sea. A fortunate circumstance succeeded to our disasters. The *Ranger* transport had been taken by the *Venus*, loaded with stores and provisions for the squadron; the loss of this vessel was therefore a misfortune which threatened most serious consequences; but when the *Venus* was captured by the *Boadicea*, she was found to have on board all the stores of the *Ranger*, which completed the victualling of the British squadron to four months. Major-general Abercrombie, who, with his staff, was taken in the *Ceylon*, was also retaken in the *Venus*; another fortunate event, as this officer was intrusted with the command of the army intended to reduce the Isle of France.

With these preparations the Vice-admiral put to sea, and arrived off Port Louis on the 19th, where he found the enemy's squadron lying in the harbour. On the 24th, he was joined by Rear-admiral Drury, from India, with the *Russel*, seventy-four, *Clorinde*,



Doris, Phaeton, Bucephalus, Cornélia, and Hesper: taking the Rear-admiral under his orders, and leaving a sufficient force to blockade the port, he proceeded to Rodrigue to join the transports, with the army from India; this he effected on the 3d of November, and found there all the force he expected from Bombay. The division from Madras arrived on the 6th, under convoy of the Psyche and Cornwallis; and Rear-admiral Drury was directed to resume his station in India, taking with him the Russel, Phaeton, and Bucephalus. The division from Bourbon arrived on the 12th; that from Bengal, on the night of the 21st, under convoy of the Illustrious, joined the fleet in the offing; the Vice-admiral and the whole force soon after bore up for Grande Bay, in the Isle of France, where the fleet, to the number of seventy sail, anchored on the 29th, twelve miles to windward of Port Louis. The troops, the seamen, marines, and artillery, were landed the same day, without loss or accident. The army immediately commenced active operations, while the squadron watched its movements, and landed its supplies as fast as they became necessary. The force being infinitely beyond what was requisite for the capture of the settlement, General De Caen sent out terms of capitulation, which, being modified by the British Chiefs, were finally agreed to, and the Isle of France became a British colony, which it has ever since continued.

The ships and vessels taken in Port Napoleon, or Port Louis, were the frigates *Astrée*, of forty-four guns; *Bellone*, forty-four; *La Manche*, forty-four; *La Minerve*, fifty-two; the *Victor* corvette, twenty-two guns; the *Entreprenante*, and another, of fourteen guns each; all fine vessels; besides thirty-one sail of ships and brigs of large tonnage. The *Iphigenia* and *Nereide*, of thirty-six guns each, were also recaptured.

The amount of booty on this island was not very considerable. The distribution of the proceeds became a subject of litigation between the Vice-admirals Bertie and the Honourable R. Stopford, the latter having been appointed to the command of the Cape of Good Hope station, to supersede the former, previously to the surrender of the Isle of France. Sir William Scott, after a long hearing, gave it in favour of Vice-admiral Bertie, who gladly paid all the expenses of the appeal.

The Isle of France, though a great acquisition to our colonial interests on the peninsula of India, was obtained by a convention no ways superior to that of Cintra. The garrison were not even made prisoners of war, for an exchange; but given up unconditionally, and provided with ships to carry them to France. The islanders were to maintain their civil and religious liberties, and their laws. Thus, by the crooked and dishonest policy of Napoleon, was France deprived of these valuable colonies in the East Indies, and at the

same time lost all that she possessed in the West. The capitulation of the Isle of France is dated December 3, 1810.

*List of Ships employed at the capture of the Isle of France,  
December 3, 1810.*

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Africaine .....	44	{ Flag—Vice-admiral Bertie Captain T. Graham
Illustrious .....	74	William Broughton
Boadicea .....	38	Commodore Josias Rowley
Nisus .....	38	P. Beaver
Cornelia .....	36	H. F. Edgell
Clorinde .....	36	Thomas Briggs
Menelaus .....	38	Sir Peter Parker, Bart.
Doris .....	36	— Lye
Phœbe .....	36	James Hillyar
Nereide (formerly French Venus) ..	44	— Henderson
Psyche .....	36	John Edgecumbe
Ceylon (retaken) .....	30	William Tomkinson
Hesper .....	32	William Patterson
Hecate .....	18	G. Rennie
Eclipse .....	18	— Lyne
Emma, government armed ship ..	..	{ — Street (promoted from the Staunch)
Staunch, gun-brig .....	14	Lieutenant Craig
Acteon .....	16	Lord Viscount Neville

The Commander-in-chief in the East Indies having received orders to put the island of Java and all the Dutch settlements in the Moluccas under a strict blockade, directed Captain Edward Tucker, in the *Dover*, of forty-four guns, to proceed to attack Amboyna; where he was joined by the *Cornwallis*, of seventy-four guns, and the Dutch sloop of war *Mandarine*, which she had taken; with these ships, and a body of Company's troops, Captain Tucker, by a very expert and sea-

manlike manœuvre, succeeded in surprising the island. Having all his boats out, with the troops in them ready to put off, he kept them at the sides of the ships most remote from the enemy, and getting under weigh, pretended to stand out to sea, but in fact, by keeping his sails lifting, he allowed his ships to drift close into the spot where he intended to make a landing; passing this within two cables' length, he suddenly let go his boats, the troops, seamen, and marines, under the orders of Captain Court, instantly landed, while the ships engaged the forts and surrounding batteries for two hours and a half, the party advanced and carried by storm the heights commanding Portuguese bay, into which the squadron immediately proceeded, and came to an anchor. On the following day the enemy, intimidated by the effects of the bombardment, and the spirit of their assailants, thought proper to capitulate; and on the 17th of February, 1810, the island of Amboyna was again subject to the crown of Great Britain. Captain Tucker was assisted in this successful enterprise by the Captains W. A. Montague and Spencer; Lieutenants Peachy (now Viscount Selsey), Dabine, and Inledon. The force which the enemy had to oppose to the British, amounted to one hundred and thirty European, one thousand Javanese and Madurese troops, the officers and crews of vessels sunk in the harbour, many of whom were Europeans, amounting to two hundred and twenty men, be-

sides the Dutch inhabitants and burghers. Amboyna is the residence of the governor of the Moluccas. With this island were taken or destroyed, seven vessels of war, of various descriptions, forty-two government supply vessels, and three neutrals; and the boats of the *Dover*, up to the 22d of January, had captured no less than twenty Dutch gun-boats, from eight guns and sixty men, to one gun and five men. On the 5th of February, Captain Tucker, in company with Captain Spencer, of the *Samarang*, captured, off Amboyna, the Dutch brig of war, *Rembang*, of eighteen guns and one hundred men, and the *Hope*, of ten guns and sixty-eight men.

Captain W. A. Montague, in the *Cornwallis*, successfully attacked the fort of *Boolo Combo*, on the island of Celebes, spiked the guns, and drove out the troops, after which, three of his boats, under the command of Lieutenant Vidal, of the same ship, boarded and brought out a brig, lying under the Dutch fort of *Manippa*: she was found to contain the most acceptable cargo of turtle, fowls, fruit, and sago, refreshments of which his ship's company stood in the greatest need. On the 2d of March, Lieutenant Peachy, of the same ship, boarded, with the boats, a Dutch brig of war, of eight guns, and forty men, and carried her. She was pierced for fourteen guns. One Englishman was dangerously wounded, and four slightly. The enemy had one officer killed, and twenty men wounded.

Lieutenant Augustus Vere Drury, of the *Sylvia* cutter, captured a Dutch national brig of eight guns, with two transports and three piratical prows. In the same year Captain Byng, now Viscount Torrington, commanded the *Belliqueux*, of sixty-four guns, with the *Sir Francis Drake* frigate, of thirty-eight guns, under his orders. The boats of both ships, led by Lieutenant Prior, first of the *Belliqueux*, boarded and carried a French ketch, and several of the enemy's gun-boats in the bay of Bantam. The ketch and two gun-boats were destroyed, though protected by a heavy fire from the batteries.

In the month of June, Captain Tucker approached the Dutch fort of Goronletto, in the bay of Tommine, on the north side of the island of Celebes, where the Dutch colours were flying. Finding that no Dutch officer was present, but that the whole settlement was held under the good pleasure of that government, by the Sultan and his two sons, who bore Dutch commissions, Captain Tucker waited on the Sultan, and after a proper representation, his Majesty was induced to forego his connexion with Holland, and to acknowledge the supremacy of the king of Great Britain; the whole trade of the island was thus thrown open to British shipping. Manado surrendered in the same manner; and from thence Captain Tucker proceeded to Ternate, where, having landed a body of the Company's troops, seamen, and marines, to the number of one hundred and seventy-four, under

the command of Captain Forbes, of the Company's service; the island was reduced to submission. A part of the force which took this island was brought from Amboyna.

Captain (now Sir Christopher) Cole, in the *Caroline*, of thirty-six guns, had been detached by Rear-admiral Drury, with a disposable force of Madras native infantry, to attack the Molucca islands, where Captain Tucker, from the extent of his operations on the enemy, required immediate support. The Piedmontaise frigate, Captain Foote, and *Baracouta* brig, of eighteen guns, Captain Keenah, were under his orders, and with less than two hundred and forty men Captain Cole landed, and took possession of the island of *Banda-neira*, the chief of the Spice Islands. This conquest was achieved under difficulties from which many might have retreated without dishonour: the place was strongly fortified, and defended by seven hundred men, with a numerous artillery, mounted on the most commanding batteries. The night was chosen for the time of attack, when wind and rain conspired to conceal their approach. Their first landing was effected within a hundred yards of a ten-gun battery, stormed in the rear, and taken by Captain Keenah and Lieutenant Carew, without the firing of a musket. The garrison being made prisoners and secured, the party pushed, with the assistance of a guide, to the castle of *Belgica*, and as the intrepid invaders marched round the walls of the town, they heard the sound

of the bugle, rousing the garrison to arms. Scaling-ladders were placed against the walls of Fort Belgica, and the outer pentagon carried; the sentinels began to fire, but, unchecked and undaunted, the assailants lifted their scaling-ladders from one out-work to the other. The enemy scarcely gave himself time to fire his guns: darkness and fear multiplied the force and number of the foe, and the garrison fled with terror and precipitation through the gateway, leaving the Colonel-commandant and ten other people dead, and two officers and thirty men prisoners. When daylight came, the British were in possession of Belgica, while the fort of Nassau, and the sea defences, lay at their feet; the enemy were at their guns at the different posts. At sun-rise the Dutch flag was hoisted on Nassau, and the sea-batteries began to fire on the British ships. Leaving a part of his men to guard Belgica, Captain Cole advanced with his ladders to storm Nassau, when Captain Keenah, whom he had sent with a message to the Governor, returned with a promise of submission. The British colours were immediately displayed on the forts, in which they found mounted one hundred and twenty pieces of cannon, defended by seven hundred regular troops, besides the militia. The capture of this island was another heavy blow to the commerce of the enemy, and its reduction under such peculiar circumstances, justly obtained for Captain Cole the order of the Bath, which was afterwards conferred on him by his sovereign.



In August, 1810, Captain George Harris, of the *Sir Francis Drake*, captured off Java a Batavian ship of eight guns, a schooner of six guns, a privateer, two gun-boats, with four guns each, and, in addition to these, between the 9th of August and the 8th of September, seven Batavian gun-boats, five piratical prows, and thirty-five Dutch trading vessels.

In the West Indies we have little more to relate than the capture of the remainder of the French islands. The British government being determined to destroy the commerce of France in every part of the world, our arms reaped an ample harvest of honour and riches; in the last spoils of the Caribbee Islands.

The first operation this year was the attack of Bay Mahaut, in the island of Guadaloupe, by Captain John Hayes, of the *Freya*, of thirty-six guns, who sent Mr. David Hope, his first lieutenant, with the boats, into the bay at night, on the 21st of January, where he experienced great difficulty in finding a passage, and met so many shoals, that the headmost boat got ashore eight or ten times. At a little after eleven o'clock he took a fisherman, who informed him that a troop of regular soldiers had arrived there from Point Pitre, and also a company of native infantry. As they approached the shore within gun-shot, a signal gun was fired, and instantly followed by a discharge of grape from a battery on the N. E. point, and another at the head of the bay, together

with the guns from a brig, and muskets from the bushes from one battery to the other. Under this fire the boats went to the brig; but, finding her abandoned, they pulled to the shore; as they advanced to the battery, the enemy retreated, and took post behind a thick breast-work, and over it engaged with musketry: from this they were soon driven. Mr. Hope found their magazines, containing twenty barrels of powder, and implements of war, all which he destroyed; also one twenty-four pounder. About half an hour after, he carried another battery of three twenty-four pounders, the whole of which he spiked, and rendered useless; the carriages and guard-house were burnt. This battery was very complete, with a ditch all round it, and had a small bridge and gateway entrance. After this service was performed, Mr. Hope returned to the brig, which he found fast in the mud, the enemy having cut her cables on leaving her: with much difficulty and exertion he got her off. Near her lay a large English-built ship, under repair, and in-shore of her, a very fine national schooner, pierced for sixteen guns, twelve only on board. Unable to move the ship, it was impossible to bring out the schooner, which lay within the creek; he therefore set fire to, and burnt both of them. The enemy lost many men; two officers were found dead, and several wounded, in the batteries.

The island of Guadaloupe had enjoyed some period of tranquillity, at least if the iron

sway of the Governor deserved that name. The expulsion of the English in 1795, had given the ferocious and cruel Victor Hugues an opportunity of restoring the arbitrary power of his predecessors. Slavery was more firmly established than ever. Supplies of men and ordnance, stores of provisions, and fast sailing vessels of war, had been forwarded with unusual zeal and ability from the mother country; and though many of the frigates and sloops fell into our hands, Guadaloupe prospered, under the government of Ernouf, and her harbours and bays afforded ready protection to the privateers, which, by their activity, gave incessant annoyance to our trade: added to these considerations, the island was a colony of great advantage to France, who much needed its produce, its capture was therefore decided on.

The same season for military operations was chosen as that of the preceding year, when Martinique was taken, and the same commanders by land and sea conducted the expedition. Vice-admiral Sir Alexander Cochrane, and Lieutenant-general Sir George Beckwith, having received their instructions, the ships of war were immediately sent to the different islands, to collect the contingent of troops from each. The Admiral and General sailed on the 22d of January, for the appointed rendezvous in Prince Rupert's Bay, in the island of Dominica, whence, the forces being all collected, and the arrangements completed, the expedition sailed on the 24th.

Sir Alexander Cochrane ordered Commodore Ballard, in the *Sceptre*, to conduct the second division of the army to the Saintes, and followed, himself, in the *Pompée*, with the first division, which, on the 27th, anchored off Gosier, in the island of Guadeloupe: at four o'clock the next morning, this division, conducted by Captain Fahie, and headed by the Commander-in-chief of the troops, landed without opposition at the village of St. Marie, whence they moved on to Cabsterre. While this division was advancing, Commodore Ballard weighed from the Saintes, and with his division made a feint upon Trois Rivières, which drew the enemy from the difficult pass of Trochier. The Commodore in the evening landed his troops to the northward of Basseterre, and they marched towards the right of the enemy. On the 2d of February, the troops proceeded to the heights of Palmiste, and the shipping anchored about two miles to the northward of Basseterre, into which town, Captain Fahie, with the marines of the squadron, marched and took possession.

On the 3d, Brigadier-general Harcourt's division warmly engaged, and drove back the enemy with considerable loss. The reserve, under Brigadier-general Wale, beat their left, and gained the important pass of Matouba. Astonished and confounded by the vigour and number of his enemies, General Ernouf, sent his aide-de-camp with terms of capitulation, which were agreed on. Commodore Ballard and Brigadier-general Harcourt,

were named as commissioners by the British Commanders, and the terms were signed and delivered on the 6th, at eight o'clock in the morning. Thus, after only eight days of resistance, this island fell a second time into our hands. The naval officers employed with the army on shore were Commodore (now Rear-admiral) Ballard, Captain (now Rear-admiral Sir W. C.) Fahie, and the Captains Stanfell, Dilkes, V. V. Ballard, Watson, Elliott, Flinn, and Dowers; and Captain Abbott, of the marines of the *Pompée*, who was wounded. The cannon were dragged, and all the heavy work done, by the seamen, to the entire satisfaction of the General, who pronounced a warm eulogium on the naval officers employed with him. The loss sustained by the enemy at Guadaloupe on this occasion was about six hundred killed and wounded, and two thousand prisoners. Detachments of British troops soon after took possession of St. Martin's and St. Eustatia, belonging to the Dutch, and Sir Alexander Cochrane congratulated the government on the extinction of the power of France and Holland, in the Caribbean seas. Sir Alexander Cochrane was appointed governor of Guadaloupe, which he held for three years. It was during his government on this island that he procured the skeleton, embedded in lime-stone, which now lies in the British Museum.

The capture of the enemy's colonies in the West

Indies, particularly those of Martinique and Guadeloupe, obtained for the army and navy the equal and highly honourable approbation of both houses of Parliament. The two professions had acted together with the most perfect unanimity for the honour and interest of their king and country. The navy, without arrogating to itself any undue share of credit, was more instrumental to these conquests than the army, because more in its sphere of action. Yet the officers of the army had the honour of wearing medals and clasps, for the taking of Martinique and Guadeloupe, while those of the navy had none! To consolidate the union of the two services, has ever been the wish of the author of these pages; he therefore alludes to the painful subject more 'in sorrow than in anger.' The battle of Waterloo crowned the great pyramid of glory acquired by our soldiers on the continent of Europe, and in Egypt; but was the battle of Trafalgar less glorious, or less important, to Britain? Were British valour and skill less conspicuous on the day that Nelson (under Providence) sealed the safety of his country, and asserted the empire of the seas, with his own blood? Was the destruction of the naval power of France and Spain less glorious or less beneficial to this country, than the destruction of an army which at most could but have overrun Belgium, before it was crushed by the united powers of Russia, Prussia, and Austria? For Waterloo the army had medals

and clasps; and ribands, even to the private soldiers: the latter had two years' servitude allowed to them. These rewards were bravely won, and well bestowed. Would not the men of Trafalgar have been equally grateful, and more than ever attached to the service, by such a mark of royal favour? Nelson to his last hour never knew why medals were denied to his captains for the victory of Copenhagen, which broke up the northern confederacy. If silver badges, of the value of only half a crown; had been presented in the name of his Majesty, to the captains and second captains of guns, and to seamen or marines who distinguished themselves in the late war, it would have done more towards reforming the service than all the penal laws that ever were enacted. So justly and so highly appreciated by all classes were these honorary distinctions, that we are quite sure their more general distribution in the navy, during the war, would have produced the happiest effects.

\* If a fore-mast man, by acquiring a medal, became exempted from corporal punishment, was permitted to go on shore as an officer, and allowed one or two years' time, as the soldiers were at Waterloo, we should soon have such a class of men, as would enable us to dispense with impressment, and purge our ships of ruffians and useless hands.

The year 1810 was remarkably fatal to our ships of war. In the month of August we lost in the

Mediterranean, the *Lively*, of thirty-eight guns; and in the North Seas, in the month of December, the *Minotaur*, of seventy-four guns, and five hundred men, the *Nymphe*, of thirty-eight guns, and *Pallas*, of thirty-two.

The loss of the *Nymphe* and *Pallas* was occasioned by their running on shore in the Frith of Forth, mistaking the light of a lime-kiln at Broxmouth for that which is constantly kept burning on the Isle of May. Some of the crew of the *Pallas* were drowned, the others, with all those of the *Nymphe*, were saved. As *L'Aimable*, of thirty-two guns, had run on shore only three weeks before, near the same spot, and by the same error, surely there was a palpable negligence in those who are paid for the trouble of inspecting and providing the coast lights. On no consideration should a false light be allowed to burn, when by its being mistaken for a true one, the most fatal accidents might ensue. The Trinity Board are responsible for the maintenance of the lighthouses, and though they certainly have not the power to extinguish a lime-kiln, their representation of its existence ought to have been, and probably was, laid before the government, but we never heard that measures were taken to prevent the evil consequences. The Captains Claye and Monke, of the *Nymphe* and *Pallas*, were honourably acquitted for the loss of their ships, as was also the captain of the *Lively*.

The *Minotaur* in the same month returning from



the Baltic with a convoy, ran upon the Haak sands off the Texel. The ship was totally lost, with Captain John Barrett, her commander, and near four hundred of the crew. One hundred and ten officers and men were saved by the Dutch, and treated with great kindness and hospitality.

## CHAP. VI.

1. *Illness of his Majesty, King George III.—Regency bill passed—Affairs of the Baltic and North of Europe—Danes attack Anholt, and are defeated—Politics of Russia favourable to England—Bonaparte at Boulogne—Naiad and squadron engage flotilla, and take a praan—Lord Gambier commands the Channel fleet—Loss of the Hero, St. George, and Defence.*
2. *Spain, Portugal, and Mediterranean.—Successes of Marshal Soult—Loss of Olivenza, Tortosa, and Badajos—Siege of Cadiz—Battle of Barossa—Successful attack on the enemy's lines in the harbour of Cadiz—Sir Edward Pellew relieves Sir Charles Cotton in the Mediterranean—Siege and capture of Tarragona—Horrid massacres—Observations—Enterprises by the British cruisers on the coast of Italy, and in the Adriatic—Siege of Valencia—Defence of Tariffa by the English—Captain Hoste's action off Lissa—Capture of Figueras by the Spaniards—Captain Eyre, of the Magnificent, takes a large convoy—Captain Barrie, in La Pomone, destroys three ships in the gulf of Lagone.*
3. *North America.—Causes of the disputes between that power and Great Britain—Action between the President and Little Belt—British naval force on that station.*
4. *East Indies.—Action off Madagascar—Capture of La Renommée and Nereide, and of the settlement of Tamatave—Death of Vice-admiral Drury—Commodore Broughton assumes the command, and sails with the expedition to Java—Rear-admiral the Honourable Sir Robert Stopford arrives, and takes the command—Lord Minto arrives at Malacca—List of ships employed in the expedition—Its arrival and proceedings—Capture of Java and of Mindano.*

**T**HE mental faculties of his Majesty, King George the Third, had long been seriously impaired, and the death of her Royal Highness the Princess Amelia,

his beloved daughter, which took place on the 2d of November, 1810, completely destroyed the equilibrium of his Majesty's mind, and produced the climax of that lamented disorder, which terminated only with his life. In addition to this heavy affliction, he had at the same time the misfortune to become perfectly blind. The state of his Majesty's mind necessarily caused the suspension of all the royal functions; and the ministers, after the most anxious delays, were in January compelled to make the communication to parliament. Mr. Percival brought in his regency bill, exactly similar to that of Mr. Pitt, in 1789, when his Majesty was afflicted with the same disorder. The bill passed, and his Royal Highness the Prince of Wales, under the title of Prince Regent, took upon him the weight of the government, at the most eventful crisis that ever occurred in the history of the British empire.

The debates in parliament, on this subject, are foreign to our purpose; and as the incidents of the year are both numerous and important, we pass at once to the scenes of action abroad.

Admiral Sir James Saumarez commanded the Baltic fleet. The war with Denmark was carried on with vigour on both sides. The policy of the other northern powers was of a doubtful and irresolute nature. Negotiations continued, and assumed a favourable or unfavourable turn, as the influence of France declined or prevailed.

The commerce of the Baltic suffered the greatest

injury from the Danish flotilla, which was both numerous and daring. The island of Anholt, while in our possession, and at all other times, displayed a light, which gave considerable facility to our ships navigating the Cattegat. Captain J. W. Maurice had been intrusted with the government of this island. The Danes, aware of its indispensable necessity to us, determined to retake it. The force which they sent on this service was certainly adequate to the end, according to numerical strength. The land and sea services united, amounted to near one thousand six hundred men; the British garrison to no more than three hundred and fifty. Captain Maurice, having been apprized of the intention, was well prepared, and stationed his picquets in such a way, as to give the earliest intimation of the approach of an enemy. On the morning of the 26th of March, just before daylight, the look out on the south side of the island made the alarm signal. The garrison was instantly under arms; and the Governor, with Captain Torrens, of the royal marines, and a body of two hundred infantry, with the brigade of howitzers, were at their post. The enemy, already on the beach in great force, and under cover of the fog and darkness, was rapidly advancing to attack Fort Yorke. The Governor, perceiving that he was greatly outnumbered, and that his flanks were unprotected, retreated in good order to his fort, and to the Mazarine battery, whence a fire was opened on the invaders, with so

much precision and effect, that they were forced to fall back, and seek shelter under the sand-hills. When daylight appeared, eighteen of the enemy's gun-boats were seen at the south end of the island, within point-blank-shot. The Tartar frigate, of thirty-two guns, commanded by Captain Baker, and the Sheldrake brig, of sixteen guns, Captain T. P. Stewart, were immediately acquainted by signal with these transactions, and endeavoured to work round the shoals, and get into action; but it was some hours before they could accomplish their purpose. In the mean time, the Danish flotilla opened its fire on the works, while a column of six hundred men were on the north side of the island, and another attempted to carry the Mazarine battery by storm, but was gallantly repulsed. Captain Holtaway, of the royal marines, cut off with his party from the main body, launched a boat, and reached the fort with his men in time to assist in the defence. The enemy, with superior numbers, advanced on every side, and threatened annihilation to the English. Another attempt was made on the Mazarine battery, when the commanding officer of the Danish troops fell, as he gallantly advanced with his men. The Danes, after the death of their leader, sought shelter under the sand-hills, and were hemmed in between two fires, unable to advance or retreat. They held out a flag of truce, and offered to capitulate; but the Governor refused to listen to any other terms than unconditional surrender, which

they accepted. While this was passing on one side, another body of Danes on the other, summoned Fort Yorke; but their message was treated with contempt, and they also were compelled to lay down their arms, and submit. The number of prisoners far exceeded the garrison. Our loss was only two killed, and thirty wounded; that of the enemy, one major, two captains, one first lieutenant killed, with many private men; between thirty and forty of their dead were buried on the island, and twenty-three of their wounded were received into our hospital. Five captains, two adjutants, nine lieutenants, five hundred and four rank and file, being the whole of their infantry, were taken prisoners. They lost also a brass four pounder, field-piece, two four-inch howitzers, four hundred and eighty-four muskets, with bayonets, four hundred and seventy swords, sixteen thousand musket-ball cartridges, and fourteen four-inch shells. The Tartar and Sheldrake pursued the flying flotilla, and captured two of them; which must have conducted themselves extremely ill to be taken by the Sheldrake. One mounted two long eighteen pounders, and four brass howitzers, with sixty-five men; the other, two long twenty-four pounders; four brass howitzers, and seventy men. These vessels alone should have given the Sheldrake great annoyance, but they surrendered after little resistance; and the other twelve, pursued by the Tartar, ran in every direction. Two of the transports were captured by that frigate; and thus

concluded the invasion of Anholt. One of the vessels taken by the *Sheldrake* sunk in the night, from shot-holes in her bottom, and three Englishmen were drowned in her. The numbers of the enemy appear to have been much overrated by Captain Maurice, in his letter; but this was accidental. We have been at some pains to gain the following statement—

	<i>Men.</i>		<i>Men.</i>
Fourteen gun-boats, with . . . . .	60	. . . . .	840
Twenty-five transports, with . . . . .	30	. . . . .	750
			<hr style="width: 10%; margin: 0 auto;"/> 1590

Some of the gun-boats were larger, others smaller, than those taken by the *Sheldrake*. The transport-boats had generally about twenty men: we have taken the highest average. There were very few if any soldiers embarked in the Danish gun-boats.

Captain Pater, in the *Cressy*, who was in company with the unfortunate Admiral Reynolds, when the *St. George* was lost, had returned to the Baltic, and was employed with the *Defiance*, seventy-four, *Dictator*, sixty-four, *Sheldrake* sloop, and *Bruiser* gun-vessel, in protecting a large convoy off Heilm Island. On the 5th of July, they were attacked by a Danish flotilla of seventeen heavy gun-boats and mortar-boats. A fog prevented our ships from acting as effectually as they would otherwise have done; but the enemy was totally defeated, with the loss of four of his gun-boats, each mounting one long twenty-four pounder, and four brass howitzers, and having on board

together one hundred and twenty men. The whole of the convoy were protected.

Napoleon, ever constant to the plan of destroying British commerce, as the surest mode of undermining her power, occupied every sea-port within his grasp. Hamburgh, one of the most flourishing and commercial cities of Europe, hoisted the French flag on its walls, on the 1st of January, and was declared to be a part of the empire of France. A maritime conscription, about the same time, is said to have added ten thousand miserable beings to fill up the complements of his ships of war. Twelve hundred seamen, from the Italian states, passed through Liege, on their way to Antwerp, to man the fleet at that port; and in the month of March, a decree was passed in the name of the Emperor; authorizing a levy of three thousand men in the departments of the mouths of the Elbe, the Weser, and the Upper Ems, to be marched also to Antwerp. On the 20th of April, the Empress Maria Louisa was delivered of a son, who, on his coming into the world, was saluted by the title of King of Rome. Having extended the dominions of France in the south as far as the left bank of the Enza, in Italy, Napoleon issued more decrees against British manufactures, and indulged himself in some prophecies on the certain failure of our finances. He declared that he would have one hundred and fifty sail of the line, and conquer a maritime peace. After having assured his credulous people, that France was in the most flourish-



ing condition, he set out for Boulogne, on a tour through the northern maritime provinces. In this tour, he was doomed to experience certain mortifications, which greatly depressed his naval ardour. It will be necessary to bear in mind, that the Emperor was at the same time deeply engaged in negotiations with Russia, the effects of which will soon be explained. He completed his journey through Holland, having, as he supposed, rivetted the chains of the Dutch; returning westward, along the coast, he came to Boulogne in the month of September, where the flotilla, after an interval of idleness, began again to shew itself outside of the piers.

The presence of the Emperor alone gave a stimulus to the efforts of the marine department; and his Imperial Majesty, having ventured afloat in a barge, accompanied by a number of his field-officers, a division of praams and gun-boats came out to attack the *Naiad*, of thirty-six guns, then cruising off the port, and commanded by Captain Carteret (now Sir Philip Carteret Sylvester).

The whole coast of France, from Calais to St. Valery, was in commotion on the arrival and embarkation of the Emperor; and the deeds of his pigmy navy were expected to procure for its officers all the honours which a munificent conqueror could bestow.

The Emperor rowed along the line of flotilla, as it lay at anchor before the port, harangued the

crews, and hoisted the royal standard on board the admiral's praam, in the centre of the line. On quitting this vessel, after a short visit, he returned to his barge, where the standard was again hoisted, and a rear-admiral's flag displayed on board the praam. The Emperor continued rowing about in his boat the whole evening; and desirous of proving whether his marine had increased in skill since his last review, he ordered Rear-admiral Baste, with seven praams, to attack the Naiad. Captain Carteret being to leeward of them (a strong flood tide and a south-west wind acting together), preferred remaining at anchor, as the surest means of closing with them, and prepared for action with springs on his cable. The enemy came down within long gun-shot, gave their broadsides in succession, tacked, and continued their childish warfare for three-quarters of an hour, when they were joined by ten brigs and one sloop, carrying long twenty-four pounders. The whole of this select specimen of the invading force, continued to engage the Naiad for two hours; the British ship continuing quietly at her anchor, and returning the fire with coolness and judgment until slack water, when she weighed, partly to stand off and repair her damages, and partly by tacking to close with the cautious enemy; but it falling calm, the flotilla returned to their anchorage, and the Naiad also came to anchor in her former position, without having a man hurt. On the following morning, at seven o'clock, the same division, with the addition

of three or four other gun-vessels, renewed their attack, when the *Naiad* weighed, and working to windward, joined the *Rinaldo*, *Redpole*, and *Castilian* brigs, with the *Viper* cutter. Having formed his little squadron, Captain Carteret lay to, with his head off shore, in the hope of drawing the enemy farther from the land, making the signal to prepare to attack the enemy's van (led by Rear-admiral Baste), and not to fire until quite close to them. No sooner had the French Admiral made the signal to tack, and partly executed the movement, than the British squadron bore up after him with all the sail they could carry, receiving a continued fire of shot and shells from the flotilla and the batteries, without returning any until within pistol-shot, when the enemy were thrown into confusion. The Rear-admiral (not very gallantly) was the leader in running away, nor could the utmost efforts enable Captain Carteret to get alongside of him; he was therefore obliged to be content with another praam, whose captain very nobly coming to save his admiral, the *Naiad* ran him on board, and lashed him alongside. Mr. Grant, the master of the *Naiad*, secured the vessel with a halser, while the great guns, small arms, and boarders, cleared her decks, and she was brought out. The Captains Anderson, in the *Rinaldo*, M'Donald, in the *Redpole*, and Braimer, in the *Castilian*, chased the remainder of the flying flotilla, until they had effected a safe retreat under the protection of their batteries.

The praam mounted twelve long twenty-four pounders, with one hundred and twelve men, of whom sixty were soldiers of the 72d regiment of the line. Between thirty and forty of her men were killed or wounded. The loss on board the Naiad was two killed, and fourteen wounded; on board the Castilian, the first lieutenant (Mr. Cobb) was killed; in the other vessels, none were hurt, except the pilot of the Rinaldo. This affair seems to have completed the disgust and mortification of the Emperor; he fled again from the sea-coast, and betook himself to the more successful war of depredation on the continent of Europe.

Captain Boxer, in the Skylark, a brig of sixteen guns, in the month of November, had the satisfaction of giving the flotilla another defeat. In a gale of wind from the southward, he saw twelve sail of gun-brigs standing along shore to the eastward, and the British gun-brig, the Locust, to windward of them. They were soon brought to action, and driven on shore. One gun-brig was captured; she mounted four long twenty-four pounders, and had sixty men.

On the 24th of September, Captain Philip Brown, of the Hermes, of twenty guns, recaptured a Prussian brig running into Havre de Grace; the privateer, which had taken her, escaped. Driven from her station by strong westerly gales, the Hermes bore up for Dungeness, and on his way Captain Browne discovered a French privateer in the midst of several English vessels. It was blow-

ing very strong, and the *Hermes* had soon got alongside of the enemy, who surrendered and hove to; but while they were preparing to send a boat to her, the main-topsail yard of the *Hermes* went in the slings, and her foresail split to ribands. The lugger taking advantage of this, made sail to get away. Captain Browne was too alert for him: the damages were very soon repaired, and the *Hermes* again alongside her prize, when the rash and unskilful Frenchman attempted to cross her bows. Captain Browne feeling that they had forfeited all claim to indulgence, ran the *Hermes* on board of her, and the lugger went down. Only twelve of the men out of fifty-one were saved.

The history of the exertions of this officer in the cause of his country, from the first moment of his entering the naval service, would fill a volume. His watchfulness and activity were never surpassed: his promotion to the rank of post-captain he owes to himself. During the time he commanded the *Swan*, hired cutter, the *Vixen*, gun-brig, the *Plover*, sloop of war, and the *Hermes*, twenty-gun ship, he captured

French privateers .....	11
Detained Danish vessels .....	18
Re-captured English and others ...	14
French and Dutch merchant vessels	5
Americans .....	3
Smugglers .....	20

Vessels taken or detained      Total 71

Besides the performance of these duties, he

had produced a clear profit to the revenue of £47,215:11s. 10d. He had taken eight hundred and eighty-six French prisoners, and sent two hundred and seventeen able seamen to the fleet. If to these we add the number of vessels recaptured, and the number saved from capture by the destruction of the enemy's privateers, we shall find this officer has proved himself a very profitable servant of the crown.

On the 6th of August, 1811, Captain Hautayne, in the Quebec frigate, off Heligoland, sent his boats under the command of Lieutenant Samuel Blythe, to attack a division of the enemy's gun-boats, near the island of Nordency. The enemy waited the attack with proper firmness, and as soon as the boats were within pistol-shot, gave them a heavy discharge of grape and musketry, on which the English rushed in, boarded, and carried four gun-boats, carrying long guns, twelve and six pounders, and manned with twenty-four men each. The loss on our side was four killed, fourteen were wounded. The enemy had two killed, and twelve wounded.

On the 10th of February, the Amethyst, of thirty-eight guns, Captain Jacob Walton, was lost in Plymouth Sound, in a gale of wind, which drove her on shore on the east side of that anchorage, now so well defended by the Breakwater.

In the month of October, the Pomone, a frigate of forty-four guns, commanded by Captain R. Bar-

rie, was lost in the Needles rocks, coming through that passage to Spithead. It was in consequence of the loss of this ship, that an order was issued by the Admiralty, that his Majesty's ships should not in future attempt that passage in the night time

Captain the Honourable F. P. Irby, in the *Amelia*, of thirty-eight guns, captured, after a chase of thirteen hours, and going at times at the rate of twelve and a half miles an hour, the French corvette privateer *Le Charles*, of three hundred tons burden, twenty guns, and a crew of seventy men. She was bound to the Isle of France.

In March, 1811, Captain Mac Namara, in the *Berwick*, chased a large French frigate on shore near Barfleur lighthouse, and with the *Niobe*, *Amelia*, and *Goshawk*, stood in, and by the severity of their fire drove out the crew, who were compelled to burn their ship.

Captain Parker, in the *Amazon*, chased an enemy's convoy near the Pertuis Breton. One of them he captured; the others ran on shore under a battery, defended by a body of troops, notwithstanding the force of which, Lieutenant Westphal, of the *Amazon*, succeeded in bringing off three, and burning five of them.

Captain Bouchier, of the *Hawke* sloop of war, of sixteen guns, in the month of August, chased a French convoy near Cape Barfleur. They were protected by three armed brigs, carrying from twelve to sixteen guns, and two luggers, carrying

from eight to ten guns each, and all well manned. These vessels hauled up to engage the *Hawke*, and came to close action with her at half-past three in the afternoon, within half pistol-shot, and continued until the *Hawke* had driven on shore two of the brigs, the two luggers, and fifteen sail of the convoy; but in the act of wearing she also unfortunately grounded, which enabled the third brig, and a few of the convoy to escape, after having struck their colours. Heaving his vessel off from the shore, although lying under a heavy fire of artillery and musketry, Captain Bouchier came to an anchor to repair his damages, and at the same time sent his boats, under Lieutenant Price, to take or destroy all the enemy's vessels. He succeeded in bringing off the *Heron*, a national brig, pierced for sixteen guns, mounting ten, and three large transports, laden with ship timber; all the others were on their beam-ends, and bilged. The strength of the tide alone prevented the Lieutenant from burning them. Captain Bouchier returned safely to Portsmouth with his prizes, and was promoted to the rank of post-captain.

Captain William Ferris, in the *Diana*, of thirty-eight guns, and Captain William Richardson, in the *Semiramis*, of thirty-six guns, cruised in the month of August off the mouth of the Gironde, having so completely disguised their ships as to deceive the French, who sent off pilots to them. They anchored after dark between Corduan and



Royan: under the guns of the latter a French brig of war had taken refuge. There was also near her another brig of war, stationed at that place for the protection of the convoys passing up and down the river. The boats of the two ships being sent under the orders of the Lieutenants Sparrow and Gardner, these officers succeeded in taking the convoy, but had been drawn far up the river by the force of the flood and tide, and were greatly beyond the enemy's two vessels of war. Captain Ferris still preserving the disguise of his ships, received a visit from the Captain of the port, and Monsieur Michael Auguste du Bourg, Capitaine de frégate, and commanding the *Pluvier*, of sixteen guns, and one hundred and twenty-five men, came on board to offer his services. Captain Ferris ran the *Diana* on board the outer brig, and carried her by boarding, without the loss of a man on either side. The alarm being given, the batteries opened their fire, and Captain Richardson steering for the *Paloma*, that vessel cut her cables, ran on shore, and was set fire to and burnt by the boats of the *Semiramis*, under the guns of the batteries. The captured brig was called the *Teazer*, formerly a British gun-brig, mounting fourteen guns, and having eighty-five men. Besides these they brought away five sail of convoy, deeply laden with valuable cargoes.

On the 9th of September, another action took place on the Havre station, which is also deserving of notice, as it proves the complete subjection in

which our navy held that of the enemy. Captain the Honourable Jocelyn Percy, in the *Hotspur*, of thirty-eight guns, seeing seven sail of gun-brigs, mounting three twenty-four pounders, and a mortar, lying close in shore, near the *Calvados*, ran in to attack them, accompanied by the *Barbadoes*, Captain *Rushworth*, and the *Goshawk* brig, Captain *Lilburn*. One of the French pilots, a class of people remarkable for timidity and presumption, assured Captain Percy that he could take the ship within pistol-shot without any risk. The term "pistol-shot" is most indefinite, contracted or elongated at pleasure. Mr. Clerk in his naval tactics calls it four hundred yards; and the French pilot ran the *Hotspur* on shore about half a mile from the enemy, which in the navy is now considered a point blank distance for an eighteen pounder. In this situation the *Hotspur* was four hours exposed to a severe and destructive fire from all her enemies, as well as the batteries. She sunk one of the brigs, and drove two others on shore. She had two midshipmen and three seamen killed, and twenty-two seamen and marines wounded. There is no situation so trying to the feelings of an officer, or where the seamanship, courage, and resources of all on board are so much proved, as in extricating a ship of war under similar difficulties. The *Hotspur* was got off and conducted with safety to Spithead.

Captain George Cadogan, in the *Havannah*, of thirty-eight guns, sent Lieutenant Hamley to spike the guns of a battery of three twelve pounders, on

the south-west side of the Penmarks, and to bring out the vessels which had taken shelter there. This service was gallantly and accurately performed; five vessels were brought out, and one burned.

Captain Nicholas Vansittart, in the *Fortunée*, of thirty-six guns, and the Honourable Captain Pakenham, in the *Saldanha*, of thirty-six guns, captured, in the month of October, the famous privateer, Vice-admiral Martin, of eighteen long eighteen pounders, and one hundred and forty men.

The numerous calls for the presence of the Admiral and the ships of war in the Baltic, the arduous contest between us and Denmark, her hostility to Sweden, the necessity of collecting the trade, and keeping up a strong naval force in Wingo Sound to the latest period of the season, had induced the Admiralty, and the Commander-in-chief in the Baltic, to keep the fleet longer than usual on the coast; hence the tragical events which occurred in the month of December, 1811, far exceeding those of the preceding year.

The *Grasshopper* sailed from Wingo Sound, on the 18th of December, 1811, in company with the *Hero*, *Egeria*, and *Prince William* armed ship, a convoy of merchantmen, and fifteen sail of government transports. The weather, from the day of her sailing, was dark, cloudy, and extremely boisterous, accompanied with snow storms.

The *Egeria* and *Prince William* parted company

about the 20th or 21st, with the trade for the Humber and Scotland.

On the 23d, at noon, the Hero made signal to the Grasshopper to pass within hail, when, after a communication of reckoning, Captain Newman said he should alter the course to S.W. for the afternoon, as he conceived himself to be on the Silver Pitts. "We were then," says Captain Fanshawe, "steering W. by S. The course was accordingly altered to S.W. and continued so until ten at night: the whole of that time blowing a hard gale, and the vessel going at the rate of nine or ten knots, under a close reefed main-topsail.

"At ten, the night signal was made to alter course, two points to port, which was obeyed; and we continued running S. S. W. until three o'clock in the morning of the 24th, at which time we observed the Hero (as we supposed round too to sound), but the fact was, she had struck. As soon as her situation was ascertained, no time was lost in taking every measure to save the Grasshopper, by hauling off; but being already in broken water, the thing was impossible; and nothing but keeping right before the wind, could have saved us from total destruction. After about a quarter of an hour, during which she was at times aground fore and aft, we succeeded in forcing her over the sand-bank, and fell into rather deeper water. The best bower was let go, and the sloop brought up; but in five minutes after, she struck again, and continued so doing occasionally all the time we lay at

an anchor. At her first striking, the Hero fired guns, and burned blue lights; but in the space of fifteen minutes, she ceased, in consequence (I suppose) of her being totally disabled.

“At daybreak, I perceived our situation to be inside the Northern Haeks, about five or six miles from the Texel Island, and about the same distance from the Helder Point. The Hero, a complete wreck, laying on her starboard broadside, head to the N.E. and broken a-midships, the sea making a tremendous breach over her occasionally. By this time, all the small craft from the Helder were under weigh, and turning out of the harbour to our assistance. We in the meanwhile hoisted out the boats, and made an attempt at getting near the Hero; but all our efforts were fruitless, owing to the terrible surf around her, and we were obliged to abandon all idea of being able to render her any relief till the arrival of the Dutch schuyts, which were plying to windward. They however did not get nearer than about three miles of us, before the ebb tide failed, and they were obliged to anchor.

“At four, finding night fast closing in, and the weather very unpromising, and seeing no prospect of saving our own lives, but by surrendering ourselves to the enemy, we cut our cable, and made sail for the Helder Point, beating for the space of nearly three or four miles over the flats, after which we succeeded in getting round the Helder Point, where we struck to the Dutch fleet, under the command of Vice-admiral De Winter. At day-

light, on the morning of the 25th, not a vestige of the Hero was to be seen where she lay the previous day, she having gone to pieces during the night."

The St. George, of ninety-eight guns, one of the Baltic fleet, had the flag of Rear-admiral Reynolds, and was commanded by Captain Daniel Oliver Guion. In a gale of wind, in Keoge Bay, in November, she had lost her rudder, and been obliged to cut away her masts. From this peril, she arrived safe in Gottenburgh, where having in some degree repaired her damages, rigged juremasts, and a temporary rudder, the Rear-admiral flattered himself he could protect the second convoy to England. Sailing thence, in company with the Defence, of seventy-four guns, Captain David Atkins, and the Cressy, seventy-four, Captain C. D. Pater, he got a considerable distance out of the Sleeve, when the wind came round to W. N. W. and blew a hurricane, with a heavy sea, making the coast of Jutland a dead lee shore. From that moment, all hopes of saving the St. George, in her disabled state, vanished. Captain Pater, seeing that he could render her no assistance, and that the loss of his own ship would be the consequence of remaining any longer on the starboard tack, wore and escaped the danger. The master of the Defence, reported to Captain Atkins, that the St. George must inevitably go on shore; that the Cressy had veered, and stood to the southward; and that destruction would attend the Defence, if she did not follow the example. Captain Atkins

inquired, whether the Rear-admiral had made his (Defence's) signal to part company; and being answered in the negative, replied, "Then I will not leave him." Shortly after this, the *St. George* let go an anchor, and came head to wind; but either parted the cable, or brought the anchor home (that is, it refused, to hold the ship), and she drifted into shoal water, struck the ground with terrific violence, and a dreadful scene ensued. In half an hour, the *Defence* also grounded, at no great distance from her. The violent shocks of the sea soon stove in their bulwarks, carried away their masts, and made, what in sea-phrase is called, a fair breach over them, sweeping all before it. The accounts from which we gather these facts, were detailed before a court-martial assembled at Sheerness, to inquire into the causes of the loss of the ships. Eighteen persons were all that were saved out of the two ships' companies, of seven hundred and six hundred men. These poor fellows related, that a sea struck the *Defence*, with such inconceivable force, as to lift a spare anchor out of its birth; threw it up on end, and in its fall on the fore-castle, it killed about thirty men! The intense cold, the incessant beating of the waves, and overwhelming surges, added each moment to the heaps of dead. The bodies were piled by the survivors in tiers or rows, one over the other, on the starboard side of the quarter-deck, forming a kind of barricade or breakwater to shelter those who still cherished a hope of life. In the fourth row of these, lay, side by side, the lamented Admiral Reynolds, and his young

and gallant friend, Captain Guion. The power of the waves had now nearly completed the dissolution of the whole fabric; the poop was torn from the ship; and the whole of the miserable screaming helpless people scattered among the breakers, lacerated with wounds and bruises, drowned, and dying. A very few, on pieces of wreck, were enabled by superior strength, to prolong their existence.

The peninsula of Spain was now the grand arena where France and England decided their quarrels. The British army, under Lord Wellington, occupied the lines of Torres Vedras; the fleet lay in the Tagus, and afforded supplies of every description. Massena commanded the French armies, but was not so well provided with the means of conducting his campaign, as his fortunate rival; who, with Lisbon in his rear, and the Tagus at his side, had every thing he could desire. Sir William Beresford was on the south side of the river. A strong squadron of ships of war and transports, under the command of Rear-admiral Sir Joseph Yorke, lay in the Tagus: they had arrived in February, with a reinforcement of six thousand five hundred men. Lieutenant Claxton, of the *Barfleur*, the flag-ship, commanded the gun-boats attached to the army. This officer perceived, on the 5th of March, that the French had broke up from Santarem, and had fled in disorder. He immediately crossed the river, and gave the intelligence to Lord Wellington; after which he returned to Santarem, where he found the enemy had left three rough-built pontoons, two rafts, and twelve or fourteen heavy cannon, the



carriages of which they had burned. The French General broke up his camp, and marched for the Mondego, pursued by Lord Wellington, who constantly harassed his rear. In this march, the French evinced their usual selfishness and want of feeling; every barbarity was committed on the unoffending people, which malice and cruelty could devise, by burning every town and village through which they passed; this too, in a country "they came to liberate, and to drive the cowardly English into the sea."

The campaigns of our celebrated Warrior are too ably detailed by other writers, to require any comment from us: the battle of Albuera, and the operations of the British and Portuguese armies, under Lord Wellington and Marshal Beresford, are purely military. Farther south, as we approach Catalonia, we again meet the British army assembled before the fortress of Tarragona, the defence of which forms a conspicuous feature in the transactions of the Mediterranean, under the command of Sir Charles Cotton, and afterwards of Sir Edward Pellew. At the commencement of this eventful year, the Spaniards lost their best and truest patriot, the Marquis de la Romana, who died at Cartaxo, on the 22d of January. It would seem as if the noble Spaniard had been snatched away to spare him the mortification of witnessing the disgrace of his country, in the losses which immediately followed. Tortosa, Olivença, and Badajos, with twenty-two thousand men, fell

into the hands of Marshal Soult, who had no more than twenty thousand with him.

The command of the Mediterranean fleet was held by Vice-admiral Sir Charles Cotton, until midsummer of this year, when he was succeeded by Vice-admiral Sir Edward Pellew. The naval part of the war was confined to the intercepting of French convoys, cutting off the supplies of their armies in Catalonia and Valencia, and blockading the French fleet in the harbour of Toulon. Sir Charles Cotton succeeded Lord Gambier in the command of the Channel fleet.

The capture of the *Cæsar*, a French privateer, by the boats of the *Blossom* sloop of war, commanded by Captain William Stewart, affords us one more of the numerous instances of the intrepidity of our seamen.

Lieutenant Samuel Davis, with Messrs. Richard Hambly and John Marshall, mate and midshipman of the *Blossom*, and three boats, were dispatched in pursuit of this vessel, when nearly calm: she lay at the distance of four miles from the ship. The enemy suffered them to approach very close before they fired; the first shot killed the gallant young Lieutenant Davis; but his associates, Marshall and Hambly, instantly laid her on board, one on each side, and carried her sword in hand, although her deck was defended by fifty-nine men. She mounted two long and two short eighteen pounders, and twenty-two swivels of large calibre. Mr. Hambly, who was

desperately wounded, was promoted to the rank of lieutenant; and Mr. Marshall,\* on completing his servitude, had the same reward. This action was fought in April, previously to Sir Charles Cotton quitting the station; the Admiral speaks of it in terms of the highest eulogium.

On the coast of Catalonia, the most effectual assistance was afforded to the Spaniards, under the Generals Saarsfeld, Lacey, and the Baron de Erroles; Captain Edward Codrington, of the *Blake*, being the senior officer on the coast, in the month of May, directed Captain Richard Thomas, of the *Undaunted*, of thirty-eight guns, to take under his orders the marines of both ships, and land with them near Cadaquirs, taking a position on the heights which command Rosas, in order to make a powerful diversion in favour of the meditated attack on Figueras,

Captain Thomas, in obedience to this order, ran his ship into the harbour of Cadaquirs, placed her in a position for covering the retreat of his men, if it should be necessary for them to do so. He then landed, and took the intended ground near the French army, where he remained all night; and in the morning, when a strong body of the enemy advanced from their main army, his purpose being answered, Captain Thomas re-embarked without loss. While this was passing on the sea-shore, the Spanish troops attacked the French, and gained a very considerable advantage over them.

\* This officer is the author of the *Naval Biography*, a work remarkable for the accuracy of its information.

Captain Codrington next directed Captain Thomas to attack the Medas Islands, on one of which was a castle, which the French had taken and fortified. In this attempt, Captain Thomas was equally successful. On the 2d of September, he informed Captain Codrington, that the castle had been reduced by the fire which he had brought against it. The garrison surrendered at discretion, and was embarked in the squadron, the marines of the ships<sup>m</sup> keeping possession of the castle. The enemy came down in force from Figueras, to retake this post, of great importance to them, in bringing forward their supplies, which they could only receive coastwise from France. So effectual was the relief and assistance given to these brave but oppressed people, that the captains, officers, and men, of the ships employed, received the thanks of the Lords Commissioners of the Admiralty, as also that of the Spanish authorities.

We now return to the siege of Cadiz, which, during the winter, had been defended by the combined forces of England, Spain, and Portugal, and closely invested by the French under Marshal Sault. The British land forces were commanded by Sir Thomas Graham, the squadron by Sir Richard Keats.

Early in 1811 a powerful expedition was formed, composed of British and Spanish troops, commanded by Sir Thomas Graham and General Lepāna, with a view to land on the coast to the westward, and to make an attack on the rear of the enemy, whilst the

Rear-admiral at the same time, with a body of seamen, royal marines, and the Spanish regiment of Toledo, was to make a diversion to the eastward, by way of drawing the enemy's attention. The naval part of the expedition was placed under the command of Captain Brace, of the *St. Albans*, who sailed from Cadiz on the 21st of February; and on the 26th, the Spanish part of it left the bay also.

Conformably to the plan of operations to be observed by the army, the combined forces were to have advanced by Medina Sidonia, which is full in view from the bay; and a letter from General Disney, commanding in Isla, which reached the Admiral on the 4th, at 10 A. M. informed him that General Lapena would attack Medina in the morning; but in the afternoon he learned from Admiral Villavicencio, that the attack on Medina was deferred.

The Rear-admiral on the 5th, at eleven o'clock, learnt by the telegraph from Isla, that our troops were approaching. Signal was immediately made for the flotilla to move; the *Implacable* and *Standard* to weigh, and take their destined stations, and to put the marines and seamen into the boats: before the short telegraphic message from Isla was finished, it was evident from the report of cannon and musketry, that the battle of Barossa was commenced. The pilots of the ships being ordered to move, who before never made a difficulty, refused to take them to their destination. This circumstance deranged for some time that part of the service, and as it was evident the seamen and marines could not be brought to act

for two or three hours at the earliest, it appeared certain (owing to the failure of timely information of the approach of the combined expedition) that their acting would now have no effect on the fate of the field of Barossa. It was afterwards discovered that the officer intrusted with the important letter to Sir Richard Keats, had thought proper to go in chase of a suspicious vessel. A dereliction of duty, which ought never to pass without censure: we have endeavoured in the preceding volume to expose the effects of this shameful practice. At four, an aide-de-camp from General Disney, who commanded at Isla, announced the victory, adding that the troops were in want of boats, stores, and provisions; with a supply of which Captain Cockburn was immediately dispatched. He was also eminently useful in securing the prisoners, and bringing off the wounded from the field of battle. Understanding on the morning of the 6th that the Spanish troops had not come into Isla with the British, the Rear-admiral put the flotilla in motion, and the seamen and marines into the boats, and made good nearly the same landings he had proposed to have done, had he received timely notice of the advance of the army on the preceding day. One division, composed of a detachment of seamen and marines, commanded by Captain Kittoe, entered the town of Rota, threw the guns into the sea, destroyed the platforms and ammunition, and dismantled the sea defences of the coast, from that place to Catalina. The other, under the command of Captain Spranger, of the Warrior

(which the Rear-admiral accompanied), landed between Catalina and St. Mary's, took the fort of Puntalles by an assault of the royal marines, commanded by Captain Fotherell, and a sea-battery commanding the north entrance of the Guadalete, entered the town of St. Mary's, and summoned Catalina, whilst Lieutenant Carrol's division of gun-boats cannonaded that fort, and Captain Fellowes's battered, and finally took by assault, a redoubt on the south side of the Guadalete. These operations having compelled the enemy to detach a column of about two thousand troops, for the protection of Catalina, and that part of his line, thereby fully answering the purpose of diversion for which it was intended, the Rear-admiral gave orders for the re-embarkation of the detachments, and quitted the coast at the moment almost that the advance troops of the enemy reached the place of re-embarkation. On this service five seamen or marines were killed, one officer and twelve men wounded, and one gun-boat (Lieutenant Carrol's) sunk. The enemy's loss was much more considerable in killed and wounded. Thirty-one prisoners only were taken.

On the 18th of March, an expedition under the command of General Zayas, with troops conveyed in one hundred and forty small vessels, and escorted by the Ephira, Captain Everard, and Fearless, mortar-brig, left Cadiz for the Guadiana, in order to distract the enemy's attention, then closely blockading Badajoz. On the 8th of April, it returned to Cadiz; and on the 15th, a second expedition

of greater force, composed of Spanish troops commanded by General Blake, left Cadiz, escorted by the *Onyx* and *Basilisk*, for the Mediterranean, to operate in Valencia.

In June, the Rear-admiral put to sea, with the *Milford*, *Alfred*, *St. Alban's*, and *Stately*, pursuant to secret instructions from home, with a view to intercept a squadron of the enemy, whose destination was supposed to be the Mediterranean. On the 28th he fell in with Vice-admiral Sir Edward Pellew, in the *Caledonia* (who put the Rear-admiral under his orders), and Rear-admiral the Honourable A. K. Legge, in the *Revenge*. Receiving at the same time a choice of service, whether to continue at Cadiz, or to serve second in command under Sir Edward in the Mediterranean, the Rear-admiral, whose health was not re-established when he first hoisted his flag at Portsmouth, being little equal to the continued wearing duties at Cadiz, accepted the latter. He accordingly repaired with the *Revenge* to Cadiz, and giving up the command to the Honourable Rear-admiral Legge, proceeded in the *Milford* to join the Commander-in-chief, in the Mediterranean.

The French in the summer of 1811, began to recover their losses in the south of Spain; and the Spaniards, though ably supported by our navy, met with some serious checks there. The loss of Tarragona was of all others the most mortifying. The province of Catalonia, distinguished for its valour and obstinate resistance to the tyranny of



Napoleon, was an object of peculiar interest to the British nation, and her land and sea forces were more strenuously bent on its deliverance.

The Captains, Edward Codrington, of the *Blake*, of seventy-four guns, C. Adam, of the *Invincible*, of seventy-four guns, J. C. White, in the *Centaur*, of seventy-four, and other naval officers, were successively employed in active co-operation with the garrison of Tarragona. On the morning of the 5th of June, Captain Adam was present, when the French General Suchet opened his fire from several batteries on Fort Olive, whose defences had been ascertained to be in a bad state. It was intended at night to substitute the Spanish regiment of Almeria for that of Iberia, which had till then been in the fort; but by treachery the French found means to mingle with the regiment marching in, and thus got possession of the fort of Olive, without firing a shot. The force of the French before Tarragona was at that time about eleven thousand men; and the Spaniards lost about three thousand, including prisoners. On the 6th, the small advanced work, called the Francolli, was destroyed in four hours, by the fire of the French; and as a proof that valour was not wanting in its defence, the whole Spanish garrison, consisting of one hundred and forty-five men, was either killed or wounded.

On the 5th of June, the enemy had advanced their works to within pistol-shot of the lines of the Puerto, besides having destroyed the battery of Francolli, and formed a post under its ruins. Beaten off with

severe loss, in some desperate attempts to storm the batteries of Orleans and St. Joseph, they still persevered, notwithstanding the gallant sorties of General Sarsfield, with the few troops which could be spared for the service. When Captain Codrington left Tarragona, on the 16th of May, he proceeded to Murviédro, where he found General O'Donnel had prepared two thousand three hundred men to embark for the relief of Tarragona, with two hundred and thirteen artillerymen. These, Captain Codrington caused to be conveyed to their destination with the greatest celerity, on board the *Blake*, *Centaur*, and *Invincible*, with the sloops of war and transports. The *Invincible* alone received seven hundred on board at one time, besides her complement. Having delivered to General O'Donnel two thousand stand of arms, accoutrements, and clothing, to equip the recruits, the *Blake* proceeded to Valencia, where Captain Codrington put on shore the remainder of this supply, so acceptable to the wants of General Villa Campa and the *Empecinado*. By these supplies the army of Arragon was brought forward, to act with that of Valencia. Having at Alicant procured as many materials for the relief of Tarragona as the ship would stow, besides eighty artillerymen, Captain Codrington loaded a Spanish corvette with the overplus, and agreeing with O'Donnel, that four thousand more men should be spared from his army for the defence of that place, he hastened thither for the double purpose of landing his supplies, and preparing shipping to receive the intended re-

inforcement. In the mean time, he directed Captain Adam in the *Invincible*, and Captain Pringle in the *Sparrowhawk*, to wait his arrival at Pensicola, with four transports. He reached Tarragona on the morning of the 7th of June, and in the course of the day and the ensuing night, landed his materiel; and sailed again on the morning of the 8th, taking with him the Spanish corvette *Paloma*, but leaving Captain Baker in the *Cambrian*, in charge of the naval defences of the place. On the 9th, he joined his squadron at Pensicola, where he also found the *Centaur*, and each of the ships of the line again received on board eight hundred men. By these energetic measures, the whole four thousand men of O'Donnel's army were embarked on the 11th, and during the night of the 12th entered Tarragona. General Miranda finding the garrison so strongly reinforced, requested Captain Codrington would embark his division that he might join the Marquis of Campoverde in the neighbourhood of Villa Nueva de Setgis, in order to threaten the flank of the besieging army. This request was immediately complied with, and executed by the boats of the British squadron. The French, with their usual skill and undaunted bravery, pressed on the siege, and the allies, by land and sea, as nobly defended themselves. Three thousand sand bags were made on board the ships of war, and sent into the garrison. In the night the gun-boats and launches threw their shot into the enemy's camp, and gave them great annoyance. The boats of the British squadron also took off all the

women, children, sick, aged, and wounded; and conveyed them safely to Villa Nueva. The three captains of the ships of the line also took off in their own boats about two hundred men, who retreated to the mole after the French had taken the batteries, and landed them again at the Milagro, within the works on the east side of the town. The ships also moved as close in to the enemy's works as the depth of water would admit, and drove them from the advanced position they had taken, and which was immediately occupied by the guerillas.

At dawn of day, on the 29th of June, the French opened their fire on the town. About half-past five a breach was made, and the place immediately carried by assault. The valour and constancy hitherto displayed, suddenly forsook the unfortunate Spaniards: the enemy found little or no resistance; the garrison flying in every direction, some sliding down the walls, others stripping off their clothes, and swimming to the ships. How many lost their lives in this miserable attempt is not known. A short, but impressive paragraph, describes the fall of Tarragona, and shews to what a degree of terror these people must have sunk, to what sacrifices they were ready to submit, to preserve a wretched existence.

“A large mass of people,” says Captain Codrington, “some with muskets, and some without them, pressed forward along the road, suffering themselves to be fired on by about twenty Frenchmen, who continued running beside them at only a few yards distance. At length, they were stopped by a volley of

fire from one small party of the enemy, who had entrenched themselves at a turn of the road; supported by a second a little higher up, who opened a masked battery of two field-pieces. A horrible butchery then ensued; and shortly after, the remainder of these poor wretches, amounting to above three thousand, tamely submitted to be led away prisoners by less than as many hundred French."

The launches and gun-boats went from the ships, the moment the enemy were observed to be collecting in their trenches, but so rapid were their motions, that the whole was over before the boats could fire a gun. How contagious is panic even among the brave! All the boats of the British squadron were sent to assist the fugitives; swimming off, or concealed among the rocks, and about six hundred poor people were rescued from the merciless fangs of these blood-thirsty savages, by the valour and humanity of the British officers and men. During this eventful siege, the captains of the ships of the line passed whole nights in their gigs, conducting the operations of the defence; nor could the incessant fire of shot and shells from the enemy's batteries, deter them from the noble labours of taking off the women, the children, and the wounded, whenever they presented themselves on the rugged rocks with which the shore was lined. These remarks apply in a particular manner to the Captains Codrington, White, and Adam, of the *Blake*, *Centaur*, and *Invincible*.

The barge of the Blake, loaded with twelve women and children, was cruelly fired on by the French. A cannon ball passed through her, swamped the boat, and killed one woman and a child: the others, together with the boat, were saved, and hospitably received on board the Blake. The launch of the Centaur, commanded by Lieutenant Henry Ashworth, had two men killed, the lieutenant and two of his men dangerously wounded; while employed on the same service. Heroism was not exclusively confined to the Britons. Contreras, the Spanish general, did all in his power to save the place, but was wounded and taken prisoner. Gonzalez, the governor, defended himself to the last with a handful of men, and was bayoneted to death in the square near his own house. The French, on first entering the town, spared neither men, women, nor children; and when the rage for indiscriminate slaughter was in some degree satiated, every person found in uniform, with arms in their houses, was put to death. Will it be believed that women, and even girls of ten years of age, after having been subjected to the most brutal treatment, were thrown alive into the flames of their houses, and burnt, together with wounded men? The whole city was consumed, with little exception. The unhappy fugitives who were so fortunate as to reach the British ships of war and transports, were received as became a nation and a cause like ours. They were clothed, fed, cured, and conveyed to places of security, at the public expense.

After reading these horrible details of the fall of a city, whose inhabitants and whose country had given no cause of offence to Napoleon, can there be a human being who would not condemn the author of them? What if Napoleon ended his life in an island, bereft (as he said) of every earthly enjoyment, what was this to the multiplied horrors and torments he had heaped on his innocent fellow-creatures? Was he not treated (however harshly) with more kindness than he had shewn to others? How lost to every sense of moral and religious feeling must that nation be, who could honour his memory? What is virtue on earth, if vice be so adored? The contrast between the British and the French at Tarragona, was exactly that of angels and devils.

On the 31st of March, Captain Robert Waller Otway, of the Ajax, of seventy-four guns, in company with Captain E. Chamberlayne, of the Unité frigate, captured a French frigate-built ship, called Le Dromadaire, loaded with powder, shot, and shells. The two frigates, by which she was attended, made their escape. This squadron was from Toulon, and supposed to have been bound for Corfu.

In the month of July, Captain Waldegrave having been removed to the Volontaire, Captain Napier, who was appointed to command the Thames, attacked, with the Cephalus, a large convoy, in the port of Infreschi; the Cephalus led in, and both ships anchored close to the enemy, whose fire they silenced. They had eleven gun-boats, and an armed felucca,

mounting thirteen heavy guns, and manned with two hundred and eighty men. These vessels were moored across the bay, for the protection of fifteen merchant-vessels; they were also protected by a round tower, and lines of musketry on the hills. Lieutenant M<sup>r</sup> Adam, with a party of royal marines, landed, took the tower, made one officer and eighty men prisoners, and drove the rest away. Captain Clifford, with the boats, boarded and took possession of the convoy. The whole of these vessels were brought out, without the loss of a man on our side; and the enormous list of captures amounted to eleven gun-boats, mounting each one long eighteen-pounder, and manned with thirty men; an armed felucca, of thirteen guns, and two hundred and eighty men; and fourteen merchant-vessels, all with cargoes of oil, from Pizzo, bound to Naples.

The boats of the *Unité*, of thirty-six guns, Captain E. H. Chamberlayne, cut out from the port of Hercules, on the Roman coast, a brig of war, of eight guns, under fire of a two-gun battery. On being joined in the morning by Captain Clifford, in the *Cephalus*, the British vessels stood towards the mouth of the Tiber, and saw several vessels at anchor in the port of Civita Vecchia. The *Cephalus* stood in, anchored so near the batteries as to reach them with grape-shot, and was followed by the *Unité*. The enemy's fire was soon silenced, and three merchant-vessels brought out, without loss in our ships.

Commodore C. V. Penrose commanded at Gibralt-



tar. By means of the continued and active communication between the naval commanders stationed round the coasts of the Peninsula, every movement of the enemy was watched; and, as far as the shipping could be employed, effectually counteracted. Ballasteros, the Spanish general, being pressed by the enemy in the neighbourhood of San Roque, the inhabitants of that place took refuge under the walls of Gibraltar, and Ballasteros sent to the British General at Cadiz for succour. Major-general Cooke, who commanded there at that time, ordered a detachment of one thousand infantry, with four pieces of artillery, under the command of Lieutenant-colonel Skerrit, to make a diversion at Tariffa, a fortress in the gut of Gibraltar, to the westward of Cabrita Point. Rear-admiral Legge, who commanded the naval force at Cadiz, ordered these troops to be conveyed to Tariffa in the *Stately*, of sixty-four guns, Captain E. S. Dickson, accompanied by the *Columbine* and *Tuscan* sloops of war, and a number of transports. Captain Dickson, on the 18th of October, landed all the troops and artillery, and Colonel Skerrit immediately commenced an active campaign against the French; while the sloops of war, under the command of the Captains Shephard and Jones, and the boats of the squadron, directed by Lieutenant Davis, of the *Stately*, checked the advance of a body of one thousand five hundred French troops, going to attack the town of Tariffa. The boats and sloops of war, by their incessant fire, commanded the pass along the sea-shore during the night, and in the

morning the enemy retreated, followed by Colonel Skerrit. The inhabitants of Algeziras fled to Green Island, and to the shipping, where they found security from the persecutions of their cruel invaders. Four British gun-boats scoured the shores of the bay, and greatly annoyed the French in their operations.

Captain G. R. Collier, in the *Surveillante*, of thirty-eight guns, on the north coast of Spain, having joined the guerilla chief Pastor, and two hundred men of that active and determined description, added to them the marines of the *Surveillante* and *Iris*, under the command of Lieutenant Cupples. This force entered the river Mundaca, the frigates anchored near the town of Bermeo, then in possession of the French, while the marines and guerillas, having landed, got possession of the hills, and the French fled over the rugged road leading to Bilboa. Captain Collier, having destroyed every thing that was convertible to military purposes, except what could be of use to Pastor and his men, brought all the vessels out of the mole, and retreated without loss.

In the Adriatic, the frigates continued their depredations on the enemy's coasting trade and gun-boats with astonishing success.

Captain Gordon, of the *Active*, of thirty-eight guns, seeing a convoy run above the town of Ragosniza, and take shelter in a creek on the main land, ordered Lieutenant Henderson, with the boats, and a party of marines and seamen, to attack them. In performing the duty, this officer shewed singular adroitness and intrepidity. Finding the entrance to

the creek very narrow, and defended by three gun-boats, and a number of armed men on each point, he landed with the marines and small-arm men, on the right hand side, in order to take possession of a hill which appeared to command the creek, leaving the boats under the command of Lieutenant Gibson, with orders to advance on a signal being given. On his way up the hill, Lieutenant Henderson was fired on by soldiers above him; these he soon dislodged, and chased away, and gaining the summit, found himself immediately above the gun-boats, and twenty-eight sail of convoy. He instantly made the signal for the boats to advance; at the same time he descended the hill, exposed to the fire of one of the gun-boats, and some soldiers; but the boats under Lieutenant Gibson, coming in at the same moment, boarded the gun-boats before they had time to fire a third volley. The enemy fled in every direction, leaving many killed and wounded. The crews of the gun-boats jumped overboard, and swam on shore, leaving their guns to be turned on themselves. Eighteen vessels, laden with grain, for the garrison of Ragusa, were brought out, and ten burned. The three gun-boats were also brought away; and the whole party returned safely to their ship, with only two or three men slightly wounded.

Sir Edward Pellew had stationed Captain Eyre, of the *Magnificent*, on the coast of Valencia; and Captain Codrington, of the *Blake*, still continued to watch the coast of Catalonia. On the 11th of October, Captain Eyre addressed a letter to the Com-

mander-in-chief, stating, that in consequence of a requisition from the Spanish general, Blake, he had gone to the relief of Oropesa, which he found had surrendered, and was in the hands of the enemy. A tower within a mile of the town was still in possession of the Spaniards, and the French were preparing to attack it. Captain Eyre anchored his ship as close as she could lie to the French batteries, and finding the place quite untenable; sent in his boats, under the command of Lieutenants Astley and Hiat, and brought off the garrison, consisting of two officers, and eighty-five men. The fire of the enemy upon our boats, though incessant, was disregarded; our loss was very trifling, compared with the honour and advantage of saving the brave garrison from certain butchery.

In consequence of the rapid movements of General Suchet, with fifteen thousand men, towards Valencia, Captain Eyre quitted Alicant, and hastened to the relief of General Blake. Murviedro, a fortress, situated on the sea-coast, twelve miles from Valencia, had stopped the progress of the enemy; but, on the 27th of October, was forced to surrender, after a very gallant defence. Blake, reinforced by seven thousand men, from the army of Murcia, had vainly endeavoured to raise the siege; he was defeated with the loss of two thousand men, and eight or nine pieces of cannon, and the consequence of this defeat, was a summons from Suchet to the city of Valencia to surrender. Within this place, Blake and his army had re-

treated, and held out till early in the following year.

In the month of October, Captain the Honourable Henry Duncan, in the *Imperieuse*, of forty-four guns, attacked three French gun-boats, each carrying one eighteen-pounder, and moored under a strong fort, near the town of Positana, in the gulf of Salerno. One of the gun-boats was immediately sunk by the fire of the frigate, which had silenced the fort; but the enemy not being driven out, Captain Duncan ordered Mr. Eaton Trevors, his first lieutenant, and Lieutenant Pipon, of the royal marines, to land and storm it, which they did, under a heavy fire of musketry, and against treble their numbers. The enemy fled, leaving thirty prisoners, and fifty stand of arms. The guns, which were twenty-four pounders, were spiked by our men, and thrown over the cliff, and the two remaining gun-vessels brought away.

In the following month, Captain Duncan, having received intelligence that a convoy of the enemy had taken shelter in Palineure, and having with him only the *Thames*, of thirty-two guns, applied to the General commanding at Messina, and obtained from him a detachment of two hundred and sixty men, from the 69th regiment, commanded by Major Darley. On the 1st, this force, together with the marines, and a party of seamen from each ship, was landed, the whole under the command of Captain Napier, of the *Thames*. They ascended the heights, in face of a heavy fire, and drove the

enemy from his position; but the object of attack still remained. The gun-boats, the convoy, and the fort, could not be taken, unless the frigates could be brought into action; this was accomplished on the following morning, when, by favour of the sea-breeze, they ranged along the enemy's line, within musket-shot, sunk two of the gun-boats, took all the others, anchored close to the fort, and after an action of fifteen minutes silenced it. Lieutenant Travers, watching the event on the heights, pushed down the hill as soon as he saw the ships engaged, and waited almost under the guns of the fort; he rushed in the moment the colours were struck, spiked the guns (twenty-four pounders), and threw them into the sea, brought away the whole convoy, destroyed four gun-boats, and brought out six others; they mounted two long eighteen-pounders, and carried from thirty to fifty men.

The impression made upon the enemy's coast, was not confined to the shores of Italy. The defence of Tariffa forms another remarkable instance of the successful union of British science and valour, and of conjoint naval and military operations, in the Peninsular war.

Tariffa is a small town, situated on the sea-coast of Spain, in the Straits of Gibraltar, and within the hearing of cannon from that fortress. It is commanded by the hills at the bottom of which it stands; and is defended only by a single wall, constructed before the invention of artillery, and,

consequently, only intended as a defence against the spears and armour of the Moors, or other barbarous assailants.

On the 20th of December, 1811, a strong division of the French army, with between two and three hundred cavalry, invested this place. Lieutenant-colonel Skerrit, who held the command of the small British force intrusted with its defence, immediately retreated within the walls; while the sea force, under Captain E. S. Dickson, in the *Stately*, occupied the dangerous, and in winter time the almost untenable, anchorage in front. He had with him a small squadron of sloops of war, gun-brigs, and gun-boats. A heavy gale of wind drove them for a time from the roadstead; and during their absence, the French advanced their batteries to within musket-shot of the ruinous wall. Colonel Skerrit, assisted by Lieutenant-colonel Gough, of the 87th regiment, and that very able and distinguished engineer, Captain (now Sir C. F.) Smith, with very small means, repelled the attacks, drove back their advance, and finally defeated them with great slaughter. On the 29th of December, the French General opened his fire, within three hundred yards, from four sixteen pounders, four howitzers, and other smaller guns; with these he continued to batter in breach, and before night had effected a chasm of considerable width: on the three following days, he continued his fire with equal success. Colonel Skerrit worked traverses in the streets, and after three different

assaults, the enemy was beaten, forced to break up his camp and retire, leaving his wounded and his artillery.

The cause of Spain was triumphant on the sea-coast, while Lord Wellington defeated the French in the interior. Figueras surrendered to the Spaniards, on the 10th of April; and Captain Bullen, and the Honourable G. G. Waldegrave, in the *Cambrian* and *Volontaire*, took possession of *St. Phillion* and *Palamos*, on the 12th and 14th; the guns were embarked, and the batteries destroyed. The French were now driven from every place in Catalonia, except *Barcelona*, before which General Hilliers concentrated his forces, and commenced the memorable siege.

The French, watchful for the defence of the islands in the Adriatic, and the protection of the trade on the coasts of *Illyria* and *Dalmatia*, sent out squadrons of frigates and small vessels, in support of these objects. On the 15th of March, 1811, Captain William Hoste, in the *Amphion*, of thirty-two guns, having under his orders the *Active*, thirty-eight, Captain James Gordon; *Cerberus*, thirty-two, Captain Henry Whitby, and *Volage*, twenty-two, Captain Phipps Hornby, fell in with an enemy's squadron to windward, lying to off the north point of *Lissa*. The British squadron instantly prepared for battle, disregarding the superiority of the enemy, whose force consisted of five frigates, one corvette, one brig, two schooners, one gun-boat, and a xebec. This was a French



and Italian squadron united. The French Commodore, taking the command, bore up in two lines, and very properly led into action, intending to cut through the British, after the manner of Nelson at Trafalgar; the result proved, that what was good in one case, may not answer in another. Here the attacking line were French and Neapolitans, the receiving line British, well trained to their guns, cool and collected, not firing till perfectly certain of their mark, and ready, at a moment's warning, to perform any manœuvre which might be found expedient.

The particulars of this action are as well related by Captain Hoste, as his squadron was ably conducted. "After an action of six hours," says this gallant officer, "we have completely defeated the combined French and Italian squadron. The enemy, formed in two divisions, bore down to attack us under all possible sail. The British line, led by the *Amphion*, was formed by signal in the closest order, on the starboard tack. At nine, A. M. the action commenced by our firing on the headmost ships. The intention of the enemy appeared to be, to break our line in two places; the starboard division led by the Commodore, bearing on the *Amphion* and *Active*; the larboard division on the *Cerberus* and *Volage*. In this attempt he failed (though almost on board of us), by the well-directed fire and compact order of our line. He then endeavoured to round the van ship to engage

to leeward, and thereby place us between two fires; but was so warmly received, and rendered so totally unmanageable, that he went on shore on the rocks of Lissa in the greatest possible confusion.

“The British line was then wore to renew the action, the *Amphion*, not half a cable’s length from the shore, the remainder of the enemy’s starboard division passing under our stern, and engaging us to leeward, while the larboard division tacked, and remained to windward, engaging the *Cerberus*, *Volage*, and *Active*. The action now recommenced with great fury; his Majesty’s ships frequently in a position which exposed them to a raking fire. At twenty minutes past eleven, the *Flora* struck her colours: at twelve the *Bellona* follow’d her example. The rest of the ships endeavouring to make off, pursued by the *Active* and *Cerberus*, who, at three, P.M. compelled the sternmost frigate to surrender, when the action ceased, leaving us in possession of the *Corona*, of forty-four guns, and the *Bellona*, of thirty-two guns. The French Commodore, the *Favourite*, of forty-four guns, on shore, blew up soon after.” While Captain Hoste was taking possession of the *Bellona*, the *Flora*, after having struck her colours to prevent being sunk, made sail and escaped, the British ships having no boat to send to her. The French Commodore, Monsieur Dubourdiou, was killed in the action. The squadron had sailed

from Ancona on the 11th, with five hundred troops, and every thing necessary for garrisoning the island of Lissa.

The force of the enemy was—

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	
La Favorite.....	44	350	burnt
La Flore .....	44	350	struck, but escaped
La Danæ .....	44	350	escaped
La Bellone .....	32	224	taken
La Caroline .....	28	224	escaped
Le Corona (24-pounders)	44	354	taken
Le Principe (ditto)	44	354	taken
L'Augusta (brig).....	16	105	escaped
Schooner.....	10	60	escaped
Xebec .....	6	70	escaped
Gunboat .....	2	35	escaped
Troops embarked		500	
Total .....	314	2976	

The British forces consisted of—

<i>Ships.</i>	<i>Guns.</i>		<i>Men.</i>	<i>Killed.</i>	<i>Wounded.</i>
Amphion .....	32	Captain Hoste	254	15	47
Active .....	38	——— Gordon	300	9	26
Cerberus .....	32	——— Whitby	254	13	44
Volage .....	22	——— Hornby	174	13	33
Total ...	124		982	50	150
			<i>Guns.</i>	<i>Men.</i>	
		Total French force ....	314	2976	
		English .....	124	982	

Lieutenant Dickenson, of the Cerberus, and Lieutenant Campston, of the Active, thirty-eight guns, were directed by Captain H. Whitby, who commanded the Cerberus, to take the boats, and attack a convoy of the enemy in the port of Otranto, on the coast of Italy. The fire of the

enemy, and the difficulty of access to the fort, were unavailing. The marines mounted a precipice where the most certain destruction awaited the slightest deviation from the path; while the seamen in the boats drove the crews out of the vessels, and the soldiers from the beach—took out ten sail of merchant-vessels, loaded with provisions, and an armed vessel intended for their protection, and burnt two large magazines full of naval and military stores.

On the evening of the 6th of March, twenty-five sail of vessels sailed from Otranto, loaded with naval and ordnance stores, provisions and troops, for the garrison of Corfu, and for fitting out gun-boats for the defence of that island. Twenty-two sail of these fell into the hands of Captain Eyre and his fortunate squadron.

On the Cadiz station, in the month of May, Captain Price, of the Sabine sloop of war, captured with his boats three sail of French privateers, sunk another, and retook her prize. So determined was the resistance of the last privateer, that she did not surrender till run down by the Papillon, who saved the crew from drowning.

In the month of May, Captain Robert Barrie, in La Pomone, of thirty-eight guns, with the Unité, of thirty-six, and the Scout brig, entered the bay of Sagona, in Corsica, whence the French had long been in the habit of procuring their masts and yards for ships of war. Three large ships were then lying there, moored within pistol-shot

of the shore and batteries, all of them well manned and mounting a sufficient number of guns to defend themselves. The heights under which they lay were also crowned with guns and troops. The squadron was towed in by the boats, until they came within range of the grape-shot. At six in the evening, the action commenced, and lasted till half-past seven, when the enemy set their ships on fire and fled: the battery and a martello tower were silenced; the fort destroyed, occasioned by the burning fragments from the ships falling on the magazine. Captain Barrie ascertained from a prisoner taken off the floating wreck, that they were called *La Nourrice*, of eleven hundred tons, *Le Giraffe*, of nine hundred, and a merchant-ship of five hundred tons.

Captain James Brisbane, in the *Belle Poule*, in company with the *Alceste*, of thirty-eight guns, in the month of May chased a French brig of war, of eighteen guns, into the small harbour of Palenza. The shallow water prevented the approach of the ships sufficiently near to fire on the forts or the brig, with proper effect, although the frigates were frequently struck by the shot from the batteries. A landing was therefore decided on, and two hundred seamen, and all the marines, under the orders of Lieutenant John M'Curdy, first of the *Belle Poule*, took possession of a small island in the mouth of the harbour, and at eleven o'clock at night, while the ships lay at anchor, four miles off, with the most incredible labour, erected a work,

which, before five o'clock in the morning, served as a defence to the men, and was ready to fire on the brig, with two howitzers, two nine pounders, and a field-piece. At daylight the enemy opened upon them from four different positions. The action lasted five hours, when, the brig being cut to pieces and sunk, the whole party retreated (with their guns) in good order to the boats, having had two men killed and six wounded.

The crooked policy pursued by the government of the United States of America, tended to excite that ferment which it had been long predicted would end in war.

The Americans had submitted with a very ill grace to the unhappy affair of the Leopard and Chesapeake. The clamour against the act was particularly loud in the southern states. The city of Baltimore, the most violent, because the resort of all the malcontents from England and Ireland, sounded the war-whoop, with all the rage of implacable hatred. To cherish this angry feeling, artifice and the most unprincipled acts were resorted to; encouragement was held out to the masters of merchant-ships to report on all occasions in the most unfavourable manner every transaction between them and a British vessel of war. Numerous instances of gross and unblushing falsehood might be adduced. We shall not attempt to refute the affidavits of American seamen, made before American justices of the peace, against the captains of British ships of war, convinced as we

are, that no respectable person ever gave credit to them; but we must offer one instance of unparalleled treachery.

In the year 1807, one of our frigates cruising off Naples, boarded and examined an American ship. The master and supercargo both expressed their thanks personally to the British captain, for the kindness, attention, and delicacy, they had experienced from the boarding officer. The ships parted, but met again in a few days, when the captain of the frigate desiring to know what had kept the American so long upon the coast, sent for his log-book, in which (referring to the period of her first examination) he found the most rancorous and unfounded charges against the very officer whose humanity and forbearance they had before extolled. The master and supercargo were summoned to answer for these falsehoods, calculated, and no doubt intended, to sow dissension between the two nations. They were speechless, looked very much like fools and knaves, and at length joined in throwing the blame on the mate, who wrote the log. The mate was not present to vindicate himself. This is quite consistent with the alleged murder of John Pearce, who never existed; of the deserters not being on board the Chesapeake, where they were found; and of the *Acasta* running away from the *Essex*, when she (the *Acasta*) was in search of her. Could we spare the time, we might on the other hand display some flagrant instances of cruelty and fraud practised by Na-

poleon against his crouching friends. The case of the *Horison* alone was ten times worse than any act of England, and would, if committed by us, have produced immediate and justifiable war. Every effort of Great Britain towards conciliation was treated with scorn—every injury heaped upon the Americans by Napoleon, was received with such fawning and smiles, as to court a repetition.

The attacks on the Little Belt and the *Belvidera*, by Commodore Rogers, in 1811–12, are lasting memorials of the indecision and unmanly conduct of the President of the United States, and the Commander-in-chief of his navy.

Fully participating in the feelings and sentiments of Mr. Madison, as well as in the vulgar errors of his countrymen, Commodore Rogers was sent to sea in the President frigate, to avenge the death of the seamen on board the *Chesapeake*; and by art and contrivance to make it appear, that whatever ship he might attack, should be the aggressor. The ostensible motive of his going to sea, was to reclaim a seaman impressed out of an American vessel, by Captain Pechell, of the *Guerriere*.

The *President* was the largest ship in the American navy. She mounted thirty twenty-four pounders on her main-deck, twenty forty-two pound carronades, and four long twenty-four pounders on her quarter-deck and fore-castle, manned with four hundred and seventy-six prime seamen. With this ship it was the misfortune of



Captain Bingham, in the *Little Belt* (a sloop of war, mounting only sixteen thirty-two pound carronades, and two long nines), to fall in and to be brought to action on the 16th of May, 1811. The ships came in sight of each other at eleven, A. M., and at one o'clock, Captain Bingham discovered the stranger to be a ship of war, and made the private signal, which was not answered; but as he plainly saw the stranger was an American; and was coming fast up with him, and desirous of avoiding any mistake which might occur after dark, he very properly brought to, hoisted his colours, double-shotted his guns, to prevent surprise, and prepared for action. By his manner of steering, it seemed to be the wish of the American to rake the *Little Belt*, which Captain Bingham frustrated, by wearing three times. At a quarter past eight, the President came within hail, and Captain Bingham demanded the name of the ship; the question was very improperly repeated by the Commodore, who, no doubt, supposed that an avowal of his name would produce an explanation, which might defeat his fixed purpose of revenge; and without taking any farther trouble to ascertain the cause of the refusal on the part of the British Captain, he discharged a broadside into the *Little Belt*. This was received as it should have been. Captain Bingham returned the fire with spirit, and continued it for three-quarters of an hour, when the American frigate discontinued the action, appearing to be on fire. The *Little Belt* ceased firing

when her guns could no longer be brought to bear, and was left a wreck, with nine men killed, and twenty-three wounded, more than one-fourth of her complement. The American hailed to know what ship it was, and being told it was the British sloop of war, *Little Belt*, he inquired, "if she had struck her colours." To this he received a firm and indignant negative from Captain Bingham, who at the same time demanded the name of his opponent. He was informed, it was "a United States' frigate." Convinced that the vessel which he had thus basely and cruelly attacked belonged to Great Britain, and although he was assured she had not surrendered, the Commodore neither brought the action to a conclusion by demanding and enforcing submission, nor did he make the offer of that assistance which as a man and a Christian he was bound to afford to a fellow-creature, and above all to brother seamen reduced to distress by his unmanly act: he made sail, and left the *Little Belt* to her fate. At daylight he again approached, prepared for action, and at eight o'clock hailed, and *asked permission* to send a boat on board, which, being granted, an officer came from Commodore Rogers, of the United States' frigate, *President*, to say, that he (the Commodore) lamented much the unfortunate affair, and had he known the force of the British vessel was so inferior to his own, he should not have fired at her. Captain Bingham asked his motives for firing at all; and was told, that the *Little Belt* fired first.

This was proved not to have been the fact; nor was it likely that Captain Bingham, sailing under the most positive orders to abstain from any act of aggression against America, should have been so far lost to every sense of propriety, as not only to disobey his orders, but attack a ship more than four times his force. The Commodore then made every offer of assistance, and entreated Captain Bingham to put into the nearest American port; but these offers and invitations were both very properly declined. The Little Belt went to Halifax, where a court of inquiry decided, that the conduct of Captain Bingham had been judicious and honourable, and he was in consequence advanced to the rank of post-captain.

If there be any part of this transaction which we may be permitted to regret, it is, that Captain Bingham had not given the name of his ship when demanded. The refusal of Commodore Rogers, to whom the question was first put, was not an example which a British captain could justly plead in excuse. If, however, a shadow of blame attaches to Captain Bingham for this omission, what shall we say in favour of Commodore Rogers, who, not being a belligerent, could have had no motive either for concealing the name of his ship, or firing into one of whose nation or intentions, according to his own shewing, he was ignorant; and who, after having deliberately slaughtered and maimed thirty-two of her men, neither took her as an enemy, nor relieved her as a friend? Nothing could

be more clear and distinct than the orders of the British officers on the American station. They were, if any thing, too mild and forbearing. But they prove, that Great Britain was willing to make any reasonable sacrifice, rather than provoke a new war; and while she was struggling for the liberties of Europe, Mr. Madison chose that crisis to attack her. Had we really been the aggressors, this consideration alone should have withheld the hostility of America.

As soon as the news of this event reached England, it was thought necessary to reinforce the squadron of Vice-admiral Sawyer, who at that time commanded on the Halifax station; and in the month of September, the following ships of war were at Halifax, or Bermuda, or cruising on the coast. This force, we must observe, was fully equal to that of the United States, who had not at that time any ship of the line.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Africa .....	64	..	} Vice-admiral Herbert Sawyer Captain J. Bastard
Shannon .....	38	284	
Guerriere .....	38	284	J. R. Dacres
Spartan .....	38	284	E. P. Brenton
Belvidera.....	36	264	Richard Byron
Æolus .....	32	254	Lord James Townshend
Tartarus.....	20	125	John Pasco.

*Sloops of War.*

Indian .....	20	125	Henry Jane
Atalante.....	20	125	Frederick Hickey
Rattler.....	18	121	Alexander Gordon
Julia.....	18	121	Honourable V. Gardner
Sapphire .....	18	121	Henry Haines.

By an order in council, dated the 5th of October, the Cape of Good Hope was restricted in its commercial intercourse. Nations not at war with us had been usually indulged with trading there, but they were thenceforth forbidden, and the trade confined to British vessels only.

We now return to the Isle of France, and the neighbourhood of Madagascar. A squadron of three French frigates, well commanded, manned, and equipped, with as many troops as they could carry, had sailed from Europe early in the year, with the view of relieving the French settlements at the Mauritius; but they were too late. Arriving off the Isle of France on the 7th of May, they found it in our possession; and though prepared in a great measure for such an event, they must have been miserably straitened for want of water. In search of this article, and to refresh his people, the French commodore, Monsieur Roquebert, bore away for Madagascar. Off Foul Point, at the south end of that island, he was met on the 20th, by Captain C. M. Schomberg, in the *Astrea*, of thirty-six guns, having under his orders the *Phœbe*, of thirty-six guns, Captain Hillyar; *Galatea*, thirty-two, Captain Woodley Losack; and *Racehorse* sloop, of eighteen guns, Captain De Rippe. The ships, owing to light and baffling airs, did not get into action till four, P. M. The *Galatea* and *Phœbe* suffered much, particularly the former, from the accidental position of the enemy. One of their ships lay on the larboard

quarter of the *Phœbe*, and abreast of the *Galatea*, which was astern of the *Phœbe*; the other two were placed on each quarter of the *Galatea*. The fight was maintained until the *Astrea* and *Racehorse* caught the breeze, when they came into action. By this time the *Galatea* was so much cut up, as to be perfectly unmanageable; her fore and mizen-topmasts fell over the side, she could not wear, and with her the action ceased, after having lasted four hours. Captain Schomberg, supported by the *Phœbe* and *Racehorse*, followed up the advantage they had gained, and very soon forced the French Commodore to surrender. A second frigate came to his relief, and after a few broadsides from the British ships, hung out a light, and ceased firing, in token of submission; but perceiving the disabled state of the *Galatea*, and that the other English ships were prevented from immediately following him, the French Captain made sail, and escaped. He was chased by the *Astrea* and *Phœbe*, till two in the morning, when Captain Schomberg, considering that the *Galatea*, had made the signal for and required assistance, and that the ship they had taken (having only put two officers and five men on board her), might escape, returned and secured his prize, which proved to be *La Renommée*, of forty-four guns, eighteen-pounders, commanded by Monsieur Roquebert: she had four hundred and seventy men, of which two hundred were picked troops. The numbers killed of her crew

we had not the means of ascertaining. Her consorts were *La Clorinde*, and *La Nereide*, both of the same force. They had sailed from Brest on the night of the 2d of February.

The *Galatea* had seventy-eight shots in her hull, many of them under water; every rope was cut away; and though short of her complement when she began the action, had more men killed and wounded than all the other British ships put together.

Captain Schomberg, by praising the conduct of Captain Hillyar, in his letter to the Admiral, and omitting to mention in terms of approbation the names of Captains Losack and De Rippe, left an implied stain on the characters of these officers. Captain Losack felt this, and on his return to England, demanded a court-martial, which the Lords Commissioners of the Admiralty (judging no doubt from the log-books) did not think proper to grant; and informed Captain Losack, that they were satisfied with his conduct; and it would indeed have been unaccountable, if they had not. Captain De Rippe had also his share of the action, though the enemy, when they had frigates to engage, could not turn their fire on a sloop of war. This accounts for the *Racehorse* escaping unhurt. That Captains Schomberg and Hillyar did their duty, none would deny; it is also equally clear, that Captains Losack and De Rippe did their duty; and, consequently, that they were equally entitled to a share of credit with the captains of

the *Astrea* and *Phœbe*. We conclude these observations with the list of killed and wounded—

	<i>Killed.</i>	<i>Wounded.</i>		<i>Killed.</i>	<i>Wounded.</i>
<i>Astrea</i> .....	2	.. 16	<i>Phœbe</i> .....	6	.. 25
<i>Galatea</i> .....	16	.. 45	<i>Racehorse</i> .	0	.. 0

Captain Schomberg, having made good the damages which his squadron had sustained, sent the *Galatea* to the Isle of France, and dispatched Captain De Rippe, in the *Racehorse*, to summon the settlement of Tamatave, on the east side of Madagascar, formerly British, but then recently taken by the French. On his arrival off the port, he found in it *La Nereide*, which the squadron had engaged; he therefore returned, and on the 24th of May, rejoined Captain Schomberg, who proceeded with the *Astrea*, *Phœbe*, and *Racehorse*, off the port, which he reached on the following day, and found the enemy prepared for defence. The shoals with which the port is surrounded being numerous and intricate, and having no one on board capable of acting as pilot, he very prudently and properly summoned the ship and garrison to surrender; and by granting to the enemy the most liberal terms in his power, his demand was complied with. The frigate and garrison were given up to his disposal, together with the detachment of the 22d regiment which had been the garrison of the place, previously to its capture. Captain Schomberg, having taken two out of the three frigates which his squadron had engaged, and retaken a British settlement, returned to the



Isle of France. The Captain of the *Clorinde*, on his return to France, was dismissed from the service, and degraded.

It is exceedingly to be regretted, that from the pressure of matter in this volume, we have not room to relate the achievements of Captains Edward Wallis Hoare, G. E. Lyon, George Harris, and Robert Maunsell, who, on the coast of Java, previously to its being attacked by our forces, distinguished themselves by deeds almost incredible; and for the particulars of which, we must refer our readers to the gazette letters of the year 1811.

Vice-admiral William O'Brien Drury, who had held the command in the East Indies, expired at Madras on the 6th of March, when preparing to accompany the expedition for the reduction of the island of Java. He was succeeded in the command of the squadron by Captain William R. Broughton, who, agreeably to the rules of the service, hoisted a broad pendant; and the expedition sailed for the object of attack, to which it had been destined.

Vice-admiral the Honourable Robert Stopford had sailed in October, 1810, from Plymouth, in the *Scipion*, of seventy-four guns, to take the command on the Cape of Good Hope station, and to relieve Vice-admiral Bertie. Soon after his arrival at the Cape, he learned that the island of Java was going to be attacked by our forces, and that Vice-admiral Drury was dead; he in consequence

pushed away for that island, and was in time to be present at the capture.\*

Lord Minto, the governor-general of India, having given directions to prepare a military force for the conquest of this island, its direction was intrusted to Lieutenant-general Sir Samuel Achmuty. The expedition assembled in Madras roads; and the first division of troops, commanded by Colonel Robert Rollo Gillespie, sailed thence on the 18th of April, under convoy of Captain Cole, in the *Caroline* frigate, of thirty-six guns. The second division followed in a week after, under the command of Major-general Wetherall, and conducted by Captain P. Pellew, in the *Phaeton*. On the day after the sailing, a hurricane drove on shore the *Dover*, of forty-four guns, and every other vessel that had remained with her in Madras roads. Those divisions, however, providentially escaped with a slight brush of the gale. On the 18th of May, the expedition reached the harbour of Pulo Penang, in Prince of Wales' Island. Lieutenant-general Achmuty had arrived in the *Acbar* frigate, on the 13th, and sailed for Malacca on the 20th. Lord Minto had touched at Penang, on his way to Malacca, in the *Modeste* frigate, commanded by his son, the Honourable Captain G. Elliot. On the 21st of May, the second division arrived at

\* An elaborate and authentic Account of the Capture of Java has been written by Major William Thorn, deputy quarter-master-general of the forces serving in Java. 4to. Robert Wilkes, Chancery-lane.

Penang. On the 24th, the whole fleet sailed for Malacca, where they arrived on the 1st of June. Here they found that the Bengal division of troops under the protection of Captain H. F. Edgell, in the *Cornelia*, had arrived six weeks before, and was encamped along the shores. The Governor-general, Commander-in-chief, and Commodore Broughton, in the *Illustrious*, were also here. One of the transports, laden with gunpowder, took fire, and when no hope remained of saving the ship, the crew were taken out, and she blew up, without doing any other damage. Lord Minto, soon after his arrival, caused all the instruments of torture which had been used by the Dutch to be publicly burnt. These were, the rack, the wheel, and some others, well known to the unhappy people who had been governed by the laws of their sanguinary tribunals.

The possession of Malacca has been found of vast importance to our Indian and China trade, the straits being only sixteen miles wide, and the best channel of intercourse between the bay of Bengal, the China seas, and the eastern Archipelago. The straits of Sunda, between Java and Sumatra, were chiefly resorted to by ships coming from the Cape of Good Hope. The route pursued by the united forces, led by Commodore Broughton, was through the straits of Singapore, between the south end of the peninsula of Malacca, and the small islands lying contiguous to it, of which Pulo Bantang is the chief. Taking his departure from Pulo Bantang, the Commodore steered for

the west coast of Borneo. Passing the island of Timbalan, the fleet came to a cluster called the High Islands. These form between the west coast of Borneo, and the east coast of Sumatra, a very extensive Archipelago. The names of the islands, and their position, have not been accurately described by modern geographers; nor has Major Thorn favoured us with any description whereby we might know at which of them it was that the fleet found a plentiful supply of fresh water, hogs, moose-deer, and monkies, but no human inhabitants. The fleet, it appears, was in imminent danger, from a sudden squall of wind and rain, which drove the transports into shoal waters, where *many of them struck the ground in a heavy sea*, but the bottom being soft mud, they received no damage.

The following is a list of the ships of war, and their captains, employed in this celebrated expedition:

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Scipion . . . . .	74	{ Rear-admiral the Hon. R. Stopford { Captain J. Johnston.
		(This ship joined at Batavia)
Illustrious . . .	74	Commodore W. Broughton. Capt. Festing
Minden . . . . .	74	Captain Hoare
Lion . . . . .	64	Captain (now Sir Henry) Heathcote

#### *Frigates.*

Acbar . . . . .	38	Capt. Drury	Hussar . . . . .	38	Capt. Crawford
Doris . . . . .	36	Lye	Drake . . . . .	38	Harris
Nisus . . . . .	38	Beaver	Phaeton . . . . .	38	Hon. P. B. Pellew
President . . . . .	38	Warren	Leda . . . . .	36	G. Sayer
Bucephalus . . . . .	32	Pelly	Caroline . . . . .	36	C. Cole
Phœbe . . . . .	36	Hillyar	Cornelia . . . . .	36	— Edgell
Modeste . . . . .	36	Hon. G. Elliot	Psychic . . . . .	36	P. Edgecumbe

*Sloops of War.*

Barracouta	18 Owen	Samarang	16 Drury
Hesper	18 Reynolds	Harpy	18 Bain
Hecate	18 Peachy	Procris	18 Maunsell
Dasher	18 Kelly		

*Honourable Company's Cruisers.*

Malabar	{ Commodore Hayes Capt. Mansfield	Vestal, Hull
Aurora, Watkins		Ariel, M'Donald
Mornington, Pearce		Thetis, Phillips
Nautilus, Walker		Psyche

With fifty-seven transports, and some gun-boats,—the fleet amounting to one hundred sail.      o

The expedition came to an anchor in the bay of Batavia, at two, P.M. on Sunday, the 4th of August, 1811, and the landing was effected on the same day at the village of Chillingching, ten miles to the eastward of the city of Batavia, a spot which the enemy had left entirely unguarded.

The care of this important island had been secretly intrusted by Bonaparte to General Jansens, the Dutch general Daendels not being supposed sufficiently well affected to the cause to keep out the English. The city of Batavia was abandoned by the French and Dutch troops, and most of the respectable inhabitants, the moment our army landed. The pipes which conveyed fresh water to the town were cut off; the bridge over the river Anjol destroyed, and the store-houses, containing a rich collection of spices, set on fire. Some of these our troops saved from destruction. By the ready assistance and resources of the navy, a body of troops under Colonel Gillespie was sent

across the river; and entered the city. The enemy retreated to Weltevreede, a strong position, which was attacked by the Colonel on the 10th, and carried in grand style, the enemy losing near five hundred men. Driven from this position, General Jansens next made a stand on the heights of Cornelis, strongly fortified and defended by the united force of his whole army, which was supposed to consist of nearly twenty thousand men, French and Dutch, and commanded by officers of distinguished character in the estimation of Napoleon, the unrivalled judge of military merit. Cannon was brought up by the seamen; and batteries, formed of twenty eighteen-pounders and eight mortars, kept them in constant occupation for two days, when the fire of the enemy, at first much greater than ours, became gradually fainter, and at dawn of day on the 26th of August, the assault was made, the principal attack being led by that distinguished and lamented hero, Colonel Gillespie, supported by Colonels Gibbs and MacLeod, officers no less conspicuous. Major-general Wetherall commanded the reserve, and remained in the batteries. Colonel Gillespie having made a circuitous route, through an intricate country, came suddenly on the enemy's advance, routed them, and took a strong redoubt; next, under a heavy fire of grape and musketry, he passed a bridge of great importance to these operations, and carried with the bayonet the redoubt, No. 4, after an obstinate resistance. Here Colonel Gibbs sepa-

rated, and turning to the right, carried the redoubt, No. 1, in front of the enemy. At this moment a heavy explosion, whether by design or accident is not known, destroyed a number of gallant British officers and men. Colonel M'Leod carried the redoubt, No. 2, took a park of artillery, and dispersed the enemy's cavalry, which had formed for its defence; but that excellent officer fell in the moment of victory. The enemy's front being thus laid open, the whole army rushed in; the carnage became general, and the battle decisive. The seamen from the batteries, and a body of Seapoys under the command of Captain Sayer, of the *Leda*, drove the enemy from the field. The cavalry under Colonel Gillespie and Major Trevers, and the horse artillery under Captain Noble, joined in the pursuit, until the whole of the hostile army was either killed, wounded, or taken prisoners. One hundred and thirty pieces of brass and iron cannon and mortars were taken at Cornelis, and six hundred and thirteen in the citadel and different forts, with shot, shells, and ammunition in proportion. The number of prisoners amounted to upwards of seventeen hundred.

In the capture of this immense island, the principal labour fell on the army, as the more powerful body, but the navy had its share of the danger and exertion. The royal marines of the squadron, commanded by their own officers, were landed, and served with the army.

The numbers in the army killed in the two

actions, amounted to one hundred and forty ; and the wounded to seven hundred and thirty-two. Of seamen, fourteen were killed ; six officers, and forty-nine wounded.

Immediately after the decisive action of the 26th of August, and the capture of Fort Cornelis, a summons was sent to General Jansens, to surrender the island of Java to the British forces. This was rejected, and preparations were immediately made for sending a force against Sourbaya, the place of second importance on the island. This force was under the direction of Commodore Broughton. Another body of troops was detached to Cheribon, and the frigates *Nisus*, *President*, and *Phœbe*, were sent on that service.

Commodore Broughton sailed on the 4th of September for Greisse and Sourbaya, having under his orders the *Illustrious*, *Minden*, *Lion*, and *Leda*. He was accompanied by transports containing a body of Seapoys, and ordnance stores, for the reduction of the remaining settlements of the enemy on the island of Java.

Lord Minto, the Governor-general of India, had, after the surrender of Batavia, taken up his residence at that place, and Rear-admiral Stopford, at his Lordship's request, had consented to remain until the complete subjection of the island. This was shortly accomplished. Captain P. Beaver, of the *Nisus*, took possession of Cheribon. Captain Warren, of the *President*, who conveyed the summons, hauled down the French,



and hoisted with his own hand the British flag on the fort, and with his gig's crew took prisoner the French General Jumelle, who had just arrived, and was in the act of changing horses to proceed to the eastward. Captain Hillyar, of the *Phœbe*, took possession of Taggall.

Lieutenant-general Sir Samuel Achmuty sailed on the 5th, in the *Modeste*, and the Rear-admiral himself on the following day, having with him, on board the *Scipion*, two companies of artillery and four field-pieces: with the troops embarked on board the ships of war, assisted by the seamen and marines, he hoped to effect the reduction of the other settlements before the transports could arrive, and thus avoid the delay occasioned by the bad sailing of these vessels. We have no instance of an *entèrprise* of this magnitude being conducted with more public spirit and unanimity between the army and navy.

On the 9th, the Rear-admiral anchored off Samarang, and was joined on the 18th by Commodore Broughton, with the ships and some transports under his orders. The Rear-admiral and the General summoned the place to surrender, but the demand being refused, they proceeded to attack and destroy the gun-boats. This service was executed by Captain Maunsell, then acting in the *Illustrious*, under the broad pendant of Commodore Broughton. On the 12th the town of Samarang was entered without opposition, the

enemy having retired to a strong position seven miles from it. Our troops at this place amounted to one thousand five hundred men. The Rear-admiral being convinced that the French would retire upon Sourbaya, hastened thither with the Scipion, Lion, Nisus, President, Phœbe, and Harpy, and directed all other vessels within his reach to meet him. On the 18th, Captain Harris, of the Sir Francis Drake, joined the Admiral, and informed him that the island of Madura, and the settlement of Samanap, had surrendered. Captain Harris was now directed by the Admiral to take command of the troops which were landed on the 19th, and proceed to Greisse, of which place he took possession on the 28th. Captain Harris next went with his little army to Sourbaya, which he took; and intelligence reached the Admiral that all the strong places in the island of Java had capitulated to his Majesty's arms. Fort Ludowick, at Sourbaya, the Admiral found in excellent order, with ninety-eight pieces of cannon, chiefly brass.

The capture of the principal forts in the island having been effected by the joint operations of the army and navy, Jansens, the Captain-general, surrendered with his whole army, and the conquest of the island of Java was complete.

In his dispatches to the secretary of state, Lord Minto says, "An empire which for two centuries has contributed greatly to the power, prosperity, and grandeur of one of the principal and most

respected states of Europe, has been thus wrested from the short usurpation of the French government, and added to the British crown." Here ended the conquest of islands. The enemy had no more to lose east of the Cape of Good Hope. Had Napoleon achieved these conquests, he would have made his enemies "forget the way to India." This has never been our policy. The Dutch came unwillingly into the last war, and the colony of Java, which had been wrested from them by France, Great Britain had the honour and the generosity to restore. Should future wars, and other tyrants, raise up enemies against our existence, let us trust that we shall possess the same means of asserting our rights, and proving that we can be generous as well as brave.

The capture of the island of Madura, by the British frigates Sir Francis Drake and Phaeton, forms an interesting episode to the conquest of Java. This island, about seventy miles long, lies contiguous to Java, at its eastern end. It was governed by a Sultan, who like all eastern princes, was an absolute monarch. The French and Dutch had landed a few officers, and having hoisted the French flag, considered it a colony of their own.

Captain George Harris, a mere youth, having two frigates of thirty-eight guns under his command, assembled a small force, consisting of the marines and small arm men of the frigates, and with the boats, himself and Captain Pownal B. Pellew completely drove the French out of the

island, turned the sentiments of the Sultan and his people against them, and rendered Madura a dependency of Java.

Captain Harris had sent the *Dasher*, sloop of war, round the south end of Pulo J'Langing, to gain an anchorage as near the fort of Sumanap as possible. On the night of the 29th of August the boats, in two divisions, led by the captains of the respective frigates, put off, and sailing through the channel formed by the east end of Madura and Pulo J'Langing, landed at midnight three miles from the fort, without being discovered, and at half-past one, the two columns, consisting of no more than eighty men, with two twelve, two four, and two two-pounders, began their march in such perfect order and silence, that they entered the outer gate of the fort without being perceived. This gate had been with unaccountable negligence or treachery left open. The party next made a rush at the inner gate, which they carried, though defended by guns, and four hundred Madura pikemen, who were all made prisoners, and by half-past three o'clock the English possessed the fort. At daylight, French colours still flying on the east end of the town, Captain Harris sent his second in command, Captain Pellew, to demand an immediate surrender. This officer was supported by one hundred men and one field-piece (the party having been reinforced from the ships). The Governor returned an insulting answer, and prepared to defend himself with two thousand men.

Captain Pellew retained his ground against this immense superiority, dispatching a young officer to Captain Harris, to acquaint him with the state of affairs.

Captain Harris ordered his colleague to advance, while he moved out of the port and threatened the left wing of the enemy, whose force and attention, by this judicious manœuvre, became divided. The British heroes made a simultaneous attack, which was resisted by the enemy for about five minutes, when they gave way and were completely routed. The French Governor was taken prisoner, and the Rajah of Sumanap, who was present, was so delighted and awed by the valour of the English, that he forbade his subjects to arm any more against them. The force opposed to the two Captains, and their marines and seamen, was such as to give us a very contemptible idea of the prowess of our enemies; they had three hundred European infantry, sixty artillerymen, and two thousand Madura pikemen. The fort was a regular fortification, mounting sixteen six-pounders.

Lieutenant Rook, of the royal marines of the Sir Francis Drake, was twice speared by the native troops, while wresting the colours from the hands of a French officer, who was killed in the contest. The whole island of Madura was immediately subdued, and Captain Harris assured the Admiral that every Frenchman and Dutchman was made prisoner, and conveyed on board the

Sir Francis Drake. The Governor-general returned to Calcutta. Rear-admiral Stopford having appointed John Brenton, Esq. (his secretary) and Thomas Wallis, Esq. (purser of the Illustrious) agents for the navy, two officers being also appointed by Sir Samuel Achmuty on the part of the army, the Rear-admiral gave them charge of the property taken, and set sail for the Cape of Good Hope, leaving Commodore Broughton with the temporary command in India, until the arrival of Sir Samuel Hood. The property taken in the island of Java, netted to the captors nearly £1,000,000. sterling, which was paid to them within the space of five years.

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