

between bodies according to certain laws. The skilful experiments of Lavoisier and La Place have shown that the molecules of water, in evaporating, convey away from the earth a portion of its electricity, and which the water has acquired in being converted into vapour. This electricity becomes diffused in the upper regions of the atmosphere, and, when the vapours again become condensed so as to form globules of water, the electricity disposes itself on the surface of the globules in different quantities according to their magnitudes. When these globules have equal volumes, those quantities are equal; and, equilibrium then subsisting with respect to electricity, no sensible effect is produced: but when a considerable difference takes place between the quantities of electricity on the globules, the tendency of that element to return to a state of equilibrium causes it to pass rapidly in flashes from those globules which have more, to those which have less than their mean quantity; and thus, if the condensation be great and take place suddenly, vivid flashes of lightning and loud peals of thunder may occur. The effect is probably the greatest when two masses of clouds, in opposite states of electricity, are carried rapidly against one another by winds blowing in contrary directions. Clouds frequently change from negative to positive electricity; and in M. Peltier's late experiments, he found the negative preponderated in one year, and the positive in another. This opposition in the electrical state of the clouds in different years, may have the effect of rendering the problem to be solved, far more complicated than even its many other difficulties promised.

On the whole it may be implicitly received, that the changes of temperature, the electricity of the earth in contact with the air, and that produced by the chemical changes of the various matters of the globe, are the great causes of atmospheric electricity: thus earthquakes and volcanic eruptions are generally accompanied by violent thunder-storms.

The colour of lightning is a variable yellow, depending much on the density of composition of the strata of air through which the discharge takes place. When its course is zig-zag, it is called forked-lightning; the aberrations of which show that it is near terrestrial objects, and is therefore justly regarded as dangerous. When the electric discharge permeates generally the surrounding masses of weakly electrified vapour, the appearance is then the sudden and wide illumination known as sheet-lightning. This lightning, though almost inconceivably swift, is harmless, and even beneficial, and indicating the restoration of atmospheric and electric equilibrium after it had been destroyed by the rapid succession of cold to heat. A third branch of this wonderful agent, is known as the "fire-ball," from the sphericity of its shape. Compared with the other two, it is slow in its descent to the earth, occupying several seconds in its fall. Hence the instances of globes of fire, and the mischief they occasioned, are generally well-attested. They have been seen to rebound from the earth, and sub-divide, then each sub-ball has exploded, and sometimes with a violent report. On the 13th, July, 1798, the Good Hope, Indiaman, in latitude $35^{\circ} 40'$ south, and longitude 42° east, was struck by "lightning of a globular form," which exploded violently, killed one man, and wounded several; and in February, 1809, the Warren Hastings, a new Indiaman at Portsmouth, was three times struck in the masts, and each time by a ball of fire.

Thunder is an explosion accompanied by a loud noise, which is heard after a discharge of lightning from the clouds. The character of the noise is variable, from the near sharp rattle of small-arms to the distant roar of great guns; but though the identity of lightning with the electric fluid is now well known, the physical cause of the detonation which accompanies the flash is still the subject of conjecture. The rolling prolongation of the report has been attributed to the echoes caused by the reflection of sounds from mountains, buildings, or clouds: but this will not afford a satisfactory explanation of the long rolls, which have been known to have a duration of more than forty seconds. Dr. Hook ingeniously supposed each spark of lightning to produce its separate report, and each flash consisting of a great number of these sparks, each farther from us than the other, and though caused contemporaneously, the sound of each reaches us successively, according to its distance. The flashes of lightning, Dr. Hook observes, are either simple or multiple: the first occupies but one small portion of space, and gives rise to an instantaneous report; the multiple flash takes place at different parts of one long line: if these parts should be situated in a circular arc, and the observer should be in its centre, all the reports would arrive at his ear at the same time, and still one loud crash only would be heard; but if the parts were nearly in a straight line, and the observer were at one of the extremities, the reports, whether they take place at the same instant, or in succession, would arrive at his ear at different times, depending wholly or partly on the differences.

Such are the received opinions upon thunder and lightning in general; yet a notion prevails, that thunder has been heard when the sky was without a cloud, but this may have resulted from subterranean causes. M. Arago thinks that thunder without lightning may descend to us from an upper stratum of clouds, whilst the lower obstructs our sight, for a density obstructing light, may be permeable to sound. On the other hand lightning without thunder is of frequent occurrence, and has been pretty well reasoned upon. Ages ago, Seneca pronounced these fulgurations to be powerless from their distance; and in our day it is shown, that thunder can scarcely be heard more than 20 or 30 miles from the flash, but that lightning—or at least its reflection on the clouds—may be seen at a distance of 200 miles. Supposed remoteness, however, will not always explain noiseless lightning.

A mention must here be made, of the harmless lambent flame called Comazant or Compasant—corruptions of Corpo-Santo—among our seamen, and occurring towards the close of storms, at the mast-heads and other salient points. As the appearance of this luminous substance took place simultaneously with the subsidence of the wind, the ancient *Metereolescha* viewed it as a type of Divine power and providence. Hence the Castor and Pollux which settled on Lysander's ship, and other recitals of the ancients, which were duly transmitted to the Christians, who soon recognised St. Elmo, St. Nicholas, St. Peter, Corpo Santo, Sant Anna, and Santa Chiara, in this silent phosphoreal vapour. Numerous evidences are afforded in the old voyagers of the influence of this Christiano-paganism, amongst which the chants and acclamations of the sailors of Columbus in 1493, and of Magellan in 1520, are not the least interesting to nautical readers; nor will poor Falconer's description be forgotten—

“High on the masts, with pale and livid rays,
Amid the gloom portentous meteors blaze.”

We have more than once seen this phenomenon enveloping the mast-head, and its undulating blaze of phosphorescent light was always hailed with pleasure, as the harbinger of better weather. We have never known them but as attendants of a storm, and averters of the danger with which a ship is threatened when surrounded by an electrified atmosphere. “About 4 o'clock,” says Dampier, “the thunder and the rain abated; and then we saw a *Corpus Sant* at our maintop-mast-head, on the very top of the truck of the spindle. This sight rejoiced our men exceedingly; for the height of the storm is commonly over when the *Corpus Sant* is seen aloft.” But there are exceptions to this rule, though, from the result of our inquiries, they must be very rare. In the Philosophical Transactions we find a remarkable instance, to this effect:—“January 9, 1748, the new ship *Dover*, bound from New York to London, being then in latitude 47° 30' north, and longitude 22° 15' west from London, met with a very hard storm of wind, attended with thunder and lightning, as usual, most part of the evening, and sundry very large comozants (as we call them) overhead, some of which settled on the spintles at the topmast-heads, which burnt like very large torches; and at 9 P.M., a single loud clap of thunder with lightning struck the ship in a violent manner, which disabled myself and great part of the ship's company in the eyes and limbs; it struck the mainmast about two-thirds up almost half through, and stove the upper deck, one carling, and quick-work; part of which lightning got in between decks, started off the bulk-head, drove down all the cabins on one side of the steerage, stove the lower-deck, and one of the lower deck main lodging knees. Another part of it went through the starboard side, without any hurt to the ceiling (or inside plank); and started off from the timbers four outside planks, being the whale upwards; one of which planks, being the second from the whale, was broke quite asunder, and let in, in about ten or fifteen minutes, nine feet water in the ship. It also drew the virtue of the loadstone from all the compasses, being four in number, all in good order before.”

From the great velocity of lightning it is difficult to say when it ascends or descends: many conclude that it always flashes downwards, but there are undeniable local marks that it sometimes flies upwards. The clouds influence the portions of the earth near them, and occasionally so strongly as to draw the lightning from the earth. The ancients remarked this singular phenomenon, for Pliny describes the land of Etruria as emitting thunders. But there are many remarkable local peculiarities. While Rio Janeiro is frequently visited by well-charged clouds, Lima knows neither thunder nor lightning; nor are these phenomena ever experienced in the polar regions. In Magellan's Straits the squalls called *williwaws* are very frequent, and tremendously severe; but according to the observations of our friend Capt. King, lightning and thunder are seldom known there. Whether geological or other circumstances affect this, is still uncertain, yet there is such a disparity in the frequency, without much distance, that suspicion attaches to locality. M. Arago asserts that there is twice as much lightning at Orleans as at Paris; and three times as much at Jamaica, as in the neighbouring islands.

An impression had very generally obtained that thunder-storms were more frequent and dangerous over mineral countries than any other. This is not countenanced by the comparative exemption of the mining districts of Peru and Wales, as contrasted with the ravages at Calcutta, Madras, Malta, and the Gulf of Syrtis. The channel of Corfu is pretty notorious for its repeated illumination; and as to Terracina, 'tis just as bad as when Pliny grumbled about it. In 1803, our esteemed friend, Mr. L. W. Dillwyn, of Swansea, furnished a distinct list relative to the mines of several districts, storms being less frequent where they are richest, and most numerous in calcareous parts. According to M. Arago, a concurring testimony occurs in Mayenne, where the *grünstein* contains much magnetic iron, for approaching storms are there said to clear off, or change their direction. Still the impression as to the *habits* of thunder-storms was altogether on the contrary side; and we well remember, on passing that electric space, the south coast of Ceylon, and "wondering" why the lightning was so vivid and so common there, receiving for answer, "Ah, there must be some vast mines in that island." Mr. Dalton, who visited some of the Borneo tribes, and has resided several years in the eastern Archipelago, says, "Approaching within twenty miles of Pergottan, the main land has a most dreary and desolate appearance: the higher mountains are far inland; the coast broken and studded with rocks. The soil about this part is strongly impregnated with mineral ore; neither animal, tree, or plant, live on a surface of at least a thousand square miles. The natives entertain a superstitious dread of the country, conceiving it to be the peculiar abode of evil spirits. In no other part of the world have I observed lightning have so tremendous an effect, that of a forked description playing upon the ground for a space of several minutes in infinite mazes of zig-zags. In whatever part of the heaven the lightning appears, to this spot it is always attracted. We were off this place three days, viz., November 21, 22, and 23, 1827, and each night was the same; and from all I could learn, the effect is much the same all the year round, but particularly so at the change of the monsoon. Of course there are no inhabitants near the place, on which is scarcely to be seen a blade of grass. The iron is here of very superior quality, as every one who has visited *Banjer-massin* must have remarked."

Gentle reader, here are two decided opinions upon a subject of too grave an importance for the *utrum horum mavis accipe* of slighter questions: it is one which calls for observation, inquiry, and precise registry.

This, however, is far from being the only unsettled point upon matters of such frequent occurrence. The comparative frequency or infrequency of thunder in the open sea, which any sailor might look to, is yet in an undecided state; as is also the height to which storm-clouds reach, the process for obtaining which trigonometrically, though so very easy, has hitherto been strangely neglected, to the retardation of meteorology as a science. The distance of the thunder, so important an element, never appears on the registers, though every one with a watch and a pair of ears is regularly equipped for being useful. To the beginner we may here observe, that the flash of the lightning and the report of the thunder take place in reality at the same moment; but since sound travels at the rate of 1100 feet per second, while the passage of

light from the cloud to the observer may be considered as instantaneous, because the velocity may be equal to 80,000 leagues per second, it follows that, on counting the number of seconds which elapse between the time of seeing the flash and hearing the report, the distance of the thunder-cloud from the observer might be ascertained if 1100 feet be multiplied by that number of seconds. Straw splitters may like to carry out fractions, and therefore must take the pace of sound at 1105·663 feet; but the round number will answer all available purposes.

Such is the potent enemy, which for ages rioted in unimpeded devastation of life and property, with a truly omnivorous propensity, alike destroying man, beast, ship, boat, tree, church, castle, palace, and cottage; even the fishes of the sea cannot be said to enjoy immunity. Our object here, however, being principally directed to the Royal Navy, we will endeavour to show the ravages of this formidable antagonist in that quarter; and it is rather discreditable, that though science has long since shown a tolerable cure, and a talented individual a radical one full twenty years ago, the mischief has been allowed to continue. In demanding a permanent security at all times and under all circumstances against the injurious effects of lightning, nothing chimerical is asked. We can assure those men who plume themselves upon a perpetual scepticism, and who treat every new attempt of philosophy as a rash effort, that the means are at once available and cheap. Herein is no hyper-excited plan for conveying merchandise in vacuo, at the rate of (to use Mr. Valance's words) "not exceeding perhaps two or three hundred miles an hour;" nor is there a design of going from London to Calcutta in four days, by a machine which demonstrably cannot fly.

Before entering upon the means of averting the calamity, it may be proper to show its extent, and the loss to the country in services of ships, in men, and in money. Mr. Snow Harris, the crippler of lightning, has very ably shown this, in discussing the accidents which befel three men-of-war in the last century; and thus he argues—

"The loss to the country in *money*, although comparatively the least important, when we consider that our seamen are liable to be struck dead or seriously injured, and that the nation may suffer in its maritime ascendancy, is still of ruinous amount.

"In estimating this, we have not to consider merely the workmanship and materials for making good defects; but likewise the amount expended in wages, provisions, &c., &c., during the time a ship is rendered unfit for service; money being paid on account of a vessel, rendered as it were *hors de combat*, by lightning, or so disabled as to be incapable of performing the duties required of her; she is for the time in the state of a vessel temporarily wrecked. The actual loss, however, arising in this way, becomes quite apparent, when it is remembered, that in case of a vessel on an important station being rendered unfit for service, it frequently becomes necessary to replace her by another immediately, whenever that can be done. Hence an additional number of ships are required to provide for such casualties. Considering, therefore, these three elements in the instances above mentioned, they will be as follows:—

"1st. The *Thisbe*, a frigate of 32 guns, and 200 men, obliged to leave her station, several of her crew hurt or disabled, and the ship reduced to such a wreck, as would, in the full activity of a naval war, have rendered her an easy prize to a much inferior force. Her masts shivered, sails and rigging on fire, mainmast cut away, and all its accompanying gear lost, mizen-topmast lost, fore-topmast carried away, foremast rendered unserviceable; one of the boats destroyed,

"The consequent loss to the country in workmanship, and materials in making good defects, together with the paying off and recommissioning the ship, &c., &c., cannot be estimated, on a moderate calculation, at less than 6,000*l*.

"2nd. The *Lowestoffe*. In this case the Mediterranean fleet lost for upwards of two months the services of a frigate, so crippled by lightning, that, had she fallen in with an enemy, as happened shortly after her refit, she must necessarily have been taken. Her masts and rigging on fire during the storm, mainmast shivered and cut away, main and fore-topmasts destroyed, fore-top-sail-yard lost, two men killed, many burnt and disabled; others benumbed.

"The loss to the country on account of the damage sustained in this instance, cannot be estimated at less than 5,000*l*.

"3rd. The *Russell*, of 74 guns. In this instance our fleet off Ushant, while daily exposed to the chance of a general action, lost the services of a line-of-battle-ship, her masts being crippled, her First Lieutenant and two men killed. The actual loss to the country on account of the damage sustained by this ship, taking into account the detention and refit, would not certainly be less than 5,000*l*.

"Upon a review, therefore, of these three cases only, we find an expenditure of 16,000*l*. and upwards; the services of a line-of-battle ship and two frigates lost, at a time when (in two instances) urgently demanded; one Lieutenant and four men killed, and many burned, or otherwise severely hurt or disabled."

But Mr. Harris proceeded much further into the statistics of lightning, viewing the possibility of defending ships against it, for the most part, as a question of observation and experiment. He therefore rummaged the official log-books for evidence, and mustered 174 cases; but as in 60 of them he could not correctly ascertain the damage, he confined his reasoning to 47 line-of-battle ships, 49 frigates, 17 brigs, and a cutter, of which there were—

Struck by lightning	On the mainmast		68
	On the foremast		28
	On the mizenmast		5
	On the bowsprit		1
	On the fore and main		6
	On the main and mizen		5

In about 100 of these cases of damage, Mr. Harris found that the number of seaman killed was 62, and wounded 114, exclusive of one instance, in which the number killed is denoted as several, and that of the *Resistance*, of 44 guns, in which only 4 people were saved. And we apprehend that various vessels reported "missing," and "never since heard of," have shared the fate of the *Resistance*. Of the spars damaged or destroyed we find—

	Line-of-battle ships.		Frigates.		Vessels under 30 guns.	
Lower masts		43		29		21
Topmasts		36		26		21
Top-gallant and royal		23		18		19
Bowsprit		1		"		"

Now the loss to the nation in service, in men, and in money, in three cases above cited, will form a scale to judge of the expenses incidental to these damages. And he who seriously contemplates them will be aided by being told, that the loss upon each lower mast of the line-of-battle ships may have been about 600*l*., including the workmen for repairs and refitting; on the topmasts, 100*l*.; upon the lower masts

frigates, 350*l*.; topmast, 80*l*.; upon the lower masts of the smaller frigates and brigs, taking one with the other, 150*l*.; topmasts, 40*l*. This estimate shows a vast expenditure, and yet does not include the top-gallant and royal-masts, occasional injury to the yards, and the damage done to the rigging.

M. Arago, in his *Annuaire* for 1838, makes reference to the "excellents mémoires de M. Harris sur les paratonnerres;" and from them and enquiries he undertakes to illustrate an aphorism of the *campagnards*—"Thunder is most dangerous in cold weather." These are his results, and show the number of ships struck in each month:—

January	8	July	3
February	6	August	1
March	1	September	6
April	8	October	2
May	0	November	4
June	0	December	4

From the authentic list of the ships struck by lightning, which was presented by Mr. Harris to the Lords Commissioners of the Admiralty, we will select those which have been damaged during the present century, as a record in illustration of our argument; and we are enabled to add a few particulars, from our own documents and recollection. The following enumeration cannot contain the whole of the accidents since 1800; but it is quite sufficient to show that a remedy was called for. Among the ships named in the Report of the Lightning Committee, printed by order of the House of Commons, in 1840, we observe, the *Aid*, sloop-of-war, said to have been struck in August, 1819, and the maintop-mast shivered: this ship has been inserted in error, for though that spar was found sprung, in the port of Pola, and had to be shifted, it was not imputed to the effect of lightning. The following is a brief but comprehensive history of the cases of damage under consideration, and we may safely vouch that the last forty years of the nineteenth century, passing under a similar metereological cognizance, the catalogue of disaster will not equal a tithe of the first forty.

No.	Names	Guns.	Year.	REMARKS.
1	Ajax	74	1813	Off Toulon. One of Sir Edward Pellew's fleet. Main-topmast shivered, and mainmast disabled.
2	Active.....	38	1802	In Gibraltar Bay. 1 man killed. Mainmast damaged, main-topmast and topgallant-mast destroyed.
3	Apollo	38	1811	On the Mediterranean station. Spars wounded, but the particulars not correctly ascertained.
4	Arethusa	38	1811	At Sierra Leone. 1 man wounded. The maintop-mast shivered, and the mainmast damaged.
5	Achates	14	1812	Damaged mainmast.
6	Arrow.....	12	1810	The mainmast disabled.
7	Armada	74	1811	Basque Roads. Foremast set on fire. Men struck down on the decks.
8	Albion	74	1817	Mediterranean. Foremast wounded, and 1 man killed. This ship was also struck at Portsmouth, in 1821.

No.	Names.	Guns.	Year.	REMARKS.
9	Atholl	28	1831	Coast of Africa. Shivered fore-topgallant-mast, topmast, &c.
10	Ariadne	24	1805	Bermuda. Split fore-topmast, and topgallant-mast. Several men severely hurt.
11	Alexander	74	1801	Port Mahon. Lost her main-topmast.
12	Ætna	6	1830	Corfu Channel. Foremast slightly struck, 1 man dreadfully burnt, and nearly all that were forward knocked down.
13	Bellerophon ..	74	1807	Off Rochfort. Main-topmast shivered, main and mizenmasts damaged, perforated quarter-deck, started a butt-end in the side. 1 man killed, and 8 wounded.
14	Bellepoule	38	1809	On the blockade of Corfu. Several spars seriously injured. 2 men hurt.
15	Barfleur	98	1812	Off Toulon. Fore-topmast shivered, foremast damaged, light-room windows of fore-magazine shattered.
16	Badger	10	1822	Chatham. Mainmast damaged, in ordinary.
17	Bloodhound ..	12	1812	Coast of Newfoundland. Mainmast shivered, sails rent.
18	Buzzard	18	1812	At Minorca. Lost main-topmast and topgallant-mast, &c.
19	Conquestador..	74	1813	West Indies. Spars injured, and several men hurt.
20	Cressy	74	1812	Off Cherbourg. Lost her mainmast.
21	Chanticleer....	10	1822	Corfu. The mainmast shivered from the truck to the deck.
22	Clinker	12	1829	Coast of Africa. Lost her mainmast.
23	Chicken	14	1828	Fernando Po. Masts damaged. Lost mainmast.
24	Clorinde	40	1813	Off Ceylon. Mainmast shivered from mast-head to deck. 2 men killed, 5 seriously wounded, and many hurt.
25	Caledonia	120	1810	In Basque Roads. Foremast damaged, fore-topmast and topgallant-mast shivered, and several men wounded.
26	Ceylon	<i>alk.</i>	1839	Malta. Fore-topmast shivered, and foremast wounded.
27	Druid	46	1829	West Indies. Several spars injured, but particulars of the damage unknown.
28	Dryad	42	1828	Mediterranean. Damage not ascertained.
29	Doris	36	1808	East Indies. Spars wounded and several men hurt.
30	Desirée	36	1803	Jamaica. Mainmast shivered. 2 men hurt.
31	Dragon	74	1801	Mediterranean. 1 man killed, and several severely wounded. All the men in the maintop were injured. The same ship was struck in 1810, when the mainmast was disabled.
32	Eolus	32	1809	West Indies. Foremast damaged severely.
33	Eden	26	1822	River Thames. Particulars not ascertained.
34	Elk	18	1816	East Indies. The foremast shivered.
35	Esk	20	1827	Off the River Benin. Maintop-mast and topgallant-mast splintered. 1 man hurt.
36	Gloucester	74	1830	Malta. Mainmast crippled and shivered, maintop-mast destroyed. Ship obliged to refit.
37	Goliath	74	1802	West Indian. Foremast splintered, topmast topgallant-mast shivered. 2 men killed and 13 wounded.

No.	Names.	Guns.	Year.	REMARKS.
38	Gibraltar	80	1802	At Gibraltar. Lost foremast, also fore and maintop-masts. 3 men wounded.
39	Griffon	14	1808	West Indies. Lost her mainmast.
40	Galatea	36	1805	West Indies. Lost her foretop-mast and top-gallant-mast. Several men wounded.
41	Glory	98	1805	Off Cape Finisterre. Maintop-mast shivered and mainmast damaged. Several top-men severely hurt. This was one of Calder's fleet, and a flag-ship, and the crippling occurred just before engaging the combined fleets of the enemy.
42	Généreux	80	1801	Port Mahon. Lost fore and maintop-masts, mainmast severely damaged, and the ship disabled from pursuing the enemy.
43	Guerriere	38	1812	Coast of America. Mainmast badly wounded, and she engaged the Constitution with it in a tottering state.
44	Hyacinth	20	1833	Maldives. Fore and maintop-masts and top-gallant-masts shivered. Head of the foremast rent.
45	Haerlem.....	64	1800	Mediterranean. Her mainmast disabled.
46	Hector	74	1801	Mediterranean. Spars wounded. But amount of damage not ascertained.
47	Hydra	38	1808	Off Sicily. Mainmast shivered from the truck to the deck. Obligated to return to Malta.
48	Hibernia.....	120	1813	Off Toulon. Amount of damage not ascertained.
49	Helder	32	1811	Off Copenhagen. Mainmast shook from the truck to the deck, with other damages. Ship sent home in consequence.
50	Helicon	10	1812	Plymouth. Mainmast struck. 1 man wounded.
51	Heron.....	18	1828	South America. Foretop-sail yard shivered in the slings, foremast damaged through the centre, and other damages.
52	Implacable....	74	1811	Off the Isle of Wight. Mainmast severely damaged, fore and maintop-masts and top-gallant-masts shivered in splinters, foretop-sail-yard carried away in the slings, eyes of main rigging set on fire, and several men hurt.
53	Indefatigable..	44	1806	In the Bay of Biscay. 2 men severely wounded.
54	Impérieuse....	38	1800	East Indies. Mainmast wounded and a lower-deck beam injured.
55	Kent	74	1810	Off Toulon. Mainmast destroyed, and the whole of the spars wounded. 1 man killed. Returned to Port Mahon to refit.
56	Loire	40	1809	Cadiz Bay. Mainmast, topmast, and top-gallant-mast shivered. 2 men killed.
57	Larne.....	20	1820	Mediterranean. Slight damage to the spars and gear. 2 men killed.
58	Lively.....	36	1805	Bay of Naples. Particulars not ascertained.
59	Lynx	3	1836	Coast of Africa. Slight damage to the masts.
60	St. Lawrence..	112	1814	Lake Ontario. The mainmast destroyed. 1 man killed and 10 wounded.
61	Melville	74	1830	Malta. Mainmast damaged from the truck downwards. Detained to refit and get a new mast.
62	Magnificent ..	74	1814	Off Ushant. Lost maintop-mast and top-gallant-mast, and damaged the mainmast,

No.	Names.	Guns.	Year.	REMARKS.
63	Musquito	10	1830	Off Corfu. Ship struck in several places, two sails set on fire and cut away.
64	Madagascar ..	46	1830	Corfu. Mainmast-head set on fire, mainmast and mizentop-mast severely damaged. Ship detained to refit.
65	Milford	74	1814	Plymouth, in ordinary. Jury-mast injured.
66	Medina	20	1830	At Whydah. Her mainmast injured.
67	Monmouth....	64	1802	At Naples. Several spars injured and 3 men wounded.
68	Minerva	32	1812	West Indies. The foremast disabled.
69	Mercury	28	1801	Mediterranean. Mainmast damaged and 2 men killed
70	Nereus	32	1814	Rio de la Plata. Maintop-mast shivered in splinters and mainmast disabled.
71	Niemen	38	1814	Halifax. Lost her mainmast.
72	Norge.....	74	1815	Port Royal. Splintered main and mizentop and topgallant-masts. 4 men hurt.
73	Ocean.....	98	1813	Off the Rhone. Maintop mast split in pieces and mainmast damaged. Obligated to return to Port Mahon, This ship was again struck at Smyrna, in 1829, but escaped with a slight damage to the maintop-mast.
74	Orlando	36	1815	At Smyrna. Maintop-mast and topgallant-mast destroyed, and mainmast disabled. Several men hurt. Ship obliged to go to Malta to refit.
75	Pique	36	1804	Jamaica. Damaged considerably. Particulars not ascertained.
76	Palma.....	38	1814	Carthage. Foretop-mast and topgallant-mast shivered, the foremast grazed, and one of the main-deck beams splintered. 1 man killed, 6 hurt severely, and many slightly hurt.
77	Phaeton	38	1824	Gibraltar. Foremast shivered from the truck to the deck, and set on fire. Several men struck down.
78	Primrose.....	18	1828	Sierra Leone. Lost her maintop-mast. A man wounded.
79	Pomone	38	1806	Off Ushant. Particulars not ascertained.
80	Pelican	18	1837	Coast of Africa, off the Bonny. Foretop-mast shivered, and foremast wounded.
81	Pompée	80	1809	West Indies. Amount of damages unspecified.
82	Preston.....	<i>Alk.</i>	1822	Woolwich. The sheers struck.
83	Prince George	<i>Alk.</i>	1826	Portsmouth. Topmast totally destroyed. (An old 98.)
84	Port Mahon ..	18	1805	Jamaica. Mainmast shivered from the truck to the deck. One man hurt.
85	Phoenix	36	1801	Mediterranean. Particulars not ascertained.
86	Queen.....	74	1815	Messina. Maintop-mast destroyed, damaged mainmast, and a main-deck beam injured. Obligated to go to Malta to replace the mast.
87	Rhadamanthus	2	1837	Santander. Maintop-mast shivered. (<i>Steam frigate.</i>)
88	Révolutionnaire	38	1816	East Indies. Disabled in the mainmast.
89	Royal Sovereign	100	1809	Off Barcelona. Main-topgallant-mast shivered, and 2 men killed. She was also struck, in 1813, in Hamoaze, and had her foremast damaged.

No.	Names.	Guns.	Years.	REMARKS.
90	Repulse	74	1810	Coast of Catalonia. Mainmast splintered from the truck to the deck. 7 seamen and a boy killed, 3 mortally wounded, and 10 more or less hurt.
91	Ruby	64	1810	In the Great Belt. Maintop-mast and topgallant-mast demolished; mainmast slightly damaged.
92	Royal George..	100	1813	Off Toulon. Particulars not ascertained.
93	Royal Oak	74	1811	Basque Roads. Slight damage to her spars. She was afterwards struck at Bermuda, 1829, on the mainmast, and was nearly burned.
94	Renown	74	1801	Mediterranean. Damaged and disabled the mizen-mast.
95	Racer	16	1834	Off Carthage. Foretop-mast and maintopgallant-mast destroyed, and some of the gear injured.
96	Spartiate	74	1827	Lisbon Station. Slight damage.
97	Sappho	18	1820	Atlantic Ocean. Foremast splintered from the truck to the deck. 7 men killed, 3 mortally wounded, and 14 hurt.
98	San Josef	110	1813	Mouth of the Rhone. Maintop-mast and topgallant-mast shivered, and some gear injured.
99	Swiftsure	74	1806	This ship had her foretop-sail set on fire, but no other particulars are given.
100	Sabrina	20	1811	Damaged mainmast. Two men hurt.
101	Sultan	74	1808	Off Mahon. Jib-boom shivered and bowsprit damaged. 7 men killed, and 3 severely injured. In 1812 she was again struck, off Sardinia, and had her mainmast split.
102	Southampton..	52	1832	In the Downs. Damaged mizen-mast, 10 beams injured. The electric fluid penetrated to the after-magazine.
103	Squirrel	24	1805	Coast of Africa. Struck twice, and destroyed 2 maintop-masts, and 2 topgallant-masts. The mainmast was so splintered that no sail could be carried on it, all the caulking from the fore to the main-chains loosened, and one plank stove; the ship made, in consequence, 8 inches of water an hour.
104	Surinam	16	1806	Off Belleisle. Mainmast went in three pieces, compasses rendered useless, 2 men killed, and much other damage.
105	Superb	74	1802	Gibraltar Bay. A slight case.
106	Stately	64	1801	Mediterranean. Loss of maintop and topgallant-masts.
107	Scipion	74	1813	Off Tou.on. Maintop-mast shivered, and mainmast damaged. Obligated to go to Port Mahon to refit.
108	Success	32	1820	At Malta. Maintop-mast and topgallant-mast shivered, and the mainmast damaged.
109	Staunch	16	1807	Rio de la Plata. Foretop-mast and topgallant-mast shivered, and bunt of topsail set on fire.
110	Tonnant	80	1804	Bay of Biscay. Mainmast damaged. 1 man killed and 10 wounded. She was afterwards struck in Cawsand Bay, 1812, and severely damaged her fore and mainmasts.
111	Trusty	50	1801	Malta. Lost mainmast, and other damage.

No.	Names.	Guns.	Years.	REMARKS.
112	Thames	32	1808	This ship is reported to have been struck with some severity, but the particulars are not ascertained.
113	Tigre	80	1809	Mediterranean. Lost her mainmast.
114	Tamar	26	1825	River Hooghly. Mainmast shivered from truck to deck. Three years before she had been similarly struck at Jamaica.
115	Topaze	38	1802	West Indies. Mizzen-mast shivered from the truck downwards. 1 man killed, 3 mortally wounded, and 3 hurt.
116	Triumph	74	1803	Mediterranean. Mast on the main-yard set on fire. 2 men knocked overboard.
117	Thetis.....	38	1828	Rio de la Plata. Foremast and foretop-mast shivered.
118	Talavera.....	74	1834	Archipelago. Particulars not ascertained.
119	Talbot	28	1834	South America. Lost her maintop-mast.
120	Theseus	74	1803	St. Domingo. Foremast shivered from the truck to the deck. One man killed close by the fore-magazine. The panic was frightful; the people rushing up the hatchways, under an impression the ship was sinking and the magazine on fire, were with difficulty prevented from jumping overboard.
121	Union.....	98	1813	Off Toulon. Maintop-mast shattered in pieces, and much gear damaged.
122	Ville de Paris ..	110	1813	Off Toulon. Several spars injured. 5 men hurt.
123	Valiant	74	1813	Off Boston. Maintop-mast shivered, and mainmast head damaged. Ship obliged to repair to Halifax.
124	Victor.....	18	1802	Off Point de Galle. Hurt in her spars, and a rider underneath the deck split. 4 men thrown down.
125	Warrior	74	1810	Messina. Particulars not ascertained.
126	Wasp	18	1814	Coast of America. Maintop-mast shivered and lost overboard, mainmast so much damaged as to be unserviceable. Two men killed, and several hurt.

Such is the awful list of detriment which has been allowed to disgrace the first forty years of the present century. We shall now proceed to show how thunder and lightning may be laughed at.

[To be Concluded in the next.]

ON THE ERRORS AND FAULTS IN OUR MILITARY SYSTEM.

BY COLONEL FIREBRACE.

Nullius apud te gravis auctoritas? Nullum exemplum quod sequi velles?

CICERO.

THE RECRUIT.

BEFORE we look further at the progress of the recruit in the *fine arts*, let us take a slight retrospective view of the ground we have gone over, in running down the scale, from the Field Marshal to the raw recruit. I have endeavoured to show, in each rank and class, how the present military system acts injuriously upon them all. I have appealed to those whose interest it would have been to check this *exposé*, to contradict any of my facts, or the inferences drawn from them. I might as well have "called spirits from the vasty deep;" they would just as likely have obeyed my summons; "all is silent as the grave."

While bearing out my general statement, by appealing to individual facts, I had still another object in view, that of explaining to the general reader, who is not initiated, the meaning of the words so frequently used by official people, and so often quoted by me, and which have been set up as a plea to bar the promotion of non-commissioned officers. The real meaning of the conventional phrase, "*constituted as the Army is*," put forth as a blind to mislead, is this:—the British Army was originally raised, and organized, and is now maintained, far less for the honour and defence of the nation, than as a convenient engine and instrument, to be applied to the use and benefit of the aristocracy. If any one doubt this, let him go over the details I have placed before him, and he will see the progress of the evil from the very first formation of a standing Army up to the present day. When the Reform Bill put an end to the Borough traffic, the dealers in the article naturally looked out for some other channel to give employment to money and influence; unfortunately, the Army was fixed on, as offering the most direct means. There can be very little doubt that the system of having Colonel Useless at the head of every regiment in the Service, led the way towards the completion of the monopoly, which is now nearly perfect. The Horse and Life Guards have, long since, been a sealed book to every one not possessed of money and interest; and the Foot Guards were not long before they followed the example; the only thing that can be squeezed into their ranks without money is a king's or queen's page. Next, the doors of the Cavalry stables were shut against every one who could not pay for entrance. I may be allowed to illustrate this by a possible case. An old and deserving Cavalry officer, who has distinguished himself on all occasions, but who, unfortunately labours under the atrocious sin of poverty, contrives to get his son into Sandhurst; the boy, ambitious of keeping up his father's high name, distinguishes himself in all he undertakes; he soon becomes perfect in the drill, and all the work out of doors; in the halls of study he outstrips all his competitors, is the best horseman (boy) in the riding-school, while his conduct in quarters is irreproachable. He is anxious to follow the career of his father, who joins in the same wish. They might as well

ask for the Deanery of St. Paul's. No, we will give your son an Ensigncy, and we will allow him to *purchase* a Cornetcy.

The infantry of the Line is rapidly following in this race of Mammon; and in a short time the death vacancies will hardly suffice for the appointment of the Sandhurst boys, who have passed their examination. To exclude the sons of poor men, and non-commissioned officers especially, an expensive outfit is deemed indispensable; the one-half at least of it is sheer nonsense. In the face of all orders and regulations, and in direct hostility to their spirit, the messing of officers is rendered expensive by purchasing splendid plate and glass, and giving show dinners to great men; whilst the poor subalterns are forced now to contribute to the band, which was not the case in former times. Some Commanding Officers have even committed the monstrous impertinence of covenanting with the parents of boys, how much they are to be allowed in addition to their pay.

When the Humeites and other farthing-wise politicians struck off the yearly grant to Sandhurst, they imagined they had achieved a very great triumph; little did they think, at the time, that they were exactly playing the game of the aristocracy, who have not let slip the occasion. Men who might be debating, in their own minds, whether they would send their sons to Eton, Winchester, or Harrow, have here had the offer of as good an education, which will not cost more than at these schools; and if the boy has common application, he gets an ensigncy into the bargain. Thus people who would never have thought of the Army as a profession for any of their children, receive a direct invitation; while the sons of old and deserving officers may rot on a dunghill for aught that any one seems to care for them.

In my last paper I described some of the *respectable* means by which men were induced to enter the Army; the whole system of recruiting is in accordance with the means employed. In place of keeping up the now nominal connexion of the regiments with the counties to which they belong, by drawing recruits chiefly from them, the parties are dispersed in places where they have no connexion, even by name—are placed under superintending officers entirely strangers to them, in the control of a Field Officer and Staff, none of whom they ever saw before—the whole success depending, as I said before, on the particular talent of the Serjeant in telling impossible lies. The whole machinery is a superfluous job, the Field Officer and Surgeon having to perform a ceremony, which must be repeated at head-quarters, when the recruit joins; and the only excuse for it is, that it offers a good berth to some old officers. I have endeavoured to give a faint notion of the surprise and alarm of the recruit when he first finds himself fairly entrapped; and no doubt whatever that both these feelings are greatly enhanced, when he recollects that his engagement is *for life*. When any man commits a foolish or indiscreet act, followed by unpleasant consequences, it is at least some sort of consolation to know that in time he may get rid of them; but when he has been convinced that the penalties are to hang over his head for the whole duration of his life,

“Hope withering fled—and mercy sigh'd farewell.”

In all the other military services that we are acquainted with, the periods are limited to a certain number of years, even in the most despotic of them all, the Russian Army. Then why should the servitude

in the British Army be for life? I'll tell the reason; to save trouble at the War-Office! There can scarcely be a doubt that men would more freely enlist if they knew that the engagement was only for a certain number of years, (say ten for the Infantry and twelve for the Cavalry,) and after having attained the habits and customs of soldiers, that they would for the most part renew their engagement, even if there was to be no fresh bounty, the chief objection I ever heard against short periods. I shall give an example from my own knowledge. When the Militia first volunteered, in the year 1799, they were allowed to enter for seven years, or during the war, or for life; and had the option of limiting their services to Europe. The regiment to which I allude was filled up in two battalions by men who had volunteered to serve in Europe for seven years, or during the war. The peace of Amiens released them from their engagement, although they had only served four years; yet out of the two battalions, numbering more than 1700 rank and file, not above 180 claimed their discharge; the rest having extended their services for life, and to all parts of the world, for the trifling bounty of twenty dollars, (4*l.* 10*s.*)

I may be allowed to recount an anecdote connected with this affair, which will show that a soldier may be a practical philosopher without ever suspecting it himself. A party of the men who had just received the bounty, who were quartered at Vittoriosa in Malta, resolved to go over and spend their money at Valetta; a man of the light company, who was to have joined them, was too late, and did not arrive on the shore till his companions had put off; he took a boat to follow them, while they, at sight of him, lay to in the middle of the harbour; as soon as he came alongside, he stepped from his own to his comrades' boat, and in doing so the pole of the awning tilted up the skirt of his jacket, and his whole treasure fell into the sea. For a moment he stood in the attitude of vexation and disappointment; but soon recovering, he stepped again into the boat that had brought him, and desired the waterman to go back. In vain his comrades told him not to mind his loss; they would pay his scores. "No," he answered, "I should never have been a good soldier as long as the money had lasted, and it is as well that it has gone that way as in drink." He kept his word, and rejoined his company.

The two ostensible reasons for enlisting without limits are, the trouble and expense of sending men home from foreign stations whose time of servitude had expired, and the increased charge for bounties; the first of these might nearly be neutralized by holding out moderate means for men to settle in the colonies, in case they did not renew their engagement; and the expense of bounties, were they necessary, would be met by the saving arising from diminished desertion; an item of no small amount, if we consult the officers who have served in North America. According to my own opinion on the subject, if we were to limit the period of servitude, open the road of promotion to the soldier, and give him some honorary distinction when he deserves it; in short, to raise the Army to the position it ought to hold, there would be little or no desertion, and it would be needless to offer bounty, as men would be willing enough to enlist without it, and even furnish their own necessities; but as long as we go on in the present jog-trot, and use only seduction and punishment to attach men to our standards, so long shall we hear the same complaints repeated, and to the end of the chapter.

I have shown, that a large portion of the men are trepanned into the Service, and how their ears have been filled with false stories and false compliments: they are then suddenly removed from the scene of these delusions, and planted under the charge of a Drill Sergeant—a man who, from the nature of his office, and the way it is carried on, seems callous to humanity. Strange it is, however, that so many officers have, without the slightest variation, continued the same sinister means; and scarcely a single attempt has been made to teach the novice his duty by fair and gentle means. Not only is instruction made a torture to him in the first instance, but it is held for ever after *in terrorem* over his head. If the man, or the section, or company, have been awkward in the field or on parade, “send them to drill;” if a man has committed any peccadillo of small amount, “send him to drill;” thus making the rudiments of his military education an object of everlasting annoyance and disgust to the soldier. If in civil life, when people drive donkeys on foot-paths, or obstruct the way with apple-stalls, or commit any of the minor nuisances to be met with in the streets; or when gentlemen amuse themselves in screwing off knockers from doors, in place of locking them up and fining them, we were to sentence the first to repeat the A B C, and make the latter go through the Latin grammar, would not such a mode of legislation appear strange? and still more so, if in the first instance the alphabet was repeated correctly, and the larking gentlemen knocked down the verbs, nouns, and pronouns, like so many police, and got through the task with flying colours, we would say, “Oh, that is pretty well; but you must repeat it twenty times in order that we may be secure.” Such is the nature of punishment drill.

It has been already stated, that the English agricultural labourer, from various causes, is slow in his transformation, before he becomes a soldier. He has been flattered and pampered by his seducers, and is then placed under a man who treats him like a dull school-boy, and tries to bully him at once into what he has to learn. Now, Englishmen have a natural sort of repugnance to be driven when they can be led; and little wonder that this sort of treatment produces a corresponding degree of sulkiness, which is altogether at variance with progress in instruction; while, with a few kind words, and a little encouragement, the task would be much sooner completed. It may be said that I have dwelt rather too long on this, which is a mere point of inferior military interest.

Such, however, is not my opinion, as I consider it to be not merely a matter of regimental regulation, but an object of national importance. With the difficulty we have in procuring men, it is a matter of the very first consideration how their instruction can be accelerated, so as to turn them out of hand ready to meet their enemies with the least possible delay; during war, time is more valuable than money. Had we not had the Militia to work upon during our last great struggle, and had been obliged to rest upon our usual mode of recruiting, and slow-coach method of training, we should never have been able to have fed the war in the Peninsula; and the whole fortunes of Europe might have been endangered. Yet, with this example before us, no single step has been taken to improve the means of levying soldiers, or to hold out any encouragement worth while, to make people come forward to serve their country in the hour of need. Some steps have been taken to ameliorate

the condition of the soldier, but not the slightest improvement has taken place in the mode in which he is first caught and tamed; these are probably considered by the authorities as the *ne plus ultra* of human ingenuity, sanctioned by time. Still this is a curious page in the history of the genus *homo*, worthy of study, to see that individuals of the species have been found ready to give up their freedom for the whole of their lives, in exchange for the recital of the most monstrous lies; and to observe that it takes eighteen months to teach a full-grown man to stand, to walk, and to pull a trigger! and even then, that he is only half a soldier!

While all the surrounding nations are shortening the period of their soldiers' servitude—when our own sailors are only engaged for the period the ship remains in commission, which is limited by a regular routine of service, our soldiers alone are condemned to a servitude for life; and the reward that was to have compensated them for this very great sacrifice, has been pared down so much in its proportions, as no longer to deserve the name of pension, but rather that of pittance. I have pointed out the ostensible reasons for the men being thus chained to the oar, and shown how little foundation these arguments have to stand on; but the real and true cause of enlistment for life, is to avoid the inconvenience of broken periods in the monthly pay lists, and to save the interesting gentlemen at the Horse Guards the pain and trouble of filling up and registering discharges. The question arises, are there no remedies for these palpable errors and faults? I answer directly, there are none that can be applied under the impulse of public opinion, governed and *constituted as our Army now is*. It is a general maxim in the British constitution which has assumed the form of an axiom, that no virtue, honour, or talents, however great, shall exonerate the public servants of the State from control and responsibility; and that all their acts shall be left open for public discussion and criticism. This rule of public right has been pretty generally adhered to, with one exception only—the government of the Army. Let him but keep clear of any act involving the expenditure of public money, and play his cards well with the Minister of the day, the Commander-in-Chief has a sort of *carte blanche* to act upon as caprice or fancy may dictate: he is responsible to no one; all the good or evil he may confer or inflict on the Army, is regulated alone by his good pleasure, and the whole management of one of the great arms of the State is left entirely to his discretion. He may confer lasting benefit on the profession, or he may run sulky, and refuse the simplest and most reasonable request: he is beyond interpellation, and inaccessible to reproach.

I put it to the good sense and discretion of the English people, whether such an office, at perfect variance with the letter and spirit of the constitution, should be allowed any longer to exist? and I call on them to join me in the demand that it should be forthwith abolished, and a *responsible* War Minister placed in its stead.

During the reign of George the Second, and the early part of that of George the Third, the Commander-in-Chief knew little, and cared less, for the organization or government of the Army: he was a mere dispenser of patronage, and a most beautiful stalking-horse for the aristocracy. This privilege was so grossly abused, and the whole system had fallen into such an abject and degraded state, that the

Duke of York gained high popularity by simply performing some acts of common justice towards the soldier, and making the officers do their duty. His predecessors were mere "leather and prunella," below the notice of any one; but a new era seemed to arise under the auspices of the Duke. Great credit must always be due to him for the resolution he displayed in quitting the luxuries and pleasures attending his station, towards which he had a natural inclination, and giving up so much of his time to the zealous performance of a public duty; for that sacrifice alone he deserves the highest praise, as well as for the perseverance with which he set about cleaning the Augean stable, left in his charge by his predecessor. He procured the increase of the soldier's and subaltern's pay: he regulated the means by which the former had his daily pay accounted for, and his balance paid at regular intervals: he had the issues of provisions, and the prices regulated, the comfort of the soldier and his family attended to in barracks, and to all appeals on their behalf he gave a ready and attentive ear: he obliged those officers who had come into the Army as a matter of convenience, either to join their regiments, or quit the Service: rules and regulations for the general government and internal economy of the Army were published. The multiplicity of these will show the necessity that existed for their promulgation; and by not having reference to any previous orders, showed very clearly that nothing of the kind had existed antecedently. In all that concerned the internal government and discipline of the Army, his Royal Highness was indefatigable, but his views unfortunately extended no further. The cruel and unequal punishment of flogging was left in all its original deformity, and without modification, and no reward was held out for distinguished actions in the field, or for good conduct in quarters. This will seem the more extraordinary, when the well-known kindness of disposition of the Duke is taken into account. I have heard it disputed by some, that he considered what he had done to be quite sufficient, and by others, that he wanted moral courage to strike out a new course, and set old customs and prejudices at defiance. My own opinion is, that all his intentions for the further improvement of the Army, were obstructed by a set of people with whom he was surrounded, (I do not mean here to make any allusion to his Royal Highness's personal staff.) The great defect of the Duke of York's character, and a very serious one in his position, was want of knowledge of mankind. His disposition was kind and confiding, which added to the evil, and rendered him, during his whole life, the dupe of artful and designing men and women.

I have not the slightest wish to rake up old and nearly forgotten stories of private life; my only design is, to show how this weakness of character, or rather perhaps want of tact, operated on the public acts of the Duke of York.

Like all men of high station who are easy of access, he was surrounded by a set of self-interested sycophants and toad-eaters, ever ready to lay hold of the weak points of character that offer. They plainly saw at once that their royal victim had too high a feeling of his own station, and too much honour as a gentleman, to be accessible to palpable or even indirect flattery; they therefore went on the opposite tack: they assumed a free and easy demeanour, talked loud, and affected a manner that should bear the appearance of soldierlike bluntness and

honesty, and succeeded in imposing on the Duke. I have seen of them who, swaggered through every office in the Horse Guards, as if they had been the Lords of the Manor, and even carried their confidence so far as to walk into the Commander-in-Chief's room without being announced. There are some of this set still alive, whom I do not think I should cause to blush if I was to mention their names, but I will leave them for the guesses of my military readers. I shall only bring up the name of one, and he will serve as an excellent sample of the lot—Whitelock. By a confident carriage, a boastful and noisy mode of talking, bordering on familiarity and vulgarity, he so far imposed on the Duke of York as to be intrusted with the command of an army, to which he was in every way inadequate. Had he owned but the ordinary common sense and courage of a man, and been possessed of as much military knowledge as one of the corporals under him, he might have held a situation, the emoluments of which would not have been less than 15,000*l.* a year. With people of this stamp, bent upon gaining their own objects, it was not likely that the Duke could have any thing generous or useful submitted to his opinion; and in all probability they prevented the free action of his better feelings, that would have prompted him to take more liberal and useful measures for the government of the Army.

Amongst the greatest omissions, none appears more strongly than the total want of any effective means to procure soldiers. Not a single step was taken for improving the recruiting system, and no encouragement or reward held out to induce people to enlist, except the increase of bounty, or in other words, offering a greater scope and more time for men to make beasts of themselves, and thus prove worthy of being enrolled in the ranks of the British Army. It would be, however, altogether unjust to attribute this neglect exclusively to the Duke of York; it has remained ever since, and continues at this moment.

From the year 1795 until 1799, we had only a nominal Army, entirely incapable of undertaking any extended enterprise or operation. The ordinary recruiting, although the bounties were raised, was altogether insufficient to fill the ranks, and a *conscription* was had recourse to, under the name of requisition on the parishes. From the want of proper arrangements, and the enormous abuses of this measure, it produced little more than what covered the casualties of the year in which it was engendered.

We remained without an Army until, in the year 1798, Mr. Pitt bethought himself of allowing the Militia to volunteer. It was first tried with the new levies raised under the ballot for the supplementary Militia, which produced but few recruits; but the next year it was extended to the old, or as it was called, the regular Militia, and the success was far beyond the expectations of the projectors. Regiments that had been languishing in a state of *skeletonhood* for years, were filled to overflowing with volunteers; second, and in some cases, third battalions were found requisite to contain them. Such a milch cow was by no means to be neglected: she was drained without compunction up to the year 1814, when she showed evident symptoms of running dry.

The Commanding Officers of Militia, particularly those who were fond of playing at soldiers, were very much annoyed by having their pets torn away; and many of them raised impediments to the volun-

teering. In the war, however, that succeeded the peace of Amiens, and when the country was in expectation of an invasion from the enemy, the sense of patriotism overcame the personal feelings of the Colonels of the Militia: they assisted very generally in holding out inducements to their men to extend their services, and even took the lead themselves. A question however arises. In the event of another war, "got up" in the usual and orthodox manner, and without a raw head and bloody bones, in the shape of Bonaparte, to fright people out of their propriety, will the officers of Militia remain satisfied with keeping a nursery to raise plants for foreign use, and being Drill Serjeants to the Army? I hope they have settled that point at the late great dinner they had together.

There has been recently a notice in some of the papers, that it is the design of Government to have the Militia completed by voluntary enlistment, to be called out every year for exercise; and to allow these men, if they please, to volunteer into the Line. From my own experience with regard to the supplementary Militia in 1798, already alluded to, I should say that this will not answer. It is a different thing having people nominally only in the Militia, and being embodied and doing constant duty; in the latter case, the men may say, that it is as well being whole as half soldiers—that they will see more of the world, and there is the direct ten guinea bonus. Now, none of these three motives can act upon these men but in a feeble manner. It is really curious to see such a circuitous mode of raising men resorted to, rather than give up an aristocratical prejudice that bars the road to promotion to the Non-commissioned Officers; for this I take to be the greatest obstacle to our procuring men to enlist voluntarily, added to the engagement being for life, and the long banishment from home in the regiments in India, which has no other cause than to give a few additional hundreds a year to the sinecure Colonels.

I consider all these secondary modes of raising men, as little better than shuffling expedients, that may fail us in the hour of need, and on which no certain reliance can be placed. Enlisting or volunteering from the Militia, is only at best but a circuitous conscription, and is liable to obstructions which no government can control. As for instance, any measure that a Minister might introduce, that would be inimical to the landed interest, would it not be the means of indisposing the whole class of Colonels of Militia, and make them throw obstacles in the way? Even as it was, during the late war, and high prices, when the Ministry had almost unbounded influence over the country gentlemen, some of the Militia Colonels set their face against the measure, and did every thing they could to prevent the men from volunteering.

I recollect perfectly, the Militia of one of the metropolitan counties, that was backward in this step, was made to take another that it was supposed would not be quite so agreeable. The regiment was kept on the march nearly a whole year, through winter and summer; hardly collected in one quarter until they were trundled off to another. Beside the sin of not volunteering for the Line, they had not offered to serve in Ireland, and this was intended as a punishment; but the men in a short time got accustomed to this peripatetic life, and it did not produce a single volunteer, while it cost the Government an enormous sum of money. This instance will be sufficient to prove, that trusting to the Militia to fill up our ranks, is at least a very insecure measure. One

Colonel may be disappointed by not receiving some mark of court favour that he expected; another takes a pride in his regiment that he does not like to see dislocated; or perhaps three or four combine, from political motives, to throw impediments in the way. We can never be secure; the late war can hardly be held up as an example, as it was entirely different from every one that preceded it, or which may probably come hereafter. The whole people were impressed with the idea, that we were struggling for our very existence, against an ambitious and unprincipled power; and no sacrifices were thought too great to ward off the blow. But it by no means follows that they would feel equally inclined in supporting one of the old-fashioned wars, which in its course became unpopular. Therefore, I repeat, "put not your trust in" the Militia, but take such measures as will insure a supply of soldiers at all times, and without artifice or fraud. Cast off, I beseech you, the aristocratical influence, that presses like an incubus on the prospect and hopes of your soldiers; it is equally injurious to them, and at variance with the feelings and institutions of the country; after all the services your defenders have performed for your honour and safety, listen to a voice raised in their behalf. Let it no longer be attributed to the nation as a mark of shame, of reproach, I had almost said of infamy, that the British Army is the only unpopular service in Europe.

We left Samson Chawbacon*, a month since, in the hands of the Drill-Serjeant; little enough time for the poor fellow to recover his senses, and convince himself that he is not in another world. If he were able, he might paraphrase the speech of Ferdinand in the *Tempest*—

"My spirits, as in a dream, are all bound up,
My money lost, the weakness that I feel,
The loss of all my friends—and this man's threats,
To whom I am subdued———."

Certainly enough to puzzle a wiser man than our Samson. His feet, which were originally at right angles to his shin-bones, and parallel to each other, are now separated at their outer extremity, so as to form an angle of 45° ; his knees and his heels must respectively close together, a coincidence not always convenient; his breast is to be puffed out like that of a "Barbary cock pigeon," while his abdominal region is to be drawn in like a greyhound; a position by no means agreeable to Samson after he has had his *vittels*—his neck, and the knowledge-box a-top of it, are to be exactly perpendicular to the plane of the horizon; his head is to be a fixture; his eyes are not to wander beyond the attractive countenance of the Serjeant; and his arms are to fall down by his sides, precisely as if he was going to be placed in his coffin, the exterior line of both thumbs coinciding exactly with the seams of his unmentionables.

Having conquered this position, the recruit is made to perform a mathematical problem with his feet, by forming segments of circles; the left heel being the pivot, or centre, of the operation, and the right foot acting as the leg of the compass, being retired or advanced, as the turn of the body is to the right or left. In forming the semicircle (right-about-face), the toe of the right foot is placed near the heel, as before,

* A curious list might be made of real and fictitious names in the Army, I recollect one man who volunteered from the Militia into the 41st Regt., by the name of Solomon Twelvetrees. This fellow must have been born in a wood, and had King Solomon and a Hamadryas as sponsors.

and when the movement is completed, there is a final motion that restores the leg of the compass (the right leg of the man,) to its proper place. Having learned to "turn his back upon himself," the recruit is introduced to a more serious operation, that of standing on one leg; and numerous are the struggles in endeavouring to keep the balance and the perpendicular at the same time. Do not laugh at his awkwardness; if you had been, as I have, two hours a day for six months at this "balancing step," you would find at the end of that time how far you were still from the *aplomb* of a goose. Like a concerto on the fourth string, however, this difficulty may be conquered in time; and when it is clearly proved that the man can stand on one leg, or both if required, it is then thought right to see if he can walk. To perform this properly, reference is again made to the balancing-pace, and the Serjeant shows how the movement in advance is to be made. One of Molière's best comic characters is made to express his great surprise and wonder when he is told that he has always been talking prose without knowing it. Mr. Chawbacon may be equally astonished when informed that he has been measuring thirty-two inches at every step he has taken since manhood; and whenever he has exceeded or fallen short of that mark, he has committed a *faux pas*. He is somewhat alarmed in his progress by seeing a man closely following his heels with a triangular instrument, until he is informed that it is for the purpose of this measurement. The drill-ground, indeed, has something of a scientific appearance with the number of these pacing-sticks, which look like skeleton quadrants, while pendulums are swinging in the most conspicuous places, their oscillations being marked by a drummer with a tap on his parchment instrument. Ordinary and quick time are fixed in the memory of the novice; he is taught to bring up his right and his left shoulder, and to halt as if he was shot. Mathews, in one of his entertainments, gives an account of questioning an Irishman where he was driving his pig to? "To Cork," was the answer, "but I'm making him believe I want him to go to Fermoy." The recruit is taught to be looking one way, while he is marching another; he stares you in the face, while his march, called oblique, is stealing on your right or left flank; he is soon made to play a duet in this marching exercise, then a trio, a quartett, and finally a squad; which is followed by the mystery of the lock-step, best explained by imagining the Siamese twins, in place of being attached to each other sideways, were to be tacked together one in front of the other.

Marking time, stepping back, and all the various wheelings, in which a man looks one way and touches another, come in due course; and at last Brown Bess is put in the hands of the neophyte. It takes a very considerable time before he becomes familiar with this future companion, and frequent bed-fellow; she often slips through his fingers when he least expects it, becomes very frequently noisy and foul-mouthed; is apt to run *rusty*, and gives him an occasional kick. Still she appears never so happy as in his arms, and proves the very best defence he has against his enemies.

With old soldiers it is always a matter of pride, their dexterity in the management of this weapon. I recollect an officer, who had risen from the ranks, and was, in many respects, a very great oddity; he thought it proper at one time to send a memorial to the late Duke of York for further promotion; he stated the length of time he had been a soldier,

the different places where he had served, and concluded his petition by saying, that he would *kick* a firelock against any man in the Army. This feat was to be performed, as I understood it, by placing the firelock on the toe, sending it up into the air in a perpendicular direction, and with a rotatory motion, and catching it on its descent in the position of recover.

It is to be hoped that the embryo soldier will be pleased with the change that has been effected in furnishing him with a companion; some little sparring and discontent existed between his predecessors and Miss Flint, as she sometimes missed fire, particularly in wet weather, and was, moreover, somewhat heavy in hand. Whereas, Mademoiselle Percussion is likely to be true to the impulse she receives, and will be a less weight on her companion's shoulder; teaching him to carry that, and all the rest of his paraphernalia, completes the preliminary education of the youth. He is dismissed, (happy sound,) and allowed to fall in the ranks, with liberty, if he likes, to sing with emphasis the ditty which begins

Behold poor Will,
Just come from drill;
Not long ago I listed—

How he gets on in the next phase of his existence, and the new misfortunes that continue to beset him, shall be the substance of another communication.

NARRATIVE OF THE OVERLAND JOURNEY OF SIR JOHN AND LADY FRANKLIN AND PARTY FROM HOBART TOWN TO MACQUARIE HARBOUR.

BY THE AUTHOR OF "VAN DIEMEN'S LAND, MORAL, PHYSICAL, AND
POLITICAL."

(Continued from page 217, No. 175.)

TUESDAY, 5th.—Rain descended in torrents during the night; by the gauge of a tin candlestick, not less than an inch could have fallen during the eight hours that preceded dawn: it then, however, broke very considerably, giving promise of a day disturbed, it might be, by heavy showers, yet still relieved by occasional intervals of fine weather. Our tents afforded wonderful protection, and, upon the whole, we lay comparatively dry. Shortly after 8 A.M., the canvas was again struck. Mount Cheyne, in the north, was sprinkled with a snowy canopy. At 9, the advance again set forward, steering south-west. After traversing about a couple of hundred yards, we descended a deep, gloomy, woody dell, formed by a dense scrub of fallen and standing myrtles, a few stringy bark and fern trees, all heaped, jumbled and inwoven in such tortuous complicated folds, as to be practicable by axe and compass only. These scrubs, distilling pestiferous dews, and feasting with noisome vegetation, emit the most putrescent odours, arising from vast unwholesome masses of decayed vegetable matter, the deposit of countless ages. In these portentous scrubs I read the secret history of the runaway's doom. Once entered, they speedily became engulfed, clasped in a living tomb yawning to devour them—the path of retreat

proving no less impracticable than that of advance ; and if one or two sufferers of iron frame and dauntless perseverance did once or twice contrive to struggle through, it must have been with impaired energies, exhausted stores, merely to perish a few miles further on. As we threaded the narrow track the axe had cleared for us, the scrub gradually assumed the character of a forest, a short mile from this point of transformation conducting to the "Surprise," at its confluence with the "King;" both are tolerably large rivers, and both were much swollen by the previous night's rain. We crossed the Surprise—so named by Mr. Calder, who stumbled upon it in utter ignorance of its existence, having wound the track a good deal to the left, in his anxiety to avoid more than one crossing of the King—at 9h. 30m., on a bridge formed by the trunk of one large myrtle (a species of beech) tree. Like all mountain streams, the rise of these rivers is as rapid as their fall. United they receive several tributaries, and after a tortuous course, under the name of "King," the commingled torrents are supposed to lose themselves in the sea near Swan Bay, not far from the Heads at Macquarie Harbour. Immediately upon crossing the Surprise, a steep and sinuous route succeeds. This, for some little way, winds by the banks of the King, which is here about the magnitude of the Ouse at Rotherwood. The forest, now traversing, consists chiefly of myrtle and sassafras trees of great density and prodigious size. We emerged from it at 9h. 52m., to enter an open forest of stringy bark, still, however, flanked by the impervious myrtle. At 10h. 10m., we were again embosomed amid myrtle shades ;—some of these stupendous trees exceeding 150 feet in height, without a projecting limb. Ten minutes sufficed to carry us through this portion of forest ; and almost immediately upon quitting it, we entered a small marsh, the sun striving to break through the misty veil, and enlivening us with his bright but watery beams. This marsh is a remarkably picturesque one, and possesses a limited extent of very good pasturage. It is begirt with lovely swelling knolls, delightfully verdant banks, and is called "Painter's Plains," because of some sketches traced in charcoal on the bark of one or two aboriginal huts which Mr. Calder, Mr. Bagot, O'Boyle, and I, made a detour to visit. The huts were so utterly dilapidated, as scarcely to repay us for our trouble. They are the rudest conceivable human abodes, being constructed of bark, the ridge pole sloping to the ground, with two forked sticks for an opening. The *artist's* labours comprised two "pictorial illustrations," one, the likeness of an emu,—the other, a representation of two savages spearing a kangaroo. Ascending from Painter's Plains, we entered another myrtle forest, at 11h. 28m., emerging therefrom at 11h. 54m. Many noble trees, susceptible of the highest polish, beautifully veined, and apparently admirably adapted for cabinet work, abound here.

The lofty peaks of the Frenchman, bearing west-south-west, now became distinguishable. Shortly after, in a deluge of rain, we passed over part of "Loddon Plains," and reached "Loddon River"—other of Mr. Calder's appellatives—at 40m. past noon. We had now reached the third provision dépôt, seven miles distant from Wombat Glen, and the projected site of an encampment. However, being all of us fresh and eager to push on, we merely halted to enjoy the *regale* of a choice collation of salt pork, tea, and damper; and that we might fully esti-

mate these luxuries, the weather most complacently moderated during the time occupied in their deglutition.

At 1h. 20m., the Loddon was crossed by a large myrtle tree. It is a good-sized stream, also a tributary of the King. Very good grass, but of very limited extent, is found along its banks. We were now in the very region of rivers and creeks, the Loddon being fed by many considerable tributaries, more than one of which we were under the necessity of crossing. Three or four such crossings brought us to the superb valley that skirts the base of the Frenchman. To the beautifully verdant banks and gently swelling slopes, surmounted by crags of stupendous height and terrific grandeur, no pen could do adequate justice. We were the centre of a circle of enchanting loveliness—the moving pias of a panorama to which an artist would rapturously pay delighted pilgrimage. This magnificent basin is also styled Loddon Plains. Midway, close to the mountain's base, lies an opening, guarded as it were by two emerald banks, the headlands, if I may so term them, of a land bay of transcendent loveliness, being magnificently studded, by the hand of nature, with small clumps of elegant trees and coppice, displayed in the most park-like style, and encouraging the impression that within their umbrageous shelter some noble mansion might be found to grace the superb domain. Whilst gazing upon this delicious plantation, the gigantic Frenchman unveiled his mighty head, affording us a distant view of his remarkable cap. Our propinquity, however, caused his vast altitude to lose a great portion of its effect. It is a bold, isolated, precipitously scarped crag, surmounted by a peak resembling the cap of liberty. The cap of liberty! galling memento! erroneously said to be within view of the Macquarie Harbour bondsmen; sad source of reflection, could it have been seen and pondered by the unfortunates of that dreaded spot—surely not less unfortunate because that bondage was the merited fruit of their own delinquencies. The tier of the Frenchman ranges from south-east by south to north-west by north. Whilst traversing Loddon Plains, Stewart was unluckily taken ill; without a moment's hesitation, Lady Franklin, in the kindest spirit of the most considerate humanity, at once quitted her palanquin, resigning it to the sufferer, though the act entailed the necessity of splashing through wet and weary marshes, never trodden by gentle lady's foot; yet what will not an enthusiastic spirit and determined purpose achieve, even when lodged in the most feminine bosom?

We gained the night's encampment at 5h. p.m., more fagged with wet and rain than the mere distance of our fourteen miles' tramp.

Wednesday, 6th.—We passed a most tempestuous night of wind and rain, the ruthless squalls bursting upon our devoted heads with remorseless fury. Morning beheld every tiny rill swollen to formidable streams, the streams themselves to imposing rivers. To advance under such circumstances, was deemed imprudent; and as our encampment was not at any of the provision dépôts, Mr. Calder and four men made a forced and arduous forward march to the central magazine at New Year's Valley, returning at 4h. p.m., with two days' rations for four-and-twenty persons. The marshes traversed by Mr. Calder in this foraging expedition, he described as resembling little seas, and the creeks as nearly impassable. To beguile the insupportable irksomeness of the weary, pluvius hours, I devoured the second volume of Master Humphrey's

Clock, in probably the most lorn and desolate spot reader had ever sighed over the sorrows of "noble Nell." After a day of distressing endurance, we again sought refuge in slumber from the miseries of "Detention Corner,"—a name which the Governor had most appropriately bestowed upon this odious locality.

Thursday, 7th.—Another night of unmitigated turbulence, the wind howling like the sullen spirit of baffled revenge, the rain streaming in torrents of insatiate wrath. Mr. Calder and I occupied a small blanket tent, or wigwam formed like the letter A, closed at the head, but without door or covering at the opposite extremity. Every precaution to keep ourselves dry, was of comparatively small avail. It is true the largest portion of the flood was turned; but our wigwam being pitched in a glen where the eddies of wind were for ever shifting, the wet beat in, bathing our feet and legs in a manner the very reverse of comfortable. Even Sir John and Lady Franklin's military tents were thoroughly saturated, the wet oozing through, and rendering everything damp inside. The creeks were rushing furiously, and the hills poured down their accumulations into the valleys beneath. The aspect of the heavens was dreadful, so that four crossings of the Loddon, together with the Surprise, Six Mile Creek, Derwent, Reeve, Clarence, Nive, and Dee in our rear, whilst the Acheron, with numerous crossings, the Franklin, and various intervening streams, barred our advance,—with these and other obstacles—with an extremely limited commissariat—with the *certainly* that the "Breeze" would quit her moorings in the Gordon in eleven days, unless we could open a communication with her,—under such very discouraging circumstances, with a sky threatening a continued deluge, it is not very surprising that Mr. Calder should, as guide, have felt rather uneasy, and mooted the question of retreat. It was, however, most unpalatable to the whole party, his Excellency promptly deciding not to abandon the enterprise without a further and more arduous struggle. Our encampment, therefore, remained fixed; but in order that every possible precaution might be taken, if ultimate retrogression became compulsory, Mr. Calder and a party of men were detached to bring up supplies from Lake St. Clair, whither Mr. Clark had received previous instructions to transmit them, and was now again to make good the amount removed by Mr. Calder. The dépôts we had passed being revictualled, and magazines fully re-established in our rear, we had less to apprehend in the advance; and as the rain had now continued for five days, we entertained a reasonable hope of a favourable change of weather, and consequent subsiding of the waters. Matters thus decided, at 7h. A.M., Mr. Calder and ten men commenced their retrograde march, and thus our *Castra Extiva* may be said to have become a *Castra Stativa*. The torrents descended—the winds roared and raged—every diminutive water-course lashed and foamed, leaping from crag to crag in headlong fury, as though they had been the spirits of violated nature, prompt to punish outrage, and eager to overwhelm the intrusive wights who had thus adventurously presumed to invade their mistress in these her most sequestered haunts. One ray, however, brightened the wayfarers' hopes. Towards noon, the heart of the gale was evidently broken, the gusts being less frequent and less furious, whilst the thick, heavy rain had dwindled to an April shower, and the sun was seen faintly, but vainly, striving to pierce the misty shroud

wherein the mountains had enwrapped them. After fruitless efforts, Apollo gave up the ineffectual struggle, leaving the spirit of the mist to rejoice in his triumphant supremacy; the waters, nevertheless, were evidently flowing with feeblér force, and the rain hourly becoming more and more faint. At 8 P.M. the azure vault shone forth in cloudless serenity, beaming refulgent with innumerable stars, delighting our eyes, and rejoicing our hearts. Transient joy!—again the sky overcast, and again the heavens opened wide their flood-gates.

Friday, 8th.—Another night of rain, but much more gentle, and unaccompanied by wind. The aspect at daybreak was still far from auspicious; but as morning advanced, the showers became milder, and the thin mist waxed thinner still. To add to our comfort, the waters of the largest creek had sunk at least twenty perpendicular inches, and the sun was again waging fresh war with the envious clouds that had so long obscured him. Our hopes again rose considerably above par, and again we indulged the most sanguine expectations of bringing the expedition to a satisfactory close. As day wore, Sol glanced brightly through his tears, the fleecy mists gradually ascended, and patches of ether appeared.

At 2 P.M. again the horizon overcast, whilst heavy and frequent showers, increasing as night fell, burst forth. About 5, Stokes, our cook, together with four new men, with well-filled knapsacks, joined us. These four men, and one whom Mr. Calder had carried back with him, had been ordered from Seven-Mile Creek to reinforce our party, and bring forward supplies; their present junction, therefore, was most opportune. Stokes reported, that when Mr. Calder reached the Loddon, he found its banks to a considerable distance overflowed, a circumstance which compelled him to make a detour, and mark a fresh track. This new path reduced the crossings of the Loddon from three to one. The marshes were mid-leg deep in water; but the Surprise, as I had conjectured, presented no obstacle to its passage.

At 8h. 30m. P.M., the rain having ceased, blue skies and brilliant stars again greeted our eyes. These pleasurable tokens had, however, so frequently proved delusive, that we turned in far more doubtful than hopeful.

Saturday, 9th.—Little if any rain fell during the night, and dawn gave goodly presage of a pleasant day—an indication that grew stronger and stronger with the increasing light. Delightful prospect! which, when coupled with the near approach of new moon, tended to renovate our drooping confidence, as well as to exhilarate our flagging spirits. At 9 A.M. envious clouds once more “lowered upon our camp,” whilst black cockatoos, in vulgar augury, “precursors” of foul weather, disturbed our contemplations with their discordant, ill-omened croakings. From 9 A.M. till 4 P.M. the heavens presented a succession of smiles and tears: one half hour a radiant sun and dazzling sky, the next a gloomy atmosphere and pitiless rain. From 4 until evening the weather continued almost wholly fair, and as night set in again we beheld the brilliant firmament, the glowing stars. About 5h. 30m. P.M. we were rejoined by Mr. Calder and one man, bearing knapsacks heavily laden with salt pork, flour, tea, and sugar. Mr. Calder had thus achieved his wet and weary marsh and mountain march of forty-eight miles in fifty-four hours, with a return load of nearly 80 lbs. He had, at the same time,

cut a partly new track, secured the bridges, and rendered more practicable the rivers in our rear. Seven of the party, overcome with fatigue, had halted for the night at the Loddon, and one, entirely worn out, had crawled back from Lake St. Clair towards Hobart Town, the poor fellow protesting his utter inability to proceed a step further.

Sunday, 10th.—Another night of pitiless rain and tremendous gusts of wind. Dawn disclosed a wild and lurid welkin, and the advance of day gave little token of amendment. Momentary gleams of sunshine gave place to varied squalls of rain or hail. To attempt religious service was impossible. The next twelve or fourteen hours were moments of sore discomfort—bitter cold, and irksome sufferance. Detention Corner began to assume the character of a Fated Corner—at least to me it was a Hated Corner—the seeming bourne of long cherished hopes. In honest truth, it was a most detestable spot; and might most appropriately have been styled, “The *Nook* of the Dismal Swamp.” Our tents covered the only elevated ground, and even this was rotten and spongy, with a furious flooded creek within five yards, and less than three feet from the level of our beds, or rather lair, which, ever and anon, it threatened to sweep away. Our couches, such as they were, consisted of green damp ferns, raised from the dank unwholesome marsh by a thin sheet of stringy bark; and upon this fern our blankets and rugs, the sole bedding, were spread. Large fires blazed in front of the tents, but the wood was green, and difficult to be procured. So thoroughly saturated was this spongy soil, that one step beyond the precincts of our dripping dormitories caused the water to splash and bubble, spirting up one’s legs, and entailing damp feet and chilly limbs for the remainder of the weary day. In fact, bad as bed was, it was the sole refuge for the destitute; not a single yard of solid ground existing where the *patient* might essay to exercise his benumbed limbs. In fine, every person and everything wore a cold and cheerless aspect. It was decided that Mr. Calder, with two men, should set forward in the morning to endeavour to ascertain the state of the Franklin, and, if possible, despatch a message across that river to the “Breeze,” for which purpose his Excellency addressed a letter to Mr. Bruce, the pilot, commanding the detention of the schooner, in the Gordon, for eight days longer.

Monday, 11th.—Another extremely boisterous night of rain, hail, sleet, snow, and wind. At dawn the hills and tents were sprinkled with a hoary canopy—the atmosphere was dark, chill, and lowering; and sleet and snow fell thick and fast. Mr. Calder’s expedition suffered momentary delay. Heart-sick of the detested *Corner*, and conceiving I might be of service in the passage of the Franklin, I volunteered to accompany Mr. Calder. His Excellency kindly accepted my tender, and, at 9h. 50m. A.M. we set forward. At 10h. 2m. we reached the base and commenced the ascent of “The Calder Pass of the Frenchman,” a title conferred in honour of him who had first surmounted that wild pass—a passage we now traversed in a sludge ankle-deep with slippery mud, rendered delightfully diluent with snow and rain. The ascent was effected after thirty-two minutes of toilsome exertion. Fatigue Hill, N.E. by E., was covered with snow. Teneriffe could not be discovered amid the prevailing gloom, and the crown of the hill whereon we stood was well covered with the fast falling snow. Passing through a small

but dense myrtle grove, which added to the toils of a miry, slippery, and darksome gully, at 11h. 15m. we emerged upon a bare scrubby ridge, from whence we commanded an extensive prospect of "Lachlan Plains," a series of marshes named after the late Governor Macquarie. "Deception Range," together with the cloud-capped pinnacles and stupendous gorges of the tremendous Frenchman, lay before us in all their native savagery—bold, rugged, frightful. At 11h. 43m. we reached a very peculiar, bold, solitary, and picturesque rock, with a front overhanging on its eastern side, affording thereby secure and comfortable shelter from the bitter inclemency of the prevailing westerly gales which drive across these desolate regions with unparalleled fierceness. From the circumstance of Mr. Calder's party having "camped" under the shadow of this great rock on the day of our Saviour's Nativity, 1840, it has since borne the appropriate designation, "Christmas Rock." It lies on the confines of Lachlan Plains, and at the verge of an open myrtle, gum, and stringy bark forest, which we had been traversing during the eight and twenty previous minutes, the sun and hail alternately cheering or chilling us, whilst the mountain-torrents that laved our feet, rendered our boots peculiarly easy and pliable. We reposed us a brief space in a dry snuggerly beneath the friendly rock, gazing upon the turbid streams that wildly urged their headlong course o'er jutting ledge or frightful precipice. At this moment the sublime peaks of the gigantic Frenchman glanced glorious in the sun, whose golden beams were wintrily reflected from its snowy steeps. At 11h. 56m., "*taking our foot in our hand*," we again set forward, our mean course throughout the day ranging nearly S.W. In ten minutes a bridgeless angry creek interposed its rushing waters. Calder, a sort of Long Tom Coffin, unhesitatingly plunged into its channel; upon him it barely reached mid-thigh, however, with a little fellow like me, the case was different, the ice-water cooling my weary limbs even to the seat where, some folks say, honour lies. Shortly after this *refreshing* bath we approached a profile peak of the Frenchman bearing W., and immediately before us, a resemblance in the stony silhouette to the King of the French, induced me to style the promontory "Louis Philippe." At 12h. 40m. a fallen myrtle tree enabled us to cross a broad beautiful river, to which, in compliment to Sir John Franklin's Private Secretary, the name of "Henslow" was afterwards given. At 1h. 13m. we gained the banks of a narrow, but deep and dangerous stream. After several unsuccessful attempts, we at last managed to throw some of the dwarf trees that lined the banks across the torrent, and upon these we contrived to scramble safely over. At this moment a thunder storm arose. The sublimity of the scene was impressively awful, for the pealing of heaven's artillery was echoed and re-echoed, in long and swelling notes as the crash was taken up by the numerous deep and solitary mountain glens stretching far and wide on every hand. Twenty minutes' further travel brought us opposite to Cataract Tier, down whose precipitous sides the resistless waters rushed in a double sheet of turbid foam. Each sheet appeared to exceed a hundred feet in altitude, an interval of rugged rock, of like height, dividing the upper from the lower cataract. It seemed as if the furious torrent had delved a midway subterranean channel for itself, bursting out anew in the resistless impetuosity of its downward career. Ye Foyers's! ye Phoul a Phouca's! and ye lovely Clydes! hide, hide, your diminished heads—

the roar of your flashing waters is but as an infant's prattle to the thunder of the "Milligan Falls." In brief space the "Christina," a pretty brook for which Stewart supplied a title, was passed, and we wound the base of a beautiful conical hill, on which the appellation, "O'Boyle's Sugar Loaf," was bestowed. The gallant corporal stormed his mount next morning at daybreak, planted his colours, (a brand new silk handkerchief,) and left them flying. At 2h. 40m. we reached "New Year's Valley," a provision depôt; we only halted to swallow a mouthful of bread, for in ten minutes more we were entering "Glow-worm Forest." This dense, dank, unblest wood of live, dead, and fallen myrtle and sassafras trees, their trunks and limbs strewn and inter-twisted with the most regular irregularity, forming a complication of entanglements, to which the famous Gordian Knot was simplicity itself. This unwholesome forest commences with a thick, slimy, reedy scrub, and extends for six miles through a valley of the most abrupt and tortuous ascents and descents, where the active use of hands and feet are imperatively called into constant and careful requisition. Within this gloomy dell, redolent of noisome odours, a mile and a half from its entrance, the black waters of the "Acheron," (another of Mr. Calder's happy nomenclatures,) burst upon the wayfarer's eye, issuing from between the naturally arched portals of the living rock, whose yawning jaws present no very inapt type of the mouth of Pandemonium, whilst the dreary glen itself requires no great stretch of imagination to seem an illustration of "The Valley of the Shadow of Death." Innumerable mountain-rills speedily augment the volume of this Stygian stream, which we were compelled to cross at least a dozen times. The recent floods had washed away two of the myrtle tree bridges, so that we were forced to sway over by one spar, and to hazard a partial fording of the current at another spot. The reader may call to mind the fanciful Wolf's Glen of *Der Freischütz*—the blasted heath of *Macbeth*—or the most horrifically horrific of the most terrifically terrific incantation scene of the most savage of modern melo-dramas; but neither the imagination of the playwright's mind, nor the powers of the scene-painter's pencil, could equal the savage yet grand reality of the valley of the Acheron. Even the most imaginative Miss of the most imaginative "Young Ladies Seminary" would vainly tax her most vivid fancy in conception of a parallel. Glow-worm Forest is a misnomer—the light does not issue from tiny living lamps, but from putrescent decomposed timber. The pathway is everywhere skirted by the most superb fern trees, as likewise by a very remarkable and exceedingly graceful plant, which, from its striking similitude to the lordly fruit, is styled the "Pine-Apple Grass Tree." It grows, generally, in single tufts at the end of a long stout wooden shoot, which contains a pith similar to the elder-berry tree, although the limb is infinitely tougher. Sometimes one stem will contain four or five bunches each at the extremity of their respective leafless arms, but the most part of them bear but one tuft, and that at the point of saplings varying from six to fourteen feet in height, and one to three and four inches of diameter. These plants are found in almost all myrtle forests, as well as a singularly beautiful shrub, styled in unlearned phrase, the "Native Laurel." A very fine resinous pine, called the Celery Top, from its resemblance to that production, is a native of these woods, together with a very valuable timber tree, Huon Pine.

Near the centre of the valley a natural stone arch conducts the traveller across the Acheron, immediately after which there is an ascent of a few nearly perpendicular feet, and an almost equally immediate descent of some thirty or forty. This places him under a very beautiful cascade, named, in honour of his Excellency's A.D.C., the "Bagota Fall." As we gazed upwards its spray dashed in our faces, the tops of the gigantic myrtles, tier over tier, for hundreds of feet, enclosing the glen, excluding the gladsome day, deepening the perpetual gloom, and enhancing the dreary wildness of the sunless depth. Having traversed these cheerless labyrinths (very unlike those of Armida) for five miles, we found ourselves upon a sidling bank, so slippery, so precipitous, and so insecure, that common precaution rendered the erection of hand-rails imperative. Passing this doubtful stage, we drew rapidly to the termination of the mazy wild, from which we extricated ourselves at 5 h. 10 m. P.M., having been two hours and a half wading through bog, brake, mountain torrent, and miry sludge; the small trees, as we caught at them, to avert countless prostrations, weeping our woes, and deluging us with their tears. Nothing, it should be remarked, can possibly transcend the richness, the beauty, the endless variety of mosses strewn throughout these forest tracks. At 5 h. 30 m. P.M. we reached another provision-depôt, "White Hill Plains," just as darkness enveloped the earth. Our blanket-tent was pitched forthwith,—a huge fire sent up its cheerful blaze,—our drenched attire was stripped off, wrung out, and dried,—the fern-leaves and blankets were strewn,—the tea and damper discussed. We stretched our weary limbs, and slept soundly after the wet and toilsome march.

Tuesday, 12th.—We turned our backs upon "White Hill Plains,"—so called from the quantities of small pebbly quartz with which they are strewn,—at 8 h. 56 m. A.M. The heavens beamed more benignly than they had for any of the five preceding days; still, however, we were sprinkled with occasional smart showers. Having contrived to straddle across a deeply-swollen creek, upon a couple of light spars, at 9 h. 20 m. we entered "The Black Forest;" another dense, sunless, wood of light wood, myrtle, sassafras, celery-topped and Huon pine. At this time rain fell fiercely. Although not quite so gloomy, the ascents and descents are infinitely more abrupt and precipitous, of much greater extent, and far more laborious than those of the Valley of the Acheron. This portion of the Black Forest opens, however, in its centre, to a plain of nearly a mile in length. The path throughout, Mr. Calder reckons at six miles. To his long limbs they might seem no more; but my little legs considered them to be kangaroo miles. At all events they are very weary ones.

It was 11 h. 40 m. when the magnificent Franklin burst upon us,—a noble river, well deserving its honoured and honourable name,—by far the largest of any Tasmanian tributary, being, in ordinary seasons, seventy yards of measured width at "Calder Ferry." Now, from the vast accumulation of mountain torrents, it was a good deal wider, and the body of water immense. The mode by which Mr. Calder had designed we should effect the passage of the river was with a pine-raft, to be hauled across by means of a warp made fast to either bank. The raft remained perfectly secure, having been made fast by a sufficient painter to the left bank. The warp, a thin piece of the schooner's

running rigging, utterly unfit for the purpose, had parted in the nip, evidently torn from its hold by the overpowering force of the water. Our cosy blanket-wigwam having been snugly established under the sheltering canopy of a towering myrtle, and a blazing pine fire roaring and crackling before its embouchure, we set us down, as patiently as we could, to abide the probable subsiding of the flood. Since our departure from Lake St. Clair no day had proved so auspicious, or afforded equal promise, as this. The showers were slight, genial, and infrequent, and a gauge we had set up on our arrival gave us hourly and unequivocal proof that the torrent abated surely, if slowly, six hours sufficing to effect a fall of three perpendicular inches. Nevertheless, a considerable amount of melting snow was descending the mountain-glens; so that our hopes of a speedy and *practicable* cessation of the floods were by no means over sanguine.

The source of the Franklin remains, as yet, unknown; Mr. Calder, and I conceive with good reason, inclines to think it will be eventually traced to some lake, because he hardly conceives it possible that a river of such magnitude can have its rise between the limited space of country that divides it from the King, unless its waters were fed by some such potent reservoir,—an inference further encouraged by its stationary level during the driest months of summer*. As far as it has been followed, from its point of junction with the Gordon upwards, the mean course of the Franklin is, as near as possible, from N. to S. It flows through the Black Forest, which, according to our track, extends six miles on the east and three on the west bank. This forest abounds with superb myrtle, light wood, sassafras, a few gigantic tea-trees, celery-topped pine, and a variety of beautiful shrubs, including the pepper and native laurel. Fern and pine-apple-grass trees are, likewise, numerous. Towards the river's banks quantities of that choice and invaluable timber, the Huon pine, exist. The banks of the Gordon are also equally well furnished, and, from the constant and ample current of both rivers, a certain and lucrative employment could be afforded to parties of industrious and enterprising lumberers, who might, without hazard, raft very considerable supplies of choice timber to a port of shipment at Macquarie Harbour. The specific gravity of those beautiful cabinet timbers, the myrtle, the light wood, and the gigantic tea-tree, would, it is true, preclude their transport by themselves; nevertheless, how easy to cause them to form the upper tiers of a pine-raft. As for the Huon pine, for boat-builders, house-carpenters, coach and furniture-makers, how far it transcends the Sydney cedar or New Zealand pine, it needs not me to write. With a supply of a commodity so saleable, and of such comparatively easy attainment, it strikes me as being something more than singular that it should thus be left to decay in its native forests. I hope it may not always be destined to such a fate, but that advantage may be taken of the beneficial hint here thrown out.

Eight or nine miles south of our present bivouac, a very noble river,

* Upon an after consideration of the subject, his Excellency, and, indeed, all the party, felt satisfied that the river we had seen near the point at which we crossed the Surprise, could by no possibility be the King, but in reality it must be the Franklin. The absence of any lake, the large amount of its waters at Calder Ferry, the country through which it flows, and the point whereat the *undoubted* King enters Macquarie Harbour, all are confirmatory of the correctness of this conclusion.

formed by the Acheron and several powerful tributaries, empties itself into the Franklin. Mr. Calder describes it as an enchanting stream, to which, with much propriety and good taste, he has given the name of "The Jane," in honour of our indefatigable fellow-traveller, the amiable and admirable partner of our worthy Governor. Eleven or twelve miles south of the junction of the Franklin and Jane, the former river becomes merged in the engulfing stream of the Gordon, which itself is lost in the magnificent basin of Macquarie Harbour.

Wednesday, 13th.—So amply umbrageous was the canopy of pine and myrtle that screened our tent, the pattering of the fast-falling rain proved wholly inadequate to disturb the unbroken luxury of our tranquil slumbers. When, however, we at length awoke, it was *mizzling* a shade or two stronger than Scotch mist. The river, notwithstanding, had fallen three inches further, and was rushing much less impetuously in its turbulent career.

In my sketches of Tasmania I never ceased to deplore the general bareness and scanty foliage of our prevailing timber. From this charge the western forests are fully and wholly exempt, their leafy, soft, luxuriant tracery challenging comparison with the richest and noblest groves of the richest and most favoured lands.

From the instant we quitted Wombat Glen the landscape underwent a total change,—so complete, indeed, in character, that it was as perfectly distinct as if we had removed from one country to another. Strange! Within a short fifty miles we left the pasturage parched—scorched to a cinder,—whilst here the marshes teemed with exhaustless waters. What an incalculable blessing to Tasmania, could the surplus torrents of her high, be directed to the fertilization of her low lands. In after days art and wealth may possibly accomplish the all-important measure.

Light showers fell throughout the day, and the Franklin rose higher than we had hitherto seen it, caused, doubtless, by the melting of Monday's snow. What, however, signify eight or ten inches to a torrent that sometimes exceeds thirty or forty feet of perpendicular rise,—a height which, extravagant as it may appear, was most unequivocally demonstrated by vast masses of drift-wood, not merely left on the banks, but *lodged* in the forks of trees far over our heads. The night proved fine, and we augured favourably from the circumstance of the wind veering to the E. of N.

Thursday, 14th.—Day broke auspiciously, with the wind at N.E., and the fleecy mist slowly ascending betokened a genial noon. The river had sunk some eight or ten inches, imparting hope of its speedy practicability of passage. Mr. Calder and Chap, one of the carriers, set out at 8 A.M., on their return to meet and report progress to his Excellency, whilst Couz, another carrier, was left in attendance on myself, who, like the lady of Jock O'Hazledean, remained to *watch*, not weep, "*by the tide*." Pondering the *delights of scouring* myrtle forests, with all their superlative and *delicate* varieties of hill and hollow, brake and briar, bog and sludge, "How," I mentally inquired, "how will Lady Franklin ever accomplish so sorry, so harassing an undertaking?" "Spirit and indomitable perseverance achieve wonders," seemed the whispered response. Noon slipped by basking us in its sunny smiles. I and my fellow-watcher felt ravished by the half for-

gotten delights of a tranquil sky and genial atmosphere, to which the rapidly declining waters of the river gave freshened interest and renovated hope.

But ten or twelve hours of unruffled calm was a prolongation of bliss too long for us to indulge in. At 2 the clouds again began to embattle themselves, and again were we warned of the utter fallacy of human hopes.

About half-past five we were joined by a couple of volunteers, who had pushed forward with the purpose of swimming the river. They were smoking like race horses after a dead heat, but were very anxious to transport his Excellency's despatches to the Gordon, and thereby detain the schooner. A glance at the Franklin, fallen at least a couple of feet since the preceding afternoon, sufficed to cool this adventurous ardour, and properly so, inasmuch as it would have been the height of presumption to peril life in such a raging torrent. Even had they succeeded in struggling through, in the violent state of perspiration in which they were, the effects of the snow water, with which the river teemed, might have proved fatal. I counselled them, if resolved to make the attempt, to embark upon the raft, and that without delay, because darkness was rapidly approaching, rain again fast falling, and the flood, I felt confident, would be utterly impracticable long ere morning. Viewing the contemplated passage, even then, as in a great degree hazardous, I merely threw out a hint, leaving the decision to themselves. They chose to await the dawn.

Friday, 15th.—Rain fell thick and fast throughout the night, and, at daybreak, as I had predicted, the river had risen upwards of six inches. By 8 A.M. the rain ceased, the sky cleared, and, but for the quarter, (W.N.W.) wherein the wind continued to hang, I should have augured a fine day, and a fall quite as rapid as the rise of the torrent. As matters stood, I despatched one of the volunteers to report the impracticability of the flood. About 11 A.M. the men from head-quarters began to arrive in twos and threes, and about noon Mr. Bagot himself came up. During the forenoon the face of the heavens showed a constant succession of smiles and tears. It must have been nearly 3h. 30m. P.M. when Sir John and Lady Franklin reached the station. They appeared to be greatly fatigued, but bore all the toils and disagreeables of the toilsome disagreeable way with cheerful uncomplaining spirits. The secluded banks of the Franklin began to wear an active life-like aspect, and our *disjecta membra* were once again happily re-united. The river still rose, exceeding any height we had hitherto seen, but the evening setting in fine, it began to subside with great rapidity. A giant myrtle tree, at the foot of which Mr. Calder and I had planted our wigwam on the first evening of our arrival, was set on fire by the absurdity of some of the men, who stupidly piled blazing logs close to its trunk. It caused great confusion, because, apprehensive of the possibility of its fall, his Excellency's tent and mine were, of necessity, struck at the very moment we were about to solace us in slumber after the fatigues of the day.

HISTORICAL SKETCH OF MILITARY PUNISHMENTS, IN AS FAR AS REGARDS NON-COMMISSIONED OFFICERS AND PRIVATE SOLDIERS.

BY HENRY MARSHALL, DEPUTY-INSPECTOR-GENERAL OF ARMY HOSPITALS.

To the foregoing punishments enumerated by Capt. Grose, the following may be added; the greater number of which were in use when he wrote, and some of them have been employed until a comparatively late period.

Clubbing.—This after-punishment was chiefly practised upon the bodies of criminals, particularly by the British Generals who were employed in the Netherlands, about the middle of the last century. After a prisoner has been executed in the usual manner, he is suspended with the feet upwards, which is said to answer to the custom authorized by the Civil Law of hanging certain malefactors in chains, as a terror to others, on the spot where they committed their depredations. The gibbet, with its attendant human scarecrow, was once not an unfrequent object of English scenery, more especially on the banks of the Thames; yet these exhibitions did not prevent or diminish crime. The injurious effects produced by hanging men in chains on the most interesting sympathies of our nature, may be inferred from the following example:—There was a criminal exposed near a turnpike on a road leading from a provincial town in Derbyshire. His widow, whenever she went to market, used to lock the door of her house, and taking her little children with her to the foot of the gallows, she would then leave them to play *under the care of their father*, as she callously expressed it, until it was convenient for her to call for them again on her way home.

Removal to the Navy.—A soldier, who behaved ill, and who, in consequence of frequent delinquencies, was deemed incorrigible, was occasionally turned over to a press-gang. This transfer did not, however, occur without some sort of concurrence on the part of the soldier, who was left to choose between the execution and continuance of a severe military punishment, or to enter on board one of His Majesty's ships.

Cold Burning—Bottling.—This punishment is thus inflicted. The offender is set against the wall with the arm which is to be *burned* tied as high above his head as possible. The executioner then ascends a stool, and having a bottle of cold water, pours it slowly down the sleeve of the delinquent, patting him, and leading the water gently down his body till it runs out at his feet; this is repeated to the other arm if he is sentenced to be burned in both. Bottling was, at one time, much in use in the Cavalry branch of the Service.

Cobbing is a punishment which used to be inflicted upon a soldier by his comrades for petty offences committed among themselves, sometimes with the sanction of the Commissioned Officers of a company, or of the Commanding Officer of a corps. It consisted in bastonading an offender on the posteriors with a cobbing-stick or a cross-belt. Cobbing was chiefly practised in the Infantry.

Booting is a punishment which was principally used in the Cavalry. It consisted in flogging a man with a belt on the soles of the feet. Previous to the infliction of Cobbing, or Booting, the delinquent is fairly tried by a Court consisting of a president, the oldest soldier;

members, next two oldest soldiers; youngest soldier, next youngest soldier.

These modes of punishment, namely, delivering over a man to the tender mercies, or rather to the vengeance or wild justice of his comrades, were liable to serious evils, although their abolition has been regretted by many experienced officers. In the early part of 1828 a squadron of Dragoons was stationed in Sheffield barracks. A man was suspected of stealing a watch from one of his comrades, and the men of his regiment dragged him to the river for the purpose of inflicting summary punishment upon him. The Major commanding and another officer were in the yard, who no doubt ascertained what they intended to do with the man. The inhabitants of Sheffield complained of the conduct of the officers for countenancing the ill-treatment of the soldiers; and finally the alleged culprit brought his action against the officers, which was tried at the York assizes, and he recovered 500*l.* damages. The officers afterwards applied to set the verdict aside on the ground of excessive damages, but the Court refused the application. This punishment of the officers did not end here, for after the trial one or more persons addressed the Duke of Wellington, then Commander-in-Chief, complaining of these officers, in this instance, not supporting proper discipline. A Court of Inquiry was ordered, and from the evidence given, it was clear the officers had not put a stop to the irregularity, which they could have done, and they were reprimanded by the Duke for such neglect.

Church Pillory.—A circumstance occurred on the east coast of England, in 1797, which led to a soldier being punished in the following ignominious manner:—During the alarm which prevailed regarding an invasion on the east coast, but especially along the coast of Essex, a Serjeant belonging to a Militia regiment unwittingly said, in the hearing of some soldiers, that the French would dine at Ipswich on Sunday following. This expression soon spread among the inhabitants of the place, and a formal complaint was made to the General of the district. The offender, having originally belonged to the Line, and bearing the best of characters, was so far considered as not to be tried by a general court-martial; but for the sake of example he was ordered to be escorted to the church nearest to the coast, (Colchester,) and on Sunday to appear in the front of the church, and there to *ask pardon* of the inhabitants for the alarm he had created.

The public exposure of an offender is liable to many objections: it is, in the first place, unequal in its operation, and the efficacy of merely disgracing delinquents is very doubtful. Infamous or disgraceful punishments prevail chiefly in a barbarous state of society, and by the influence of civilization they gradually fall into disuse. As an example of the progress of public opinion, in regard to ignominious punishments, I may, though much out of place, instance the disuse of the penance of Church Pillory in this part of the United Kingdom. The stool of repentance, *alias* the cutty stool, or black stool, to which delinquents were sentenced by church courts, was long the opprobrium of Scotland. This mode of chastisement fell into disuse towards the end of the last century.

About one hundred years ago, the Rev. Peter Nicholson, of Kiltarlity, sentenced Lord Lovat to occupy the cutty stool; an order which sadly militated against the pride and wishes of his Lordship. Being,
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however, assured that the law of the kirk was imperative, and that nothing but compliance would save him from excommunication, he consented to the punishment upon a promise from the clerk that he should stand by him for three Sundays in the church of Kiltarlity. Mr. Nicholson being about to address the lordly occupant of the stool of repentance, Lovat exclaimed, "Ah! Nicholson, you ungrateful man! was it not I that placed you there?" (having presented him to the living.) Whereupon Mr. N. answered, "True, my Lord; you have placed me here, and I have placed you there to-day to be publicly rebuked for your sin."

Young men of fortune sometimes made light of the stool of repentance, being attended by others of their own age and circumstances of life, who, to keep them in countenance, stood with them in the pew, or pillory, fronting the pulpit, so that many of the spectators were unable to distinguish the culprit from his companions. The contempt of the punishment led to a sum of money being levied in place of it, which was called a composition; and, according to Capt. Burt, the kirk treasurers gave regular receipts and discharges for each specific delinquency.

The stool of repentance was a relic of the Romish Church, being one of the few modes of church discipline which was continued after the Reformation. The reply of an old woman to Mr. John Knox, respecting this stool, is worthy of record. After holding forth in praise of the Reformation, and railing against the wickedness of Popery, he zealously exclaimed, "*I hae plucked the raiment frae the harlot.*" "*Ah! na, na,*" said the old lady, pointing to the chair of repentance, "*ye hae keepit the vera tassel o' the breeks o' Popery.*" It has been supposed, and perhaps with justice, that Mr. Knox retained the cutty stool as part of the Presbyterian discipline, for the purpose of enabling him to apply the severe rod of church censure against the looseness of the times, and the vices even of the nobility.

This stool, or chair, in question, was made somewhat like an arm chair, being a little higher than the other seats, and placed directly in front of the pulpit. When the kirk bell was rung, the delinquent ascended the chair, and the bellman arrayed him in the black sackcloth gown of unchastity. Here he stood for three Sundays successively, his face uncovered, and was reprimanded from the pulpit immediately before the blessing was pronounced. Females stood in the same accoutrements, and they were commonly denied the privilege of a veil. It appears, however, that the gown was frequently dispensed with, and that delinquents were also sometimes permitted to cover the face. Many queer stories are current respecting the cutty stool exhibitions.

The stool of repentance was not peculiar to Scotland, it was also employed in England. An Essayist, in the *Gent. Mag.* for May, 1732, observes that, "The stools of infamy are the *Ducking Stool* and the *Stool of Repentance*. The first was invented for the taming female shrews. The stool of repentance is an ecclesiastical engine of popish extraction, for the punishment of fornication and other immoralities, whereby the delinquent publicly takes shame to himself and receives a solemn reprimand from the minister of the parish." This instrument of penance, or punishment, fell into disuse in England long before it was abandoned in Scotland.

Venercal Fine.—Until about the end of the last century, a soldier who incurred the misfortune to have it alleged by a medical officer that

he had the venereal disease was, in many regiments, mulcted of five shillings, which sum went into the pocket of the surgeon. Hence, medical officers had a beneficial interest in the moral delinquencies of soldiers; a very unwise plan for preventing the prevalence of any disease. In the Navy the fine was fifteen shillings—an obvious prize to a surgeon.

Blistering.—We are informed by Sir Charles Napier that blistering was successfully tried as a substitute for flogging in two corps, and he is not aware that this mode of punishment was adopted in any other regiment. The Commanding Officer of one of the regiments in question, then stationed in Guernsey, where liquor is cheap, determined to try to put a stop to the crime of drunkenness on duty, by an appeal to the honourable feelings of soldiers, and at the same time to make drunkenness as unpleasant as possible, but without the lash. He gave out an order to say that he would not flog, but trust to the soldiers' self-respect for keeping sober on duty. Next day a man was drunk and confined. The Colonel, accompanied by the Surgeon, went to the guard-house and felt the drunkard's pulse: he was declared to be in a fever. Nothing could be more true. He was therefore put into a blanket, and four soldiers bore him through the barracks, his comrades all laughing at the care taken of him; on reaching the hospital the patient was put to bed and blistered between the shoulders, fed on bread and water for a week, and then discharged cured. "He was then brought on the parade, when the Commanding Officer congratulated him on his recovery from the fever, and sent him to join his company, when he was laughed at and jeered by his comrades during the space of a week. Many others underwent the same treatment; but the joke, though very amusing to the sober soldiers, soon began to be none to the drunkards. There was considerable pain and uneasiness—some bread, plenty of water; but no pitying comrades—no commiseration—no mercy. The experiment was completely successful. Not a man of that regiment was flogged in Guernsey from the time the men were treated with blisters; and after a fortnight there was no such thing as a man drunk for guard or parade." "Now this regiment had been in an infamous state." "Observe," says Sir Charles, "the consequence of having inefficient means. This same regiment was embarked for the Bermudas. There was, at that period, much drinking and much illness in these islands, rum being cheap and the blister-plaster scarce. There was no means of confinement, and the Lieutenant-Colonel, for want of efficient means, was obliged to use the lash, which punished without preventing drunkenness. Now the blister did prevent it in Guernsey. So much for inefficient means."

Reprimand.—Non-commissioned officers or private soldiers are seldom sentenced by a court-martial to be *reprimanded*. There is a very remarkable instance, however, on record of a corporal being formally reprimanded by a General Officer, apparently as a commutation of a sentence of another kind. The matter will appear in the animadversion made by the General Officer, to whom the proceedings were reported, in his orders to the garrison.

—Orders by Lieutenant-General Cornwallis, Commanding at Gibraltar.
March 17th, 1764.

"Lieutenant B——, of the 54th Regiment, tried by a general court-martial, and found guilty of leaving his guard, contrary to orders, is adjudged

by the court to receive a public reprimand from the Governor. The Governor does, therefore, in this public manner, reprimand him, and orders him to be released from arrest."

"Corporal James, of the same regiment, commanding the signal-house guard, was tried by a regimental court-martial, the same day, for a like neglect of duty, and was ordered to be reduced, and to receive 200 lashes. The Governor pardons him, thinking a neglect of duty in a commissioned officer more heinous than in a non-commissioned officer, who is not supposed to have the same education, and is, of course, more liable to err. Justice is the same in high rank as in low. Lieutenant Bond gave him as good a character in his situation as Lieutenant-Colonel Welsh did the Lieutenant. Therefore, to do strict justice to both, the Governor reprimands in this public manner Corporal James."

The General is supposed to have fallen into an irregularity in commutating the judgment passed by the court-martial; unless he be considered to have remitted the sentence, and then to have given the reprimand, as he certainly had a right to do, in virtue of his own authority.

According to the remarks upon the following case, it appears that there are cogent objections to the sentencing of non-commissioned officers and soldiers to be reprimanded.

"*Bengal Presidency.*—General Orders. 22nd July, 1820. — Serjeant-Major R. Gibson, of the 4th Regiment Light Cavalry, was arraigned, &c.

"**SENTENCE.**—To be *reprimanded* in such a manner as his Excellency the Commander-in-Chief may direct.

| "Disapproved.

(Signed)

HASTINGS."

"The Commander-in-Chief disapproves of the above decision * * * * In the first place a reprimand from the head of the Army to a non-commissioned officer is not suited to the situation of the latter. The efficacy of such a reproof to a commissioned officer depends on his feeling that as it is rarely resorted to, and thence implies serious misbehaviour in him to whom it is addressed, it will materially affect him in the estimation of the society in which he moves. The application, therefore, of a reprimand to a non-commissioned officer, is not only objectionable from rendering it common, but is idle with regard to an individual whom it will little disparage in his humble circle of acquaintance."

Notwithstanding the publication of these remarks in General Orders, an European general court-martial was holden at Moulmein, 22nd July, 1835, Captain Mair, 62nd Regt., President, for the trial of a Sepoy, who was accused of permitting the escape of a prisoner, which found the prisoner guilty of the charge, and sentenced him to be severely reprimanded, in such manner as the officer confirming these proceedings may be pleased to direct. The decision of the Commander-in-Chief in this case was as follows:—

† "Disapproved. Reprimand not being a punishment suited to the degree of a private soldier.

"(Signed)

R. W. O'CALLAGHAN,

"Lieut.-General and Commander-in-Chief."

Vituperation and Abuse.—This was another of the punishments to which soldiers were liable, and which was often very liberally exhibited. "In the course of my service," says an old officer, "I have been shocked to hear the expressions made use of by some officers in command of regiments. What can tolerate or excuse such words as these? 'I will flog your guts out, you rascal;' 'I will cut the flesh off your bloody back;' and other expressions more ungentlemanlike and inhu-

man." A commanding officer of a corps concluded an address to the men in the following emphatic words,—*"If you,"* said he, *"furnish backs, I will provide cats for them."*

"The soldier," says Major Macnamara, "was treated as an unruly child in a workhouse,—fed, clothed, and flogged, but never instructed, never reasoned with. 'You have no business to *think*, Sir,' was a sentence often addressed to him, 'but to do as you are *bid*;' and the sentence was generally concluded by a gentlemanlike, charitable, and encouraging 'and be damned to you.' Swearing and abuse were, indeed, the only accomplishments within the soldier's reach. His officers swore, his non-commissioned officers swore, and his comrades never once addressed one another without swearing." Swearing was at one time so common that it became to be considered an indispensable specific for preserving discipline and carrying on public duty. It was supposed by some that it added dignity and weight to the orders which were given,—that it was a manly qualification; and it has often been asserted that a British soldier never thought his officer in *earnest* with him unless he swore at him. When the habit of swearing prevailed in all ranks in the Army, an officer could with very little consistency check his men for it; but this absurdity sometimes happened. "I have heard an old officer," says an author whom I have frequently quoted, "I mean in point of age, correcting a man of his company who had sworn in his hearing, and with the most horrid curses and imprecations on himself, assured him that he would put the Articles of War in execution against him the first time he swore again." By the Articles of War a soldier "is to forfeit twelve-pence" upon being convicted of profane swearing.

No action on the part of a soldier can justify the abuse of a superior, or a threat urged in terms of abuse. "Abuse," says an old soldier, "deadens the heart; kindness wins the affections. Threatenings infuse into the obdurate bosom a callous indifference; whilst calm admonition sucks the sting from the most hardened mind. Severity creates hatred,—mercy, love. I have known private and parental admonitions by Commanding Officers wear the most desperate dispositions, on which severity had exercised its greatest power without reforming; each blow of retribution stole from the heart the few remaining sparks of manhood, and the debased individual at last fell like a brute into the grave. *Kindness will ever be found the best antidote to crime,—severity its most active source.*" Prince Henry, the brother of Frederick II., King of Prussia, severely reprobated the harsh treatment of soldiers. He used to say to his officers, "If a soldier performs an evolution ill you have not practised him sufficiently at it. Exercise him an additional hour or two in the evening, and he will be sufficiently punished. *If you strike him, you punish him on account of your own idleness.*"

The principal punishments inflicted upon soldiers subsequently to the year 1790, by military law, and military usage, were death, and flogging with the cat-of-nine-tails. The minor punishments inflicted by a Commanding Officer were imprisonment in a guard-house or black-hole,—in which case bread and water was the usual diet. Extra duties, &c.

Pecuniary fines had long ceased to be awarded as a punishment for military crimes; but when martial law was proclaimed in Ireland, in 1798, this mode of punishment appears to have been temporarily restored. In this year (1798) the following proclamation was issued:—

"TO THE INHABITANTS OF BELFAST.

"This is to give notice, that if any person is taken up by the patrols after ten o'clock he will be fined five shillings for the benefit of the poor. If the delinquent is not able to pay five shillings, he will be brought to a drum-head court-martial, and will receive *one hundred lashes*.

"JAMES DENHAM, Colonel Commandant."

By this notice, Colonel Denham seems to have considered five shillings equivalent to one hundred lashes, and any man who could not raise five shillings might be flogged as a matter of course.

In practice, flogging was almost the only punishment employed, as at this time confinement had not been much thought of as a mode of chastisement. Hence crimes very different in character and enormity were punished by the same degrading mode of infliction. We learn from Dr. Hamilton that private Anthony Gregory, of the 10th Foot, was punished with a hundred lashes, for suffering the queue of his hair to drop off when on duty, which, perhaps, he had that morning rather carelessly tied on; and I have, as late as 1811, seen an African recruit, who did not know a word of our language, brought to a drum-head court-martial and flogged, in consequence of some of his appointments being less clean than they ought to have been. Unsteadiness in the ranks, caused, perhaps, by a man brushing a fly from his face, and the disgraceful offence of stealing from a comrade, met with a similar chastisement, differing, perhaps, a little in the amount of infliction, but the same in ignominy. By this means the moral judgments of officers were in some measure confounded; as offences which received the same kind of punishment come to be considered as of the same guilt. Use and wont was the rule in regard to this kind of punishment, while the amount or severity of the infliction was entirely optional with a court-martial, which might sentence a man to receive an unlimited number of lashes, or to be slightly censured, as to the members might seem meet. Hence it will appear that the ferocious severity of military punishments depended upon the practical administration of the military law, not upon any specific enactment of the law itself,—the judges, not the statutes. But it would appear that Government considered enormous inflictions expedient when it so obstinately resisted every attempt which was made to restrain the powers of courts-martial by fixing a moderate maximum of punishment, so as to meliorate their sanguinary sentences. Instances were daily occurring which showed that no body of men should be invested with the power of awarding unlimited punishments.

In the "Conversations of Paley," by the Rev. Mr. Best, a case is recorded which may be here noticed. About the end of the last century several regiments of boys were raised, for the purpose of being sent to India. One of these regiments was quartered at Lincoln. "The cat-of-nine-tails, though administered," says Mr. Best, "as was supposed, with due regard to the tender age of these young soldiers, was not idle. One boy died a day or two after a punishment. The officers, shocked at the event, wished to impute it to some other cause,—the previous state of the boy's health,—some mismanagement. We met at dinner on the day of the poor lad's burial. Of course the conversation fell on this topic. Paley said, 'It is a pity that the officers should endeavour to excuse the matter. All the world must see that if the boy had not been flogged he would not have died. It is an unlucky accident.' One officer of the regiment was present,—a very young man. He was

praised for the unaffected sensibility which he manifested on the occasion,—he was not ashamed to shed tears."

The subject of corporal punishment was brought prominently forward by Sir Robert Wilson, in a letter which he addressed to the Right Hon. William Pitt, in 1804. The work is entitled, "*An Inquiry into the Present State of the Military Force of the British Empire, with a View to its Re-organization.*" In this inquiry the author asserts, that the principal checks to recruiting are comprised in the system of enlisting for life, and the frequency of corporal punishments. "There is no mode of punishment," says Sir Robert, "so disgraceful as flogging, and none more inconsistent with the military character, which should be esteemed as the essence of honour, and the pride of manhood; but when what should be used but in very extreme cases as the *ultimum supplicium*, producing the moral death of the criminal, becomes the common penalty for offences in which there is no moral turpitude, or but a petty violation of martial law, the evil requires serious attention. How many soldiers whose prime of life has been passed in the Service, and who have behaved with unexceptionable conduct, have been whipped eventually for an accidental indiscretion; an absence from tattoo-beating, or even a dirty shirt. Intoxication is an odious vice; and since the Duke of York has been at the head of the Army, officers have ceased to pride themselves upon the insensate capability of drinking; but, nevertheless, flogging is too severe as a general punishment, for what has been the practice of officers, and also most decidedly fails in correcting the disposition to drink. Cleanliness is a virtue, and highly essential for the health of the soldier; but surely there are a thousand ways of enforcing attention to dress, and producing a love of decent appearance, without having recourse to such rigour as corporal punishment. Absence from quarters is a great fault, and must be checked; but is there no allowance to be made for young men, and the temptations which may occur to seduce such an occasional neglect of duty? Would not confinement for an evening or two afterwards, be a sufficient mortification?"

"Officers are too familiarized to consider soldiers as mere machines, who are insensible to kind treatment, and on whose minds no reasoning can operate; but if they would remember that man is an intellectual being, susceptible of reflection, and endowed with faculties, they should at least try the experiment fairly, and endeavour to ascertain whether those vicious habits, to which the lower classes are often addicted, may not be corrected by lenient measures, and a frequent appeal to their characters as soldiers. I am positive that the *amour propre* of man, except in very bad subjects indeed, is always to be excited, that the *esprit du corps* of regiments may always be formed, and that every soldier may be rendered proud of his profession, interested in the preservation of its honour, and be sensibly affected by its disgrace."

What may be considered remarkable in connection with this subject is, that many individuals who display great aversion to the infliction of severe punishments in civil life, show no such forbearance in regard to the Army. This apparent inconsistency was very obvious in the case of Frederick II. of Prussia, who, although he evinced much reluctance to putting to death even the greatest criminals, showed no disposition to meliorate the laws which regulated the military. The Prussian discipline was one of the strictest and harshest kind. "The barbarity of

these military punishments," says Lord Dover, his biographer, "at which humanity shudders, would appear at first sight to be quite incompatible with the compassionate intentions usually shown by Frederick to criminals." Irresponsible power and vicious training, may, through long practice, render individuals naturally humane, unreasonably severe. Men make systems, and systems make men. Men may be trained to inhumanity, as well as to benevolence. Young officers who see harsh measures only adopted for the reformation of soldiers, are very apt to practise severe treatment when they attain rank and influence. The principle which seemed to pervade Frederick's policy was this, that the more severely the army is governed, the safer it is to treat the rest of the community with lenity.

The facts stated by Sir Robert, cannot be denied, nor the conclusions to which he arrives, refuted; indeed, they carry conviction along with them. It will also be recollected, that his suggestions are the result of experience and observation, and an anxious interest in the efficiency and honour of the Army. "Corporal punishments," says our author, "ought to be so rare in the British Service, that whenever inflicted, such an event should be considered as remarkable, and then the impression would be advantageous; but the eye is now so familiarized to such spectacles, that the sight is no longer sickening or disgusting; and consequently, as indifference gains ground, hope of improvement by example must recede.

The ingenuity of officers should be exercised to devise modes of mitigating the punishment, and yet maintaining discipline. If the heart be well disposed, a thousand different methods of treating offences will suggest themselves; but to prescribe positive penalties for breaches of duty is impossible, since no two cases are exactly similar. Unfortunately, many officers will not give themselves the trouble to consider how they can be merciful. Corporal punishments never yet reformed a corps, but they have totally ruined many a man, who would have proved, under milder treatment, a meritorious soldier. They break the spirit without amending the disposition. Whilst the lash strips the back, despair writhes round the heart; and the miserable culprit, viewing himself as fallen below the rank of his fellow species, can no longer attempt the recovery of his station in society. Can the brave man, and he endowed with any generosity of feeling, forget the mortifying, vile condition in which he was exposed? Does not therefore the cat-of-nine-tails defeat the object of punishment? It is to be remembered, that flogging is the common treatment—not an awful extraordinary example. And is not a mode of punishment too severe, which for ever degrades and renders abject? Instead of upholding the character as entitled to the respect of the community, this system renders him despicable in his own eyes, and the object of opprobrium in the state, or of mortifying commiseration.

If we could impress upon the mind of the delinquent an idea that the efforts that we are making, are really intended for his welfare, our object would be in a great measure accomplished. There is no human being so stupid or so wicked, as not to concur to the utmost of his power in measures evidently calculated to relieve him from suffering. We should never forget that corporal inflictions are not applied to inert matter; but on a sentient and intelligent being, capable not merely of bodily suffering, but endowed with feelings of remorse, sorrow, peni-

tence, and shame, which vary in every individual, and are implanted by nature in the human bosom. Even the unfortunate individuals who are confined in lunatic asylums, are found to be subordinate, and to act rationally, in proportion as they are treated like reasonable beings.

All the known punishments which involve the infliction of pain, when legally imposed, imply degradation and disgrace; and I firmly believe that that sentiment is experienced by soldiers to a greater degree than by the general population. Degradation is unfavourable to improvement: it is apt to excite a resentful feeling, a sentiment highly destructive of good discipline, or ultimate reformation. "Where there is most whipping," says Dr. Hamilton, (*Duties of a Regimental Surgeon*), "there will be found most disobedience, for few men can imitate the spaniel, and fawn the more the oftener they are beaten; human nature revolts at this, and reason cries out against it. Flogging only serves to harden." As an evidence of the truth of this conclusion, I may state the following fact:—A soldier belonging to — Regt., who had been frequently punished, was brought to the halberts; and when he was under the infliction of the cat, he turned round to the officer, and exclaimed, with a laugh,—“Well, I get my three thousand a year, which is more than many of you can say!” The heart and the back, says my authority, are gradually but simultaneously hardened, till after a time the infliction of flogging is considered of little importance.

“I have known,” says an old soldier, (*Sketches and Tales of a Soldier's Life*), “regiments entirely demoralized by a system of flogging. In a particular corps that came under my observation, and which for some time bore the nick-name of the *bloody regiment*, the consequence of this system was, that all sense of shame was lost, and every blackguard made it a boast of manhood that he had received thousands of lashes on his back, and on the calves of his legs, nay, on the *fleshy part of his thighs*; he who could name the greatest number considered himself the most honourable soldier.”

On the other hand, I have known regiments in which a drummer had scarcely ever been subjected to the hatred of an executioner; the good men were so happily encouraged, that vice was put out of countenance, and found no refuge in opinion, every man became a censor and a juror, answerable for the conduct of his comrades, and active in supporting the honour of his *corps*. A wise Commanding Officer can find other punishments than the lash, when rewards, and the hope of preferment, fail to preserve discipline. He knows, that a base punishment, if often resorted to, will be little dreaded; his principle of commanding is to keep the minds and bodies of his men in a constant state of activity, agitated by hope, firm in their reliance on his justice and mercy, and certain of reward for meritorious conduct, as well as of deserved punishment for dereliction of duty.

In civil life, shame, and the fear of blame, are restraining motives capable of preventing a multitude of crimes, consequently the civil laws have a softer way of correcting than military laws, whose principle has hitherto been chiefly that of terror, not that moral discipline which inspires a soldier with the sentiments of honour and virtue. “Where shame is not a consequence of punishment,” says Montesquieu, “this must be owing to tyranny, which has inflicted the same penalties on villains and honest men;” and he adds, “Where men are deterred only by cruel punishments, we may be sure that this must in a great

measure arise from the violence of the Government, which has used severe penalties for slight transgressions."

To what extent flogging in the Army was practised early in the present century, I have no means of ascertaining; for, so far as I know, there is no return published of the number of corporal punishments inflicted in the British Army, prior to 1825. Numerous isolated facts combine, however, to render it probable that flogging was carried to a very great extent in the Army generally. At the latter end of October, 1806, the 28th Regiment embarked at the Cove of Cork, to join the expedition then proceeding to Germany. The men were ten weeks on board transports, when they reached the city of Bremen, where the troops were quartered on the inhabitants from two to ten in each house. "During our stay in Bremen," says Serjeant Teesdale, (A Letter addressed to the People of England, 1835,) "which was about six weeks, we had a parade to attend morning and afternoon. The officers commanding companies received orders from Major B—— to inspect their men closely, and turn out such as they found dirty to the front; a square was then formed for punishment, and the men who had been found fault with, were marched in, tried by a drum-head court-martial, and flogged to a man without reference to character. There was no remission of sentence—no, not a lash. I have known from *ten to fifteen and twenty-five* fellows flogged at a parade under this frivolous pretext. This practice was continued at every parade until it was put a stop to," probably by Gen. Sir Edward Paget.

"At one of the above flogging parades, when we had been nearly two hours witnessing the horrible scene of bloodshed, and when the hands and feet of every soldier in the regiment were benumbed from cold, and from remaining for such a length of time in one position; I say, at one of these parades, a brave old soldier, whose character was unimpeachable, happened to cough in the rank. He turned his head a little on one side to discharge the phlegm, and was instantly ordered into the centre of the square, stripped of his accoutrements, and placed in front of the halberts. He went through the mock form of trial, by a drum-head court-martial. Major B—— swore he was unsteady in the ranks; and on the *ipse dixit* of that tyrant, he was sentenced to receive fifty lashes. After the brave veteran was tied up he implored hard for mercy, adding, that he had been twenty years in the service, and was never till then brought to the halberts. The pale, worn, and dejected appearance of this man, from age and length of service, was in itself sufficient to excite compassion and sympathy, even had he been guilty of a crime; his appeal was useless, he had every lash of his sentence, weeping and crying bitterly during the infliction; and although he only received fifty lashes, he never looked up afterwards. It had wounded his best feelings; he was constantly in hospital, and but a little time elapsed before he was discharged." Commissioned officers are comparatively ignorant of the thoughts and feelings of soldiers, with the hearts of those whom fortune alone, in many instances, makes their inferiors.

PASSAGES IN THE LIFE OF A SAILOR.

NO. XV.

[Continued from No. 173, page 546.]

I JOINED the *Féroce* in January, 1810, off Toulon. Several of her officers were previously known to me, with a few I was on terms of intimacy, and they were glad to welcome me among them as a mess-mate, so that I did not feel so entirely isolated and alone as one usually does in removing to a strange ship. In spite of such favourable circumstances, however, I felt a want of ease and confidence in myself for several days after I joined my new ship; for, although there be a general similarity in the management and discipline of men-of-war, yet the details, the mode of carrying on duty, even the hours of its performance, with many minor points too minute to mention, but to which much importance is attached, and the neglect or ignorance of which is seldom overlooked; all these frequently vary with the varying caprices of different Captains in different ships, and until I made myself thoroughly acquainted with the whole I could not feel myself at home.

So far as the qualities of the ship, her Captain and Officers, were concerned, I found the *Féroce* what every British man-of-war ought to be,—clean,—in good fighting order,—handy to work,—sailing well,—and an admirable sea-boat. The only thing in which she was deficient was a good crew; but that she did not possess. The proportion of able seamen to the rest of the ship's company was scantier than I ever knew it to be in any other ship.

The *Féroce* had been commissioned in 1804, at Plymouth, which port, as well as every other in England, had been drained of seamen to man the ships that had been fitted out in the previous year; and, as Captain Hardcastle was most anxious to be at sea, and join his old friend and Commander, Lord Nelson, in the Mediterranean, with as little delay as possible, he was obliged to be content with such men as he could get, and to take an unusually large number of Irishmen to complete his crew, with whom the guard-ship was thronged, and of whom the greater part had never seen a ship before in their lives. Now it is generally admitted that Irishmen for the most part exhibit no impenetrability of skull, except sometimes when engaged in a bit of a skrimmage at a wake or fair, then indeed they seem hard and unyielding enough: but put them to learn any profession or trade, and they will be found to acquire it with as much, if not more facility than their brethren of the sister island; and it is well known that they make intelligent and expert soldiers in an incredibly short time. But I have never been able to discover that my countrymen possess a genius for salt-water. Occasionally, no doubt, an Irish seaman, and a really good one, is to be met with: still it is my belief, that if the heads of all Irishmen were phrenologically examined, the bump of philo-maritimeness (is that the word?) would not be found in one out of every hundred: therefore I look upon a thorough seaman from that Island as an accident of rare occurrence. With a crew formed of such materials, I found it

at first somewhat trying to carry on the duty, and it was not until I began to know them, and could call the best men by name, that I felt myself quite at ease in the night watches. But at the time I write of, and up to the close of the war, it was too much the custom to send ships to sea, some short of complement, and others very inefficiently manned.

Much difficulty no doubt existed in procuring a sufficiency of able seamen for fleets of the magnitude of those which England was then obliged to maintain, and at the same time supply her vast commercial marine; but this difficulty, great as it unquestionably was, might have been much lessened, if not entirely remedied, by more thought and attention to the subject on the part of those authorities to whom the direction and control of such matters is confided. Some ships had often an undue and unnecessary number of able seamen, while others were at times so destitute of that indispensable part of a ship's crew, that it was dangerous to trust them to sea. This inequality might have been rectified, and a more even distribution of the crews made by a careful inspection of each ship's company by the Admirals; but this important part of their duty was too often neglected, if indeed it was ever attended to in time of war. It would be very mortifying no doubt to Captains to have some of their best men taken from them, and not the less so, if they were conscious of having used great trouble and pains in collecting them together, and to have their places supplied by landsmen, or the refuse, perhaps, of another ship. But if the completeness and efficiency of a whole fleet require it, the wishes and feelings of individuals must not stand in the way of the general good. One mode of recruiting for the Navy, recommended by Lord Collingwood, always to have an additional number of boys supplied to each ship, was admirable, and had it been acted upon, would no doubt have been attended with the most beneficial effects. But, although he reiterated his requests to the Admiralty, and tried to impress his own wholesome views upon the subject on that Board, I cannot call to mind that more than one batch of boys for general distribution throughout the fleet, ever reached the Mediterranean during the eight years that I was upon that station, and then not as an addition to the crews, as he requested, but merely to fill up the vacancies caused by death, removals, or other casualties. But had boys been constantly supplied to the ships on foreign stations, according to his Lordship's views and suggestions, each would have had a nursery on board, which would furnish her at need with expert and active topmen. Young men likewise, who embark as landsmen, might be made efficient seamen in a short time by due attention on the part of the Captains and Officers; for, if instead of placing them all in the waist or afterguard, (the general practice,) the most intelligent and active were chosen and divided between the tops, forecabin, and gunner's crew, they would soon acquire the knowledge and habits of seamen. By such management, and the great attention he paid to the subject, there was not a man in the *Serpent* or *Yarrow*, when Captain Tudor commanded those ships, that could not take the helm and lead, and very few, who were not competent to all the duties of practical seamen.

Lord Collingwood's health, long visibly declining, was now completely broken down. Constant confinement to his ship, (for even in harbour he allowed himself no relaxation,) and that perpetual stooping over his

desk, which a wide spread and multifarious correspondence demanded, and in the conduct of which he gave himself no assistance, at last produced the most injurious effects upon his digestion, ending in a total inactivity and stoppage of the bowels, and a rejection of all food. The Surgeon of the *Ville de Paris* represented to him that nothing but an entire cessation from all labour, mental and physical, could now save his life, and to that end that it was absolutely necessary he should leave the fleet and retire to Mahon, where his mind might be released from the cares and toils of duty, and where he could have the power of taking such exercise as his strength would enable him to support. Yielding at length to the urgency of those representations, he reluctantly consented to resign the charge of the fleet into the hands of Rear-Admiral Martin, and retired to Mahon.

At Lord Collingwood's particular desire, Captain Hardcastle accompanied his friend to Minorca, and during his absence, Captain Abel Ferris was appointed to act in the *Féroce*.

We remained but a few days with the fleet off Toulon, and then followed the *Ville de Paris* to Mahon. On our arrival we found that the change to harbour had brought no relief to the Commander-in-Chief. He was now reduced to such extreme bodily feebleness as to prevent his taking any kind of exercise, and his mind, even to the day of his dissolution, was too intent upon his Country's interests and service to allow itself that perfect freedom from thought and care, which was so essential to the restoration of his health. Finding that he was daily growing weaker and weaker, Lord Collingwood at length, by the advice, and at the earnest entreaties of his Physician and friends, made up his mind to resign his command, and proceed at once to England without waiting for his successor. When this decision was come to, the wind, which blew fresh into the harbour, prevented its being put into execution for several days. At last, after several ineffectual attempts, a lull, one morning, allowed them to warp and tow the *Ville de Paris* out to a sufficient distance to enable her to get to sea, soon after which Captain Hardcastle took a final leave of his excellent and cherished friend, with no hope that his valued life would be prolonged till he reached England. These anticipations proved but too true, and that great and truly good man died a martyr to his love of country, and severe sense of duty, in thirty-six hours after he sailed from Minorca.

After attending to some matters which required his supervision, and providing for the safe custody of a number of French prisoners confined in the Lazaretto at Mahon, Captain Hardcastle proceeded to sea, and we joined the fleet off Toulon in ten days or a fortnight after the departure of the *Ville de Paris* for England.

The French had already two ships on the stocks to replace the ones destroyed towards the end of last year off the Rhone, which were sufficiently advanced to enable us to make out that one was of three decks, and the other of two.

Here, perhaps, I may be permitted to say a little of my new Captain, with whom I continued to sail for five years, and for whose memory I feel the greatest respect and regard.

When I joined the *Féroce* in January, 1810, Captain Hardcastle was just fifty years of age. In person he was the exact cut of a sailor, five feet eight or nine inches high, stout and muscular, but not at all

corpulent. His countenance was open, manly, and benevolent, with bright, clear grey eyes, which, if turned enquiringly upon you, seemed to read your most secret thoughts. His mouth was pleasing and remarkably handsome, but indicative of decision and strength of character; and his thinly scattered hair, powdered, and tied in a cue after the old fashion, displayed, in all its breadth, his high and massive forehead, upon which unflinching probity and sterling good sense seemed to have taken their stand. Such in outward guise was Captain Hardcastle when I first became acquainted with him. His usual manner was thoughtful and reserved; but that was often laid aside, when his conversation became lively and entertaining, mixed with anecdotes of old times and old scenes, and occasionally even sportive and playful. As an officer and a seaman, few, if any, surpassed him in the Service, to which every faculty of his mind seemed entirely devoted. His life had been passed at sea, and from the moment that he first embarked to the period that I joined the *Féroce*, I do not suppose he had been two years on shore. He had served all the first American War as Midshipman, and as Lieutenant on the coast of Africa and in the West Indies during the peace that followed. At the time of the armament in 1790, he was Lord Hood's first Lieutenant, and when the fleet was dismantled upon an arrangement of the dispute which called for its equipment, Captain Hardcastle was promoted to the rank of Commander. When the Revolutionary War broke out in 1793, he was appointed to command the *Camilla*, store-ship, and very soon followed his patron, Lord Hood, to the Mediterranean, and in a few months he was removed to act as Captain of the *Robust*, 74. In command of that ship he was actively engaged ashore and afloat during all the operations at Toulon, and upon its evacuation by the Allied forces, bore a conspicuous share in the destruction of the French ships: indeed, I have reason to know that he was the last officer who left the arsenal on that eventful night, when his boat was crowded almost to sinking, by the unhappy Royalists flying to escape the vengeance of the remorseless Republicans. The decks of the *Robust* were thronged with those unhappy beings, in so much that, from her crowded state, when she got under weigh, there was hardly room to work the ship. Capt. Hardcastle was afterwards present at the sieges of Calvi and Bastia, when he took turn and turn with Lord Nelson to command in the batteries manned by the seamen.

Not long after Sir John Jervis assumed the command of the Mediterranean Fleet, some symptoms of insubordination manifested themselves in a few of the ships; and Capt. Hardcastle, upon whose firmness and discretion the Commander-in-Chief placed the utmost reliance, was removed to the *Courageux*, whose crew was thought to be more tainted than any other in the fleet.

Towards the end of the year 1796, while Capt. Hardcastle was attending a court-martial at Gibraltar, a sudden and violent squall blew the *Courageux* out of the bay; and the wind in no way abating, she was wrecked the same night under Ape's Hill, on the coast of Barbary. No blame was attributable to anybody, and after the court-martial, Capt. Hardcastle remained as Sir John Jervis's guest, on board the *Victory*, until an opportunity should offer of allowing him to proceed to England.

Meantime, the action and defeat of the Spanish fleet off Cape St. Vincent took place; and so sensible was Sir John Jervis of his advice and services on that memorable day, that, as soon as the battle was over, he could not forbear telling him so, publicly on the quarter-deck, embracing him at the same time, in testimony of the grateful emotions which he felt. So high an opinion indeed, had Sir John formed of his judgment and abilities, that when Capt. Calder was about to proceed to England with the despatches, it not being intended that he was to return and resume his post again, he offered the situation of Captain of the Fleet to Capt. Hardcastle, although a Captain of less than four years' standing at the time. Few men in Capt. Hardcastle's position would have declined an offer so flattering, and so every way tempting to a young officer's ambition. But a feeling of modesty and delicacy, which ever accompanies true merit and ability, with a strong sense of justice and propriety, made him forego an appointment so every way desirable; and thanking the Commander-in-Chief for his very kind offer, and the flattering opinion of him, which had prompted him to make it, he told him at once that he did not think it would be decorous in him, so young a Captain, to undertake the duties of an office to which so many older officers in the fleet were, from long service and experience, better entitled, as well as better calculated to fill. The Admiral acquiesced in the truth and force of these reasons, and did not urge the matter further.

Upon Capt. Hardcastle's arrival in England he was immediately appointed to the *Lively*, a frigate of 36 guns, and soon returned to his old station—the Mediterranean. In a few weeks afterwards, the *Lively* was sent on a cruise to the westward, when her boats, in company with those of the *Minerve*, cut out the *Mutine*, a French brig of 16 guns, from under the batteries of Vera Cruz, in the Island of Teneriffe. Capt. Hardcastle intrusted the conduct of this enterprise to Mr. Hardy, First Lieutenant of the *Minerve*, (Sir Thomas Hardy,) who was rewarded with promotion, and the command of the captured brig, for his gallantry and success on the occasion. This judicious selection led to his further advancement, and in all likelihood to Lord Nelson's subsequent notice and friendship for him, by which means the services of an officer of such distinguished merit and ability were obtained for the Navy and his country.

Capt. Hardcastle was not permitted to retain the command of the *Lively* for many months. The *Swiftsure*, 74, wanted a Captain, and who so fit to command a ship of the line as he? And although there were older Captains in command of frigates on the station, Capt. Hardcastle was the one selected to command the *Swiftsure*.

Soon after he took the command of her, the *Swiftsure* was despatched from before Cadiz, with other ships, to reinforce Lord Nelson's squadron off Toulon. From the moment it was known that the French armament had quitted Toulon, he shared in the fatiguing and harassing search, and in all the anxieties of his Commander, until the day that the enemy's fleet was descried at anchor in the Bay of Aboukir. The prompt decision with which the mode of attack was planned, the skill and gallantry with which it was executed, and all the glorious results of the battle, are matter of history; and it is no further necessary to particularize the share which the *Swiftsure* had in the engagement, than to

mention, that as she was a dull sailer, she got late into action; but although it was dark when she anchored, her position, whether by accident or design, was so admirably chosen on the quarter of *L'Orient*, that she contributed materially to the destruction of that ship.

Subsequent to these events, the *Swiftsure* was one of the ships which accompanied Lord Nelson to Sicily, where she remained some time, and was then sent to Gibraltar to refit.

I must not omit to mention the singular, though very characteristic and appropriate gift, presented by Capt. Hardcastle to Lord Nelson, before they separated,—a gift which will ever associate the names of those two great men, and make them live together in the memory of their country as long as the history of Lord Nelson shall be read—the coffin made of the mainmast of *L'Orient*, and in which his Lordship was buried.

As soon as the *Swiftsure* had refitted, she first joined the squadron under Commodore Duckworth, off Cadiz, where she assisted in capturing the Lima convoy, the day after it left port for South America; and then proceeded to Egypt, where, in conjunction with the *Zealous*, Capt. Hood, she continued to maintain a close and rigorous blockade of Alexandria for several months. She remained on that service until her stores and provisions were quite exhausted, and the ship herself in such a crazy condition, and her bottom so foul, that it was impossible to keep her longer at sea without examination and repairs. Capt. Hardcastle was therefore ordered to proceed to Malta, having under his charge a small convoy of light store-ships and merchantmen. On the passage down the Mediterranean, he had the misfortune to fall in with a French squadron of five or six sail of the line, under Rear-Admiral Gantheaume, which had entered the Straits a short time before, with the object of throwing supplies of men and stores into Egypt, should they be able to elude the vigilance of the English blockade.

On discovering the French ships, Capt. Hardcastle immediately made the signal to the convoy not to attend to his motions, but to make the best of their way to the appointed rendezvous. This was followed, and the convoy escaped, the efforts of the French ships being all directed to secure the man-of-war. When they were observed, two of the enemy's ships were on the lee-quarter; and the Admiral, with the remainder of his squadron, right astern. All that knowledge and good seamanship suggested, was tried to make the old ship sail, but to no purpose. The ships in her wake overhauled her as if she had been at anchor, whilst the two on her lee-quarter neared her almost as fast. Under those circumstances, Capt. Hardcastle thought it vain to expect to escape; but he resolved to leave nothing undone to effect it: and for that purpose he bore up and set every stitch of sail, steering with the wind abaft the beam, so as, if possible, to cross the bows of the ships on his quarter, and then try what the *Swiftsure* could do off the wind; but should he fail in doing so without coming to action, he would, at all events have but two ships to contend with for some time, which by some lucky chance might be crippled before the body of the French squadron closed and rendered further resistance ineffectual. But this manœuvre was observed, and instantly met by the two ships to leeward, who likewise kept away, and steered in such a manner that the opposing vessels only neared each other with greater rapidity. To add to his mortifica-

tion, Capt. Hardcastle soon perceived that his ship made a worse hand of it off the wind than close-hauled. An immediate action was now unavoidable. It commenced in ten minutes afterwards, and was maintained with great vivacity and spirit against the two ships for three-quarters of an hour, their great superiority in sailing enabling them to maintain a position all the time with their fore sails in the brails—the one on the bow, the other on the quarter of the *Swiftsure*. The other French ships were now drawing up, the headmost beginning to take a part in the action, when Capt. Hardcastle, seeing that to continue so unequal a contest any longer, would be productive of nothing but a useless sacrifice of men's lives, after assembling his officers, who gave it as their opinion that nothing further could be done, either for the honour of the flag, or the safety of the ship, was forced to surrender. The *Swiftsure's* sails and rigging were much cut up; but, considering the length of the combat, and the inequality of the force she had to contend with, her loss in men was not great. That of the enemy was supposed to have been far more considerable, although the exact number could not be clearly ascertained.

Admiral Gantheaume got safe into Toulon with his prize, where Capt. Hardcastle remained a prisoner until the peace of Amiens, which took place in five or six months after his capture.

After his return to England, Capt. Hardcastle remained but a short time with his family, when he was appointed to the *Argo*, a ship of 44 guns on two decks, and to the command on the Coast of Africa.

On the rupture of the peace in the following year, 1803, he found himself opportunely in the West Indies, where his services and those of the *Argo* were actively and usefully employed in reducing several of the West Indian islands. When this service was accomplished, the *Argo* was ordered to England, and Capt. Hardcastle was immediately appointed to the *Féroce*. But so completely drained of seamen were all the English ports at that moment, that, notwithstanding his utmost exertions, he could not man his ship and get to sea before the latter end of the year 1804. By this time hostilities had recommenced between England and Spain; but, although he met several vessels of that nation in his passage up the Mediterranean, so great was his anxiety to join Lord Nelson, and with his crew complete in numbers, that he would not take possession of them, or even spare time sufficient to destroy them.

He found the English fleet at anchor in Agincourt Sound; and in a few days after his junction, towards the evening, a report reached the Admiral that the French fleet had sailed from Toulon; and although there was great risk in taking a fleet of large ships at night, blowing fresh, through a narrow intricate passage, Lord Nelson did not lose an instant in getting under weigh, and going in pursuit of the enemy. All cleared the channel fortunately without accident; but the *Féroce*, with her raw ship's company, found it difficult to purchase her anchor; and Capt. Hardcastle had the mortification to see that his ship was the last that cleared the anchorage. From that time, Capt. Hardcastle never was a day absent from the fleet commanded by his friend, sharing in all his toils and anxieties, and accompanying him throughout his long and arduous search and pursuit of Villeneuve, first all over the Mediterranean, and then to the West Indies, and back again.

When Lord Nelson arrived off Cadiz, and assumed the command of
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the fleet, a short time prior to the great battle of Trafalgar, three of his old ships, the *Canopus*, *Spencer*, and *Féroce*, formed part of the in-shore squadron. They had maintained that position so long that their provisions and water were nearly exhausted; upon learning which, Lord Nelson, not thinking that the allied fleet would put to sea as soon as it did, and being greatly desirous that his old comrades should take a part in the battle, which sooner or later he felt convinced must take place, and to prevent the necessity of detaching them from the fleet at a later period, despatched those three ships immediately to Gibraltar, where a considerable convoy, bound up the Mediterranean, was waiting an escort. Captain Louis, in the *Canopus*, having under his orders the *Spencer*, *Féroce*, *Queen*, and *Zealous*, was directed first to see that convoy safe beyond Carthage, where the Spaniards had a strong squadron, and then complete his water and provisions at Tetuan and Gibraltar, and rejoin the fleet off Cadiz with all the expedition he could use. By this arrangement the Commander-in-Chief thought to secure the presence of those ships before anything of moment should take place. But the consequence of it was such as he did not anticipate; for the very circumstance of detaching five sail of the line hastened Villeneuve's departure from port, who expected, in the event of being obliged to fight the British fleet, to have found it weakened by that number of ships; and thus the battle took place before Captain Louis could fulfil his instructions, and the very steps which Lord Nelson took to insure, in his opinion, the presence of three officers in the action, Captain Louis, Captain Stopford, and Captain Hardcastle, whose assistance he desired more, perhaps, than that of any other officers in the fleet, were the means of excluding those distinguished men from the glories of that memorable day.

When the rupture between England and the Porte took place in 1807, the *Féroce* still formed one of the blockading ships off Cadiz—and when the expeditions against Constantinople and Alexandria were planned, the naval part of the armament directed against the latter place was confided to Captain Hardcastle. At this time there were three Rear-Admirals attached to the Mediterranean fleet, and therefore to intrust the conduct and management of such an expedition to an officer so much their junior, proves the great confidence which Lord Collingwood, the Commander-in-Chief, reposed in Captain Hardcastle's judgment and capacity. Nor was this confidence misplaced. Transports were to be collected and the troops embarked at Messina in Sicily; and such were the secrecy and dispatch with which it was conducted, that the armament appeared off Alexandria before a rumour had reached the place that any such attack was in contemplation; the consequence of which was, that the garrison being weak and ill prepared for defence, was taken by surprise, and compelled to surrender after a short and feeble resistance. During all the operations attending the disembarkation of the troops, investment and attack of Alexandria, occupation of the town, and securing the posts around, Captain Hardcastle's local knowledge, counsel, and foresight were eminently useful; and so indefatigable were his exertions, that I have heard his officers say that he was nine days and nights without ever having been in bed, or even undressing himself. I cannot follow Captain Hardcastle, or detail all his useful services during the time we occupied Alexandria, but after the

unsuccessful and disastrous attempt upon Rosetta, when the General commanding meditated re-embarking the troops and quitting Egypt at once, Captain Hardcastle did all he could to dissuade him from such a course—or, at all events, not in a hurried manner and without weighing well the consequences—to reflect that by so doing he would abandon nearly 1000 Englishmen who were prisoners in the hands of the Turks; and it was only by strong and energetic remonstrances that the Army was not withdrawn before a stipulation was made for their immediate release.

After the termination of these affairs the *Féroce* rejoined Lord Collingwood, who had entered the Mediterranean in pursuit of a French squadron which had escaped from Rochefort, and was known to have passed the Straits. When the search after this squadron, which eluded Lord Collingwood's vigilance and got safe into Toulon, was over, the *Féroce*, having been more than three years on a foreign station, and in want of repairs, was ordered to England, where she arrived in the early part of 1808. Captain Hardcastle's health having suffered much from anxiety and fatigue of mind and body, consequent upon his arduous exertions during a very trying period of service, he obtained leave for a few months to recruit, and another Captain was appointed to act in his place during his absence. When his health was somewhat re-established he returned to his ship, and having served a short time off the Texel with the North Sea fleet, he was ordered again to the Mediterranean, where he arrived in the early part of 1809.

The conspicuous share which he had in the chase of Admiral Baudin's squadron, ending in the destruction of two line-of-battle ships off Cette, and the masterly manner in which the destruction of the convoy that escaped into Rosas was completed under his superintendence, have already been described; and in closing this brief statement of a part of Captain Hardcastle's career, it only remains for me to mention, that in my experience I never knew an officer imbued with a more fervent and untiring zeal for his profession and his country's service. His whole soul, indeed, and every faculty of his mind seemed directed to the single object of best advancing their interests. He was a man of the nicest honour and strictest probity and truth, and his indifference, I had almost said contempt, for money, could only be equalled by his love for his country's glory and happiness, and an honourable thirst for well-earned fame. In proof of his utter disregard of wealth, when placed in competition with his duty and nice sense of justice and proper feeling, I may mention, that, besides what has already been related of his passing several Spanish ships without stopping to take possession of them in his zeal and eagerness to join Lord Nelson, with his ship in as complete a state as to crew, and with as little delay as possible, when serving afterwards as a flag officer in the Mediterranean he never could be prevailed upon to accept a share of freight-money, although every other Admiral upon the station did so—and his reason for declining was, that he did not think that they were legally entitled to it; for when the subject was once discussed at table, in the presence of a Rear-Admiral, I heard him say, that although he had himself paid freight-money to Admirals, he was satisfied they were not legally entitled to demand it—that when the right was disputed, and brought into a court of law, the decision was always against their claim. Such being the case, so far from demanding

it, he would not even accept it, should it ever be his fortune to hoist his flag, until an order in Council, authorizing a new distribution, and apportioning a share to Admirals, should be issued. In exact conformity with these words and sentiments was his subsequent conduct when he did hoist his flag; for whenever the Commander-in-Chief's Secretary in the Mediterranean, who was also his prize-agent, sent him a Rear-Admiral's proportion of freight-money, he invariably sent it back, declining to accept that which he believed neither the rules of the Service, nor the laws of England authorized him to demand.

Our cruise in 1810 was long, lasting from March till the end of October, and not diversified by many incidents which have left an impression on my mind. Sir Charles Cotton arrived from England and took the command of the fleet in April or May, and soon after a succession of strong north-westerly gales forced the body of the fleet to the eastward. By carrying a press of sail, the in-shore squadron, consisting of the Warspite, Conqueror, and Ajax, of the line, with the Euryalus frigate and Shearwater brig, maintained its position off Cape Sepet. As soon as the weather became more moderate the French fleet, as was now frequently the custom, got under weigh and left the Roadstead of Toulon for the purpose of exercising and manœuvring. At this time the Euryalus and brig were well to windward of the Warspite for the purpose of looking into the harbour over the low neck of land to the westward of the point of Sepet. This position they maintained too long; for as soon as the first four or five French ships had cleared the harbour, and observed them so far separated from the ships of the line, they made all sail, and steered evidently with the hope and intent of cutting them off. The moment this manœuvre was observed by Captain Blackwood he recalled the frigate and brig by signal, at the same time making sail with the ships of the line to cover their retreat, the Ajax leading. Whether it was judicious, under the circumstances, to recall them may well be questioned; for although the Commodore assumed a determined front, and stood boldly in to draw the enemy upon himself, yet, from the position of the respective squadrons, it was extremely doubtful whether the frigate and brig could cross the French ships without coming into contact with them, or, at all events, without being exposed to the broadsides of five or six sail of the line. On the contrary, had they been permitted to keep their windward station, it was not probable that the French ships would be able to weather on them so much as to endanger their capture before the time came for their returning into port; for it was very unlikely that they would persevere so long in the chase as to run any risk of excluding themselves a whole night from harbour when the body of the English fleet was not many miles distant, and which a change of wind might bring upon them in a few hours. The signal, however, was made, and they had no choice in the frigate and brig but to obey. The Euryalus crossed ahead of the French squadron, fortunately without being exposed to more than a few broadsides from the leading ships, which did little or no damage. But the little Shearwater had a narrower escape. Being further to windward when the signal was made to close, and not sailing so well as the Euryalus, she fell considerably astern of the latter, and as she came down before the wind and neared the French ships, which were standing across her hawse, she became exposed to the foremost guns of the

leading ships. The shot flew thick, and beat the waters all around her, but they did not appear to affect her, or to make her yaw or swerve in the least from her course, which appeared to her friends to leeward as if it would scarcely clear the leading French ship's flying jib-boom. For some minutes, indeed, her situation appeared so critical, that either capture or destruction seemed inevitable. At length, however, there appeared a glimmering of hope. The little brig's head-sails became visible, and in a moment or two afterwards her hull showed itself to leeward of her giant pursuers. A burst of unrepressed exultation testified the joy which was felt throughout the English ships; and as she passed under the stern of the Ajax three hearty cheers greeted the safety and proclaimed their comrades' admiration at the gallant and seamanlike conduct of the little vessel.

The French Commodore, seeing that the frigate and brig had effected their escape, bethought him of his own safety, and for that purpose tacked to rejoin the body of the fleet. This gave the Ajax an opportunity of exchanging several broadsides with the sternmost of the French ships, which we subsequently learned bore the same name as her English opponent, and also that she had suffered in no inconsiderable degree in men and spars. Although a good deal cut in sails and rigging, the Shearwater was untouched in hull and spars, and she had not a man scratched.

MILITARY VIEW OF OUR WESTERN COLONIES.

BY LIEUTENANT-COLONEL WILKIE.

BERMUDA—CAPE BRETON—PRINCE EDWARD'S ISLAND— NEWFOUNDLAND—CONCLUSION.

FRESH interest has been recently excited with regard to our vast colonial empire, and regret seems to be pretty generally felt that our territory beyond the seas has not been made more available as a provision for the redundant population at home. This most probably arises from a proper want of combination of means. The measures that the Government has thought fit to take have not been properly seconded by private associations; and they, on the contrary, call out for government assistance. The arguments on both sides seem sufficiently convincing to the different parties, and, amidst conflicting opinions, the measure itself languishes. Might we not in this case imitate with advantage the measures pursued in France in the construction of railroads? The Government there undertakes the whole original formation, cutting, tunnelling, and embanking, leaving to private companies the formation of the roads, by laying down rails, furnishing carriages, engines, and people to work them. This division of labour might possibly be applied to emigration on a large scale, Government making the general allotment of lands to the companies, and furnishing the ships to take the emigrants out, while the companies would dispose of the allotments by dividing them into portions suited to the means of the settlers, —undertaking the victualling of the emigrants and conveying them to the place of their destination. The spirit of association in this country

is very strong, particularly where there is the least prospect of a profitable speculation; but, unfortunately, in this case, as well as others, many bubble companies have started, with no other object in view but to enable a few interested persons to raise money by disposing of shares of no value. Of this there has been a recent instance in the affair of Prince Edward's Island. In recommending the association of powers above mentioned it is needless to say that the Government should have every guarantee for the fulfilment of the terms of the prospectus; ascertain that the money subscribed was paid up; and further bind the society or association by such laws as would insure a fair field of enterprise to the industrious settler.

The question is, no doubt, intricate, and there are many difficulties to be got over; but "if there is a will there is a way," and every day forces on our attention the necessity of such a measure. It may, perhaps, appear out of place introducing such weighty matters into a paper with other professed objects, but, in point of fact, the extent and rapidity of emigration have very powerful influence on the military view of the case; as by fully peopling our foreign possessions, in proportion to their progress in prosperity, we can oblige the colonists to look to their own defence, and thus relieve our overtaxed military force,—quite inadequate for the numberless duties imposed on it.

In some of these papers of early date this evil has been pointed out; and I may particularly mention the Cape of Good Hope, where the necessity was shown for a stronger garrison, and particularly how much a cavalry regiment was required there, to insure tranquillity on the frontier. Both these measures have been recently carried into effect; but no permanent increase has been made in the amount of our peace establishment: the partial one that took place, consequent on the disasters of Afghanistan, has been again allowed to dwindle down to its original amount, although, since the period I have alluded to, we have had further calls for our troops: a garrison at Hong Kong, one at St. Helena, and, now that we have advanced our line, in the East, to the right bank of the Indus, a demand will arise for more European troops, to watch our ticklish neighbours; there are also the temporary garrisons of Amoy and Chusan. To meet these calls on our troops the only increase has been by raising the St. Helena Regiment. Thus situated it is hardly possible to relieve our regiments that have been twenty years in India; and this is only now effected by sending out those that have already served their apprenticeship in that pleasant climate. I may specify the 10th and 22nd Regiments. Yet, under these circumstances, when the economists in the House of Commons can, by dint of noise and perseverance, strike off 1000 men from our establishment, they triumph as if they had paid off half the national debt; and never bestow one thought of pity or commiseration on those who are doomed to waste half their life in distant and unhealthy settlements. It is the business of all those who take any interest in our troops to diminish this evil as much as possible, and endeavour to make the colonists look more after their own safety,—a task of no difficulty in time of peace. At the same time they should not be altogether deprived of the assistance and countenance of European troops, in the event of sudden or unexpected hostilities. In speaking of the West India Islands, I stated that the European troops stationed there were

originally designed as much for holding in subjection the slave population as for the defence from foreign enemies. As the whole structure of society has been since altered, and slavery no longer exists, the planters can have no more fears for their personal safety. Taking also into account that all the islands possess an excellent and well-organized Militia,—that the black troops have been augmented, and are nearly competent for all the outpost duty,—for these reasons, and the mortality that always attends British troops, it will be both desirable and practicable to diminish our garrisons there. I might say the same with regard to Australia, or, at least, a portion of it. At Sydney and Hobart Town they ought to have a Militia competent to all exigencies; and I would fain hope that by the levy of some local police force, or other means of the same kind, that our soldiers might be released from the irksome and demoralizing duty of watching the convicts; an office somewhat below the general duties of soldiers: whom it is desirable to keep clear of the contamination that unavoidably follows being in constant contact with such a mass of villainy. It seems evident that in each of our colonies as possess any extent of territory, tolerably well peopled, the duty of defending their property should principally devolve on themselves; leaving the defence of those islands and positions, which may be strictly called military posts, to the more immediate care of the Government: a charge in itself sufficiently onerous. These places, although not possessing the means of trade within themselves, are very useful as mercantile *entrepôts*: Gibraltar, Malta, Corfu, Aden, St. Helena. The last of these is the most useless; although in the hands of an enemy it might furnish means of serious annoyance. It had served as a sort of half-way-house tavern to the supercargoes and skippers of the East India Company; but since that sovereign potentate left off being a wholesale grocer, the *baiting*-place was no longer of any value; and we got it a *bargain*. At the head of this category we may fairly place the Bermuda islands; as the influence of no other of our military posts extends nearly so far. Placed in the 32° of north latitude, within twenty degrees of longitude east of the United States of America, and in the heart of the Gulf Stream, this military post overlooks nearly the whole Northern Atlantic; guards our colonies of Nova Scotia and Canada; at the same time it can cast a glance on the Bahamas and the Caribbean Islands; overlooking the whole seaboard of the Atlantic states, and watching everything that issues from the Gulf of Florida. While, equally with Malta and St. Helena, it is inaccessible to an enemy; so much so that one regiment is considered quite enough for its security. It may be easily imagined that such a position could not fail of being a naval station of importance. It shares with Halifax the honour of having an Admiral's flag; for the largest portion of the summer months the body of the fleet or squadron is stationed at Halifax, and in the winter at Bermuda. In the event of hostilities with America, this station, strengthened by a flotilla of steam-vessels, would be of the highest possible value; commanding the whole line of coast from Cape Cod to Cape Hatteras and the peninsula of Florida, in such manner that no vessel could enter or leave any of the Atlantic ports without being observed or overhauled. The dockyard is situated on Ireland Island, the most westerly of the group, which is nearly covered with buildings connected with the establishment, including the house and garden of the

Admiral. Many improvements have been going on there in the formation of the dockyard itself, enlargement of the fortifications, and the creation of a breakwater. These works are under the superintendence of a detachment of Sappers and Miners, and carried into effect by the labour of convicts; a number of these being annually sent from the hulks at home. This island, which is not above a mile in length, and half-a-mile in breadth, is connected by a chain of islands, consisting of Smith's, Longbird, Paget, Somerset, and St. David's, with St. George's, the principal and most easterly of the group. These islands are so placed that basons or bays are formed between them, which have the appearance, from many points of view, of inland lakes, and they afford safe anchorage, when you can get at it; but the approaches are tortuous and difficult.

St. George's Island, which is the most easterly of the group, and head-quarters of the troops, does not exceed three miles in length and half a mile in breadth; it possesses a splendid harbour, completely landlocked, and its entrance protected by Fort Cunningham. Another fort, called Catherine's, defends the north-eastern part of the island. To the westward of the town, which has itself a pleasing and picturesque appearance, stands a hill, called Fort George, on which is placed a telegraph, corresponding with that on Mount Langton, in Ireland Island, near the dockyard. The barracks lie to the eastward of the town, and are amongst the best in the colonies,—which, however, is no very great praise. It has been doubted whether the expression of Shakspear, “the still vexed Bermoothes,” is meant for these islands, or if it may not have been some imaginary group of fairy-land. It would be a sort of libel on these islands to apply it to them, as they more properly merit the name of the still placid Bermudas. Perhaps some ancient mariner might have encountered in these latitudes a succession of gales, and thus have given them a bad character. As they were only discovered by Bermudez, a Spaniard, forty-four years before the birth of Shakspear, and were for a long period afterwards uninhabited, no certain information could have arrived as to the real nature of the climate; so the old proverb of “giving a dog a bad name” has been realized with respect to these islands.

In 1609 Sir George Somers was wrecked here, and his ship totally destroyed. He might have been called a sociable Robinson Crusoe, as his ship's company shared his misfortunes. With the tools they gained from the wreck they constructed a vessel of cedar, which grows luxuriantly on St. George's Island. With the exception of one bolt in the keel there was not a bit of iron in this craft, in which, however, they contrived to reach Virginia. The islands are occasionally called after this navigator, Somers, and, by corruption, Summer Islands. The accounts brought by the crew of the capabilities of these islands led to their settlement shortly afterwards, by immigrants from Virginia and England; and no attempt has since been made to dispossess us of them. They, therefore, deserve the title of Maiden Islands better than the town of Peronne that of *La Pucelle*.

In accordance with the remark I have made respecting countries lying between the thirtieth and fortieth degrees of latitude, particularly as regards islands, the element of fresh water is scarce, the fall of rain being generally confined to a short period of the year: they are there-

fore obliged at the Bermudas to preserve the rain that falls, in tanks and cisterns, as at Gibraltar and Malta; and when such places are the stations for fleets, the demand for these constructions must be increased. I have seen it lately mentioned, that several of our ships at Malta had gone to Sicily to procure water; the call for that article being greater than the supply. At Bermuda there are reservoirs and tanks expressly for the use of the Navy; these are built of stone, and covered in with Roman cement; and as the atmosphere is not encumbered with coal smoke, and the exterior of the houses, as well as the roofs, being frequently white-washed, the rain descends into the reservoirs more free from impurities than in most other countries of tanks. In Malta they generally put one or two of the fry of the hawk's-bill turtle into these tanks, that keep them free from the slimy deposit, and destroy the grubs or eggs of mosquitoes and other insects that are deposited there. The climate of Bermuda is very salubrious, and well adapted to the constitutions of Europeans; the medium range of the thermometer for the whole year being a fraction above 72° of the thermometer. Notwithstanding these islands have not been free, any more than the Bahamas, from the yellow fever. Shortly after the peace Bermuda was visited by this disease, which carried off many persons, civil and military. Learned discussions and disputes have arisen on the question, whether the plague and yellow fever are infectious or not: the first of these points still remains disputable ground, but for the yellow fever opinion seems to have decided in the negative; yet in adopting this, there seems much difficulty to account for the appearance of this disease in extra-tropical countries, such as these islands, Gibraltar, and Cadiz. It could scarcely arise from miasma, and still less from a vitiated state of the atmosphere; for the first of these causes would have always existed, and the second could scarcely have been confined within such narrow bounds. Are we not then almost forced to the conclusion, that under particular circumstances, this disease may become increased in virulence to such a degree as to render it infectious, and capable of being conveyed to distant places?

This question does not seem to have been sufficiently enquired into by our medical men, although it is one of very first-rate consequence, not only to the military profession, but to the general safety of the colonists. Bermuda would be perhaps, of all other places, the best calculated for a convalescent station from the West Indies; but it would be very natural for the inhabitants, who had once suffered under the infliction, to be chary of admitting any of the crews of ships suspected of such a taint.

SABLE ISLAND.

In directing our course to the northward, and previous to entering the Gulf of St. Lawrence, we find this island standing directly in the way, as if to guard the passage against friends or foes: it does not follow, however, that it has any pretensions to appear in the list of military posts, but it has gained a melancholy celebrity as the grave of hundreds of our brave soldiers, who have been cast upon its wild and desolate shore. The island is about thirty miles in length, very low, and without a tree or any object to distinguish it from the surrounding ocean, which it so much resembles in colour, under certain effects of

light and shade, that a ship might run upon it almost before they were aware. In foggy weather, so prevalent in those latitudes, and in dark nights, the danger is increased in tenfold degree, as, independent of this barely visible danger, the island has on either flank an extensive shoal; that on the north-west end stretching out sixteen miles, and on the opposite extremity to twenty-eight; forming a line of danger of seventy-four miles of extent, standing directly in the track of ships entering the St. Lawrence. The whole body of the Atlantic, breaking on this long sand-bank in a storm, produces the most terrific effect, the island seems shaken to its foundation, while the extended shoals on either end are covered with foaming breakers. To add to the perils surrounding this dreary spot, the Florida gulf stream, on its course to the north-east, meets near this with the great body of water sent down by the St. Lawrence, creating such variety of currents and counter-currents, that no dependence can be placed on the reckoning of the ship, and these effects are of course increased during the prevalence of stormy weather. Most of the ships that have been lost considered themselves far to the eastward of the island, when they were actually upon it. So disastrous have been the consequences, that the Government of Nova Scotia, with a liberality beyond all praise, have founded there an establishment for the supply of shipwrecked seamen, under the charge of a superintendant, who has resided with his family on this desolate spot for nearly forty years. He has what may be called a cottage residence, being of one story in height only, having joined to it a building, containing the stores, and a large barn. Narrow as this island is, it contains a salt-water lake, eighteen miles in length, and nearly one in breadth; at each end of this is constructed a hut, containing some provisions, means of striking a light, and directions to find the superintendant's house. On the highest of the sand-hills is placed a flag-staff, for the purpose of making signals to vessels in distress. The whole of the expense of this establishment has been borne for nearly thirty years by the Government of Nova Scotia alone, although it surely ought to be divided with that of Lower Canada, as they are the ships bound to the latter colony that are generally shipwrecked here. It might also be suggested to our own worshipful Trinity Company the erection of a light-house, to warn off the unlucky seamen that approach too near to this danger.

On the early period of discovery of this island by the Portuguese, they humanely stocked it with cattle, which, running wild, increased to so great a degree, that it became a speculation among certain adventurers to land on the island, and kill them for their hides and tallow; but so numerous had they become, and the visits to the island so precarious, that it required a hundred years to exterminate them. The island was several times again stocked, and as often the animals destroyed. The cattle are now replaced by a race of wild horses, whose first arrival in the island is a matter of obscurity; these, however, furnish the principal live stock, with the addition of rabbits; they are shot for the sake of their flesh. We may turn up our noses at the idea of horse-flesh, but as they say, "a drowning man catches at a straw," if he escapes a watery grave, he is not at all likely to disdain a horse steak or a colt cutlet, without any *sauce piquante* but what is furnished by his appetite.

CAPE BRETON.

After passing this great danger, and making Cape Canseau, which is the southern limit of the great estuary called the Gulf of St. Lawrence, we fall in with the island, or rather group of islands, called Cape Breton, which, more than any of our insular positions in America, has been the scene of military operations that have made some figure in the history of the times. It was among the discoveries of the Cabots, in 1497, but no permanent settlement was made until many years afterwards, when it was occupied by the French, principally in the summer season, as a fishing station.

When Queen Anne had been detached from the alliance of the Continental Powers, subsequent to the victories of Marlborough, Louis XIV. had ceded Nova Scotia to England, but reserved the two islands of Cape Breton and Prince Edward, as a counterpoise; hence the attention that was paid to the construction of the fortress of Louisburg, close to Cape Breton, properly so called, which is the south-eastern point or promontory of the island bearing the same general name. From hence the French carried on every species of hostile aggression against the settlers of Nova Scotia, and both parties enlisting various tribes of Indians, the war of 1744 assumed a peculiarly savage aspect, until the Government of Massachusetts determined on an attack against Louisburg; one of the boldest attempts in military annals, when it is considered that the fortifications were nearly completed, at the cost of above a million sterling; that there were already mounted on the ramparts 45 pieces of cannon and 16 mortars, defended by above 4000 men, while the attacking party did not exceed the garrison in amount, was composed of the colonists and their labourers, commanded by a merchant, Mr. Pepperal, who was Colonel of Colonial Militia: it may not, therefore, be uninteresting to the military reader, who has not had an opportunity of seeing it before, to give a few details condensed from the account of Mr. Haliburton, himself a native of Nova Scotia.

“Louisburg, when attacked by the colonists of New England, was environed, two miles and a half, with a rampart of stone, from 30 to 36 feet in height, and a ditch 80 feet wide, with the exception of a space of 200 yards near the sea, which was covered by a raised dyke and row of palisades.

“The water here was shallow, and numerous reefs of rocks rendered it inaccessible to shipping, while it was protected by the flanking fire of two of the bastions; of these there were six, containing, with the batteries in the curtains and flanks, 148 embrasures for guns; but there were only mounted 45, with 16 mortars. On an island at the entrance of the harbour was a battery of thirty 28-pounders, and another battery of thirty guns at the bottom of the harbour: 28 of these were 42-pounders, and 2 eighteens. The principal entrance to the town was by the west gate, covered by a circular battery mounting sixteen 14-pounders.

“This was the place that Governor Sherley conceived the idea of attacking, after he became possessed of Cape Canseau, on the opposite coast of Nova Scotia. At that time he had made an application to the British Ministry for aid; but without waiting for an answer, he made another application of the same nature to the General Colonial

Court, under the seal of secrecy. It appeared at first to those composing the Court to be too wild and impracticable a plan; it was rejected, but, on reconsideration, was carried by the majority of one voice only. Circulars were immediately addressed to the Colonies, as far south as Pennsylvania, requesting their assistance, and that an embargo might be laid on all their ports. The New England Colonies were, however, alone concerned in this expedition: Massachusetts furnished above 3200 men, Connecticut 500, and 300 from New Hampshire. Ten vessels, the largest of which carried only twenty guns, with a few armed sloops from Connecticut and Rhode Island, constituted the whole naval force. In two months the army was enlisted, victualled, and equipped for service.

"The command of the expedition was given to a Colonel of Militia at Ketterly, Wm. Pepperal, Esq.

"In waging war against the Papists, there can be little doubt that some thought they were doing God service; and the military feeling of the people was excited both by patriotism and religion*. The famous George Whitfield, then an itinerant preacher in New England, was requested to furnish a motto for the flag, and he gave,—*Ni desperandum Christo duce*. This gave the expedition the air of a crusade, and many disciples of Whitfield enlisted. One of them carried on his shoulders a hatchet, with which he intended to destroy the images in the French churches.

"While these preparations were going on, application had been made to Commodore Warren, in the West Indies, for aid, which he declined furnishing, on account of its being a private speculation; but subsequently, having received directions from home, he proceeded to join the armament at Canseau. Measures soon were concerted between him and Colonel Pepperal: he took the men-of-war to cruise off Louisburg, and was soon followed by the fleet of transports, which came to anchor in Chapeaurouge Bay on the 13th April. This was the first notice the French had of the armament, although it had been nearly three weeks in the close neighbourhood of Canseau. The landing was effected with very trifling loss, and the French driven into the town. They had previously burned all the houses within reach of the works, that might have afforded cover to the English, and sunk some vessels in the harbour to obstruct the entrance of the fleet. To invest the city, Colonel Vaughan conducted the first column through the woods in sight of the town. Having posted his troops, he put himself at the head of a detachment of New Hampshire men, and marched in the night to the north-east part of the harbour, where were situated the store-houses of the Navy: these he set fire to, and destroyed a quantity of wine and brandy. The smoke from this fire driven into the grand battery, (that already described at the head of the harbour,) so terrified the French, that they abandoned it, and spiking their guns, retired to the city. In the morning, Vaughan took possession of the deserted battery, drilled the guns, and turned them on the city, where they did great execution. For fourteen successive nights, the troops were employed in dragging the guns from the landing-place to the camp, through a morass. For this

* It is not one of the least curious things about this expedition to modern readers, the idea of waging war against the French for *their* religious opinions.

purpose, they were obliged to construct sledges, as the ground was too soft to allow the use of wheels; while the men, with straps on their shoulders, and sinking to their knees in mud, performed labour beyond the powers of oxen, and which could only be executed in the night, or during a foggy day,—the morass being in view of the town, and within reach of its guns.

“On the 7th of May, a summons was sent to the garrison to surrender, which was refused, when the siege was pressed forward with vigour. On the 28th of the month, five fascine batteries had been erected, mounting sixteen heavy guns, and several mortars: these had nearly destroyed the western gate, and made an evident impression on the circular battery that protected its approach; but it was so well covered by other parts of the fortifications, and the artillery so well served, that five successive attacks were repulsed: in the last of these, 189 men fell. During these operations, Commodore Warren captured the *Vigilante*—a French seventy-four, having on board a very large quantity of military stores, which proved of the highest value to the besiegers, and in equal proportion a heavy loss to the defenders of the place. Preparations having been at length completed for a general attack, induced Duchambon to surrender; and on the 16th of June he capitulated. Upon entering the fortress, and viewing the means of defence, it appeared to the captors, that carrying it by assault would have been quite impracticable.”

In transcribing and condensing Mr. Haliburton's account of this affair, I have taken the liberty of altering some of the military terms relating to the fortifications, in order to make them better understood by modern readers. The writer does not enter into any detail how the approaches were carried on; but we may fairly guess, that the batteries were erected under the shelter of the wood before-mentioned, and were unmasked when ready for action. The conquest of Louisburg, after a siege of forty-nine days, may be reckoned as an achievement nearly unparalleled in modern war, when it is considered that the plan of attack of a regular fortress was drawn up by a lawyer, the force commanded by a merchant, and the troops nothing more than a body of colonial husbandmen and merchants, entirely devoid of all professional skill, and most essentially ignorant of the proper manner of conducting sieges. Two French East India ships, and a South Sea ship, were, a few days after the capture, decoyed into the harbour and captured: they were valued at 600,000*l*. For the capture of the colony, Commodore Warren and General Pepperal were created Baronets, and as usual, before and since, no ray of royal favour was allowed to shine on the juniors.

At the peace of Aix la Chapelle, in 1749, Cape Breton was restored to France, and remained in her possession for some time after the commencement of the Seven Years' War. At that period they were fully alive to the value of this settlement, which so completely commands the entrance of the St. Lawrence. In the year 1756 the garrison consisted of 6000 regular French troops, 3000 native soldiers, and 1300 Indians, with 17 sail of the line and 3 frigates, moored in the harbour. Demonstrations of attack were made by a force from England and New York, under Lords Howe and Loudon; but no serious movement took place until after the advent of Mr. Pitt to office, whose spirit infused

new life into all our military operations. He sent circular letters to all the colonies, calling on them to furnish their quota for the reduction of Cape Breton. These levies were all ready early in the month of May, 1758, and they were joined by a powerful fleet under Admiral Boscawen, and a strong military force commanded by General Amherst. The whole armament, consisting of 151 sail of all kinds, carrying 14,000 troops, sailed from Halifax on the 28th May, and came to anchor in Gabaras Bay, which lies about seven miles to the south-west of Louisbourg. On the 2nd May, the garrison of this capital of Cape Breton, consisted at that time of 2500 regular troops, 300 militia, afterwards reinforced by 350 Canadians and Indians. To add to the force of the garrison, there were in the harbour six sail of the line, and five frigates; three of the latter were sunk at the entrance of the harbour; the *Bigarve* and *Comète* frigates escaped before the siege commenced; and the *Echo* sloop, in endeavouring to follow their example, was captured soon after she left the harbour.

Having shown the relative force of the belligerents, it may not be thought out of place to give a slight outline of the proceedings during the siege: they have been already published in the Colonial Library, and in various other forms; but a repetition may be ventured on, which will be the means of recalling to recollection of Naval and Military men, the glorious names of Boscawen and Wolfe.

For six days after the anchorage of the fleet in Gabaras Bay, there was such a heavy surf on the shore, that it was impossible to effect a landing; but on the seventh, the agitation of the sea having diminished, the troops prepared to land. The boats were in three divisions; the right and centre being destined to make only a demonstration, while the real point of debarkation was in the creek of Cormoran on the left; and the force destined for this operation, was under the command of General Wolfe. The French reserved their fire until the boats were within a few yards of the beach, when they poured in a heavy volley of cannon and musketry, which, with the aid of the surf, sunk and upset many of the boats; but the men, undaunted by this reception, and cheered by the courage of their officers, gained the shore, and after a rapid formation, drove the enemy before them into the town. The landing of artillery and stores is always a tedious operation, under the most favourable circumstances: here the state of the weather was an additional obstacle. As soon as that object was effected, General Wolfe was detached with 2000 men to seize the light-house point, which overlooked both the town and the shipping in the harbour, the enemy did not wait his approach. The General, after seizing the post, saw at once its great value, and immediately began the construction of several strong batteries. The cautious advance of the other divisions was effected, notwithstanding several sorties; the investment of the place was completed, and the necessary works for battering in breach constructed. The batteries erected by General Wolfe soon silenced the fire of the fort on the island, and rendered the position of the French ships in the harbour any thing but comfortable. On the 21st of July, one of the largest of them blew up with a tremendous explosion, which set fire to two others, that were soon burned to the water's edge. Admiral Boscawen immediately sent off 600 men in boats to endeavour to secure the two ships of the line that still remained in the harbour, *Le Prudent*, of

74 guns, and *Bienfaisant*, 64; the first-named of these was run on shore and destroyed, but the latter was towed out past all the batteries in triumph, with only the loss of seven men killed, and nine wounded.

The entrance of the harbour being thus opened, and several breaches in the works being practicable, the Governor, Chevalier Drucour, capitulated. The garrison was sent prisoners of war to England, amounting to 5637 men; 231 pieces of cannon, 18 mortars, 11 stand of colours; and large stores of provisions and ammunition were the fruits of this capture, which led the way immediately to the conquest of Canada.

After the cession of the island to Great Britain, the works of Louisbourg were dismantled. The present population of the island is chiefly composed of immigrants from the Highlands of Scotland; and Cape Breton is now annexed to the Government of Nova Scotia as a county. One of the most curious features of this island is the great inlet of the sea called *Bras d'Or*, which nearly divides it into two parts, and has some extraordinary ramifications. The southern branch is twenty-three miles in extent, but not navigable for large ships; the northern passage is twenty-five miles long, with free passage, and sixty fathoms of water. The *Bras d'Or* itself is the junction of these two branches, and is an immense salt-water lake, fifty miles in length, and nearly twenty in breadth, which contains several small bays, where the timber ships are safely anchored, forty miles from the ocean, and completely land-locked.

Sydney, the present capital of the island, is situated a few miles south of the entrance of *Bras d'Or*. It is the only military post at present on the island, the fortifications of Louisbourg having nearly all crumbled into dust, scarcely leaving a token of the hard-fought actions near its walls. It is said that the sunken remains of the French ships can be seen in clear weather at the bottom of the harbour. It is rather curious that they should not yet have furnished speculative matter to those who "go down into the deep waters" in diving-bells.

PRINCE EDWARD'S ISLAND.

This island was discovered by Cabot, after his visit to Newfoundland, in 1497, and was named by him *St. John*; it was not settled by the English, but was seized on by the French, and granted as a feudal tenure to the company of *Miscou*, represented in the person of *Capt. Doublet*, of the French Navy, in the year 1663. It was held in the first instance as a mere fishing station; but after the peace of *Utrecht*, it became more regularly colonized, and remained with the French until the fall of *Louisbourg* in 1758; since then it has remained in our possession. After it was surveyed in 1764, *Lord Egmont* attempted the settlement of the island on the feudal system; but this was a failure. It might subsequently have deserved the name of *Lottery Island*, as, under the sanction of the Board of Trade and Plantations, the whole island was disposed of, in whole and half townships. In the year 1770, the island, which had previously been under the government of *Nova Scotia*, became separated, and had a government of its own. The first General Assembly took place in 1773, and this form of representative government has ever since continued under a governor.

Soon after hostilities commenced with the American colonies, the crews of two ships of that nation landed at the capital, *Charlotte Town*,

plundered it, and carried off the Acting-Governor and two other functionaries. Washington was much displeased at this marauding expedition; he dismissed the officers in command, and released the British authorities. This is the only hostile attempt that has ever been made on the island. When the late Duke of Kent became the Commander-in-Chief in Nova Scotia he paid particular attention to the defences of this island, which warded off all attempts of the enemy; and in his honour, the name was changed from St. John to that of Prince Edward's Island. The capital is situated at the bottom of Hillsborough Bay, at the confluence of three large rivers, each navigable for a considerable distance from their embouchure; the haven itself is well secured by batteries placed at its entrance, which is not above half a mile in width, and there is excellent anchorage opposite Charlotte Town in eight fathoms water. The whole coast of the island is indented with harbours and bays, of which Halifax and Richmond Bay, on opposite sides, nearly divide the island in two; there being not more than five miles between their respective heads.

NEWFOUNDLAND.

Let the reader imagine, for a moment, an extensive, wide, and desolate sea beach, on which are collected hundreds of fishermen busily employed in cleaning and curing innumerable quantities of cod fish, in the midst of a fog so dense that they are occasionally obliged to use lanterns in the execution of their work, and having, as attendants, immense numbers of large dogs with fantails and drooping ears, feeding on the offal of the fish thrown to them by the curers, or pursuing the small fry along the shore; while, to lodge the labourers and their canine attendants, three or four rows of wooden houses are placed some way from the shore, with little regularity and less cleanliness; and we shall not be very far from the picture many persons have formed in their minds of the colony of Newfoundland. How it may astonish them to learn that this island in its length is 450 miles, and its extreme breadth 300, and that it contains more than twenty-three millions of acres, or about two-thirds of the extent of England and Wales. Till lately very little was known of the island, either as to its extent or the means afforded to settlers of procuring the means of existence beyond the cod and seal fishery; but recent accounts have drawn attention more to these resources, which must increase by the developement of recent plans, connected with emigration, with the extension and improvement of agriculture by the settlers. The information has been slowly furnished, and in small quantity, by various writers; but if anything was wanting to give a full and accurate description of the island, under all points of view, it will be found in the work lately published by Sir Richard Bonnycastle, who is an officer of Engineers, and long resided on the island. His details are so copious, that I must refer the general reader, who is curious, to his pages. I shall only make such a sketch as may partially satisfy those military persons placed at distant stations, where they can have no access to the book itself, not by giving mere extracts, but by stating a few facts drawn from different sources of information.

When our Harry the Seventh, of stingy memory, became acquainted with the success of Columbus, whose services he had declined, his feelings must have been those of some gambler who had lost a splendid

chance; and will easily afford the reason why such a royal screw should have entered at once into the views he had previously turned away. Under this impulse he issued letters patent to John Cabot and his three sons, to fit out five ships for discovery beyond sea. The father had, for many years, traded to different parts of the world from the port of Bristol. Although a Venetian by birth, he is said to have been so far settled in Bristol that his son Sebastian, afterwards so famous, was born there. It is generally believed, that although the letters patent were directed first to Cabot (*père*) that he did not himself accompany the expedition, but that it was conducted by Sebastian. The latter is said to have made a bay in the island, to which he gave the name of Bonavista, on the 24th of June, 1497, and to have called the island Baccalao, within it, from the Indian name of the cod fish, which were found swarming on the adjacent banks; being unknown both to the Italians and Spaniards, the name of the fish was adopted in both these languages. The term of Terra Nova was probably applied, in the first instance, to the whole discovery, including Labrador, (properly Laborador,) but latterly attached with no great propriety to the island under the compound New-found-land.

Henry the Seventh being disappointed of gold, either in lumps or dust, gave Cabot the cold shoulder, and let him seek for employment elsewhere. Little did the *budder* of the red and white rose imagine at the time, that he was neglecting a mine of wealth, infinitely more inexhaustible than those of his Spanish rival.

After several futile attempts at colonization, the first permanent settlement was made by Lord Baltimore, in the year 1623, in the reign of King James I. He took refuge here to enjoy, undisturbed, his profession of faith, the Roman Catholic; and called the peninsula on which he established himself Avalon, the ancient Latin name of Glastonbury, in Somersetshire. In the eleventh year of Charles I. permission was granted to the French to cure and dry fish in Newfoundland, on condition of paying five per cent. on the produce, which continued in force for forty-one years. This is the best proof of the priority of our claim.

In 1660 the French founded a colony at Placentia. In 1696 a French fleet attacked and destroyed St. John's and most of the British settlements. The peace of Ryswick, in 1698, restored to each power their respective possessions. At the commencement of the war of succession, in 1702, Sir John Leake was sent to take possession of the whole island, and partially carried his orders into effect by destroying several French settlements and bringing home twenty-nine ships as prizes. The next year Admiral Graydon was sent out to protect the settlement and annoy the enemy; but thinking himself not sufficiently strong to attack Placentia, he returned to England, and was very badly received.

His failure encouraged the French to attack our settlements, which partially succeeded. The whole force of England being directed to Flanders to support the Duke of Marlborough, left the colonies in a very unprotected state. The French King's Lieutenant, Ovide, embarking at Placentia, landed, without being discovered, within five miles of St. John, and completely destroyed the town on the 1st January, 1708. Castabelle, the French Commander-in-Chief, attacked Carbonia, the only place remaining in possession of the English, but was repulsed. The French remained in quiet possession of Newfoundland, with this

exception, until the peace of Utrecht, when the island, with the adjacent ones, were declared to belong wholly to Great Britain; the French being allowed to catch and cure fish within certain limits, and to occupy the small islands of St. Pierre and Miquelon.

At the peace which succeeded the Seven Years' War the French were again glad to renew the same terms as to the fishery; so also in the treaty of 1783, and those of 1814 and 1815. Since then the French have claimed an *exclusive* right to that portion of the coast on which they were previously allowed only to catch and cure fish. To this they can have no claim, and any attempt of theirs to make settlements or build towns should be immediately resisted. To return to military transactions. In 1762 the force at St. John's was so trifling, that the French were tempted to attack it. They arrived in the Bay of Bulls on the 24th of June, and marched over roads, nearly impassable, to St. John's, which they took possession of, with its weak garrison of sixty-three soldiers. They captured, in the harbour, the Grammont sloop of war, got possession of Carbonia and the town of Trinity, and immediately set to work to repair and renew the defences of St. John. The Governor, Graves, who was on his way from England with a large convoy, under charge of the Antelope, on arrival on the great bank was fortunately warned of this disaster, and saved his convoy.

He sent a sloop to Ferryland, with some Marines, to guard the Isle-aux-Bois, where some of the inhabitants of St. John had taken refuge, and from thence to sail to Halifax with dispatches for the Admiral and Commander-in-Chief, while he himself proceeded to Placentia in the Antelope. The British Admiral, Lord Colville, lost no time in looking after M. De Ternay, his French opponent, while Sir Jeffrey Amherst dispatched 800 Highlanders and some provincial light troops from Louisburg, under the command of his brother, Colonel Amherst, to join the Admiral, who now blockaded the Narrows of St. John. The French filled up the entrance of Quiddy-vitty Cove close to St. John's, and thus forced the armament to proceed to Torbay, seven miles more to the northward, where they effected a landing with some difficulty and loss, the coast, except in one or two places, being a chain of precipitous rocks. The French retreated into the woods, skirmishing, their opponents driving them within a mile of St. John's, and carrying the Pass of Quiddy-vitty, which enabled them to clear the entrance of the cove alluded to, and there land the guns and material for an attack on the capital. The next object was Signal Hill, which overlooks the cove, but is separated from it by a small lake a mile in length and a fourth in breadth. The hill is surrounded by broken masses of rock, each of which formed a strong military position. The whole mountain, indeed, is little else than a mass of broken and rugged rocks, intermixed with copse and brushwood, five hundred feet above the level of the sea, having a large and a small pond near its summit, and several deep gulleys. Amidst these natural obstacles Capt. McDonald, with his brave Highlanders, found their way, and had nearly gained the crest of the hill before they were discovered, when they were received with volleys of musketry, which killed the gallant leader, his Lieutenant, and four men, with eighteen wounded; the fire was briskly returned, and the position carried.

The French still held the position to the westward, commanding the

town and harbour, as well as an open fort looking into the Narrows, and immediately under Signal Hill; this was soon taken, and the Navy proceeded to remove the vessels sunk in the Narrows to obstruct the passage; while the rest of the guns and stores, necessary for the siege, were fortunately landed previous to a gale that drove Lord Colville to sea. The Narrows, which bear a slight resemblance to the entrance of the Cove of Cork, are about a quarter of a mile in length, the east side bounded by lofty precipices, and on the west by a mountain something less precipitous, but six hundred feet in length, and nearly inaccessible from the sea on the opposite side.

The harbour of St. John's lies at right angles to the Narrows, and is about a mile in length, affording safe and excellent anchorage for large ships. The town of St. John's lies on its north side, on a sloping range of small elevation, flanked to the westward by the hill on which the French troops were posted, and out of reach of the English guns.

The French were thus forced up into the corner of the western portion of the harbour, and had no hopes of retreat by the road to the Bay of Bulls, by which they had come; the country all around was a continuation of bog and forest, with the few avenues and paths closely guarded; thus, although much superior in numerical strength to their adversaries, the enemy was hemmed in, and completely blockaded.

The French Admiral, seeing the state of affairs, stole out, under the screen of a dense fog, the way being cleared for him by the temporary absence of Lord Colville, and our people having removed the sunken ships in the Narrows, thus having built "a golden bridge for a flying enemy." On the night of the 17th of September Colonel Amherst opened a mortar battery against the French, the fire of which was briskly returned, and kept up until the 20th, when the garrison, finding their retreat cut off, and being deserted by their fleet, surrendered on honourable terms.

This account of the gallant recapture of St. John's and the last military action connected with the history of the island, has appeared to me the most appropriate way in which I might conclude this series of papers on the British insular colonies, considered as military posts. I shall be happy if I have succeeded in throwing any new light on a subject already so frequently gone over, or if I have afforded to the United Services some slight information or amusement. This was my chief aim, and I consequently have forborne entering into statistical or commercial details, which have already been furnished in abundance by Mr. Montgomery Martin and other writers, but yet the field is very far from being exhausted: the continued extent and progress of our colonies must always afford ample scope for the speculations of the statesman, the agriculturist, the merchant, or the soldier; and they will prove, I hope, for many ages the right arm of our strength.

ENGLAND'S WOODEN WALLS.

BY JOSEPH ALLEN, ESQ., AUTHOR OF "THE GREENWICH PENSIONERS."

NO. XXV.

ROYAL SOVEREIGN.—No. 3.

On the recommencement of hostilities in 1803, the Royal Sovereign, having in the meanwhile been docked and sufficiently repaired, was commissioned in Portsmouth harbour by Captain Richard Curry. On the 17th June Admiral George Montagu's flag (blue at the main) was hoisted on board the Royal Sovereign, *pro tem.*, he being appointed Commander-in-Chief at Portsmouth. The flag was, however, shortly afterwards hauled down, and on the 30th June the Royal Sovereign sailed for Plymouth, where orders came for her to proceed off Brest, to reinforce the squadron under Admiral Cornwallis. The Royal Sovereign sailed from Plymouth on the 27th July for the above-mentioned purpose, and remained attached to the Channel Fleet till the close of the year. The Brest fleet was at this time in no condition to put to sea, and the British squadron was, therefore, more one of observation than for the purpose of blockading.

Nothing worthy of remark occurred until Christmas day, when several ships of the squadron were blown off the French coast by a heavy gale, in which the Royal Sovereign suffered most severely. Early in the morning it came on to blow hard in squalls, which gradually increased in strength, until the ship was reduced to her close-reefed main-topsail. At about 10h. A. M., in a heavy squall, the main-topsail was blown completely out of the bolt-ropes. The main-staysail was then hoisted to steady the ship, which was also dispersed to the winds. At 10h. 15m. the main-topmast (followed by the mizen-topmast) was literally blown over the side in three pieces, and in falling, a portion struck the main-yard, and carried away the lee arm of it. The ship, thus disabled, bore up for Plymouth, whither she was followed or preceded by the Admiral's and other ships.

The ship did not rejoin Admiral Cornwallis, she being ordered to the Mediterranean. On the 17th January, 1804, Captain Curry was succeeded by Captain Pulteney Malcolm, and under command of the latter the Royal Sovereign sailed on the 3rd February.

On joining Lord Nelson, in March, off Toulon, Rear-Admiral Sir Richard Bickerton shifted his flag from the Kent to the Sovereign, and Captain John Stuart superseded Captain Malcolm. The Royal Sovereign, therefore, bearing Sir Richard Bickerton's flag as second in command under Vice-Admiral Lord Nelson, was entrusted with the charge of the weather division. This charge, though usually considered the post of honour, did not suit the zeal of the Commander-in-Chief, who for the most part chose the inshore division, where he might have a better opportunity of judging for himself of the preparations and movements of the enemy, and also of having an occasional skirmish with the batteries. Nelson was never at ease unless amidst the smoke of gunpowder.

The proceedings of a fleet watching, rather than blockading, an enemy, for it may be observed that Nelson's object was to get the French out

of Toulon, not to keep them *in*, could not have been but wretchedly dull and monotonous employment; yet for fourteen long months Nelson persevered in following it up, merely absenting himself occasionally and unavoidably to provision, or obtain water for the fleet. Sir Richard Bickerton in the Royal Sovereign also distinguished himself for his zeal on this service: and when the Corporation of the city of London voted thanks to Lord Nelson for the "strict blockade," as it was termed, of Toulon, and did not include by special mention his second in command, the omission called forth the following very proper letter.

Writing to the Lord Mayor, he said—"Your Lordship will judge of my feelings upon seeing that all the junior Flag Officers of other fleets, and even some of the Captains, have received the thanks of the Corporation of the city of London, whilst the junior Flag Officers of the Mediterranean are omitted. I own it has struck me very forcibly; for where the information respecting the junior Flag Officers and Captains of other fleets was obtained, the same information could have been given of the Flag Officers of this fleet: and it is my duty to state that more able and zealous Flag Officers and Captains do not grace the British Navy than those I have the honour and happiness to command. It likewise appears, my Lord, a most extraordinary circumstance that Rear-Admiral Sir Richard Bickerton should have been, as second in command of the Mediterranean Fleet, twice passed over by the Corporation of London; once after the Egyptian expedition, when the first and third in command were thanked, and now again. Conscious of high desert, instead of neglect, the Rear-Admiral had resolved to let the matter rest until he could have an opportunity, personally, to call on the Lord Mayor to account for such an extraordinary omission; but from this second omission I owe it to that excellent officer not to pass it by. And I do assure your Lordship that the constant, zealous, and cordial support I have had in my command from both Rear-Admiral Sir R. Bickerton and Rear-Admiral Campbell, have been such as calls forth all my thanks and approbation. We have shared together the constant attention of being more than fourteen months at sea, and are ready to share the dangers and glory of a day of battle; therefore it is impossible I can allow myself to be separated in thanks from such supporters."

It cannot be wondered at that such a commander should ensure success in his undertakings, when he so well guarded the interests and honour of all under his command. The above letter is one of the many convincing proofs that Nelson was not, as has been most foully stated by an insignificant wholesale biographer, Ralf, the slave of vanity. A vain man would never so strenuously have endeavoured to include partners in his distinctions, and would rather have rejoiced that he alone was thought worthy of commendation. To separate the consciousness of greatness from a great man is impossible, and Nelson must have been devoid of natural sense had he not felt that the world looked to him to decide the great pending dispute between the rival powers, and that England considered her cause safe in his hands. This consciousness of his position has by many, and especially by the biographer above mentioned, been construed into vanity, whereas Brenton very truly remarked, "that he seemed to shun rather than court the public gaze."

In January, 1805, the French fleet put to sea from Toulon, which occasioned the anxious Nelson a needless chase round the Mediterra-

nean ; for the French fleet, being damaged in a gale shortly after leaving Toulon, had returned to port. In April the second escape took place, when Nelson's celebrated pursuit of Admiral Villeneuve to the West Indies and back followed. The Royal Sovereign carried Sir Richard Bickerton's flag as far as Gibraltar, when the Rear-Admiral was ordered to remain in charge of the Mediterranean station, and shifted his flag to an old Spanish frigate, the *Guerrier*. The Royal Sovereign, under the command of Captain John Stuart, then accompanied Lord Nelson as far as Lagos Bay, where the fleet obtained provisions and water. On the 12th May, being off Cape St. Vincent, a fleet of transports, containing 5000 men, under the convoy of the Queen, Rear-Admiral John Knight, and Dragon, joined the fleet, and the Royal Sovereign, being a dull sailer, was ordered to return to Gibraltar, to afford additional security to this important convoy. Thus she was separated from Nelson's pursuing squadron, and on the 14th May, on her return to Gibraltar, Sir Richard Bickerton's flag was re-hoisted.

There being then little to watch in the Mediterranean, the Royal Sovereign did not return thither, but cruized off Cape Finisterre with Vice-Admiral Collingwood. On the 12th May Captain Mark Robinson succeeded Captain Stuart, and on the 17th of the same month Sir Richard Bickerton's flag was transferred to the Queen. After cruising till the 7th July, under Sir Robert Calder's command, the Royal Sovereign sailed for England.

Having been docked and completely refitted in Portsmouth harbour, the old ship departed, under the command of Capt. John Conn, to gain the honourable distinction which she acquired at Trafalgar. Lord Nelson wrote from England to Vice-Admiral Collingwood, who for some time previously had had his flag in the *Dreadnought*,—"I shall be with you in a very few days, and I hope you will remain second in command. You will change the *Dreadnought* for the Royal Sovereign, which I hope you will like." On the 10th of October this change was effected ; Capt. Conn took the *Dreadnought* and Capt. Edward Rotheram joined the Royal Sovereign ; and at the same time the flag was hoisted which was to lead the way to the most important naval victory on record.

The junction of Lord Nelson, and the principal details antecedent to the actual hour of battle, have already been given*, and we will, therefore proceed at once to the chief subject-matter. "Lord Nelson," says Mr. Newnham Collingwood, "had made the Royal Sovereign's signal to pass through the enemy's line at the twelfth ship from the rear ; but Admiral Collingwood, observing her to be a two-decked ship, and that the one ahead of her was a first rate, deviated so far from the order as to proceed to the attack of this last, which carried Admiral Alava's flag. While they were running down, the well-known telegraphic signal was made, 'England expects every man will do his duty.' When the Admiral observed it first he said that he wished Nelson would make no more signals, for they all understood what they were to do ; but when the purport of it was communicated to him he expressed great delight and admiration, and made it known to the officers and ship's company.

"The Royal Sovereign was far in advance," proceeds the narrative,

* See *Victory*, *Bellerophon*, and *Mars*.—*England's Wooden Walls*.

"when Lieutenant Clavell observed that the Victory was setting her studding-sails, and with that spirit of honourable emulation which prevailed between the squadrons, and particularly between these two ships, he pointed it out to Admiral Collingwood, and requested permission to do the same. 'The ships of our line,' replied the Admiral, 'are not yet sufficiently up for us to do so now, but you may be getting ready.' The studding-sail and royal halliards were accordingly manned, and in about ten minutes the Admiral, observing Lieutenant Clavell's eyes fixed upon him with a look of expectation, gave him a nod, on which that officer went to Capt. Rotheram and told him that the Admiral desired him to make all sail. The order was then given to rig out and hoist away, and in one instant the ship was under a crowd of sail and went rapidly ahead."

There appears to be some misunderstanding as to the actual distance the Royal Sovereign was ahead of the Belleisle, her next astern, when she opened fire on the Santa-Ana. Mr. Newnham Collingwood goes, we think, far beyond the mark when he states that this distance was upwards of a mile. The Belleisle's log gives the distance a quarter of a mile only, and asserts that that ship opened her fire some five or six minutes after the Royal Sovereign. It is clear that both cannot be right; but we incline strongly to the statement of the Belleisle's log, especially as it is borne out by corroboratory evidence given by some of the Victory's officers.

The point would have been satisfactorily determined had the modesty of Vice-Admiral Collingwood permitted him to furnish details of the proceedings of his ship; but intent more upon the effect of his first blow, the precursor of the eventful battle, he confined himself to the mention of the time when this blow was struck. And here in his desire that his deceased friend, the immortal Nelson, should lose no jot of his honours, he says in his official letter, "The Commander-in-Chief in the Victory led the weather column, and the Royal Sovereign, which bore my flag, the lee. The action began at twelve o'clock by the leading ships of the columns breaking through the enemy's line; the Commander-in-Chief about the tenth ship from the van—the second in command about the twelfth from the rear." But the Royal Sovereign was in action full fifty minutes before the Victory fired a gun.

The enemy's ships most unaccountably suffered the Royal Sovereign to approach within half gun-shot of the Spanish three-decker, before a shot was fired at her. In this she was most fortunate, as the loss and damage, as well as delay, sustained by her immediate supporters, as well as by the Victory, evidences.

According to James, it was at noon precisely that the Santa-Ana's second astern, the French 74 gun-ship Fougueux, opened fire upon the Royal Sovereign. This was the signal for hoisting colours; and immediately the three British Admirals, Nelson, Collingwood, and the Earl of Northesk, hoisted their respective flags, and each ship the St. George's ensign. This ensign, we have before remarked, was always used by Lord Nelson on going into action, in compliance with a standing order of Earl St. Vincent, the better to distinguish the British flag from the French tri-color. But Nelson being at this time Vice-Admiral of the white, wore it by right; and in his presence the other ships of the fleet, although belonging to a blue Vice-Admiral's division, were equally called upon to hoist the same.

The Fougueux, according to Mr. Newnham Collingwood, at one period evinced a disposition to close up the opening between her and the Santa-Ana, and prevent the Sovereign from breaking the line; but if so the Santa-Ana must also have forged ahead or the Fougueux have thrown all aback, for the Belleisle, on coming up to the support of the Admiral, engaged the Fougueux from to windward, which otherwise she could not have done. Thus much, however, is perfectly clear, that at about 12h. 10m. the Sovereign arrived, without any severe casualty having occurred to her, close under the stern of the Spanish Vice-Admiral's ship, and that she then discharged into that ill-fated ship the whole of her tremendous broadside, every gun being double-shotted. Rounding to under her lee, the Royal Sovereign, with the lower yards locking, received in return the Santa-Ana's broadside, which was far from being ineffective.

Here we must question the accuracy of Mr. Collingwood's information, when he states that by the first broadside of the Royal Sovereign the Santa-Ana sustained a loss in killed and wounded of 400 (!) men. This would be giving, upon an average, four men to every ball fired—a number perfectly incredible, and, in fact, leaving very few to fall from the subsequent close and animated fire which was kept up for the two succeeding hours. Had more than one-third of her ship's company been in reality placed *hors de combat* by the first broadside, it is unreasonable to suppose that the remainder could have fought so vigorously as they did till the time of the ship's surrender.

The Royal Sovereign soon found that she had more than one enemy to contend with. The 74-gun ship Fougueux, until taken off by the Belleisle, poured destructive raking broadsides into the starboard quarter of the British three-decker; and the San Leandro, of 64 guns, took a most advantageous position ahead, and repeatedly raked her. But the attention of these was taken off as fresh ships arrived up, and the Sovereign was permitted to devote her whole attention to her immediate opponent. At about 2h. P.M., being at this time totally dismasted, the Santa-Ana's fire began visibly to slacken, and at 2h. 30m. ceased altogether, and the Spanish colours were hauled down. The Royal Sovereign was scarcely in a more effective state than her hardly-won prize; her foremast alone remained standing, and that in so tottering a state that it was every moment expected to follow her main and mizenmasts. The Euryalus was then ordered down, and took the Sovereign in tow.

"He, (Admiral Collingwood) dispatched," says Mr. Newnham Collingwood, "Capt. Blackwood to convey the Spanish Admiral on board the Euryalus, but he was stated to be at the point of death, and Capt. Blackwood returned with the Spanish Captain (Don Josef Gardoqui). That officer had already been to the Royal Sovereign to deliver his sword, and on entering had asked one of the English sailors the name of the ship. When he was told that it was the 'Royal Sovereign,' he replied in broken English, while patting one of the guns with his hand, 'I think she should be called the Royal Devil.'" We give the above as it is related in a work which has exhausted five large editions, without contradiction; but at the same time there is a degree of looseness about it which makes it savour strongly of inaccuracy.

It was at this period that the news reached the Royal Sovereign, of the mortal wound which Nelson had received; and the feeling of deep

sorrow which must have overwhelmed Collingwood's warm heart, can only be conceived by those who have experienced the loss of a near and dear friend. Nelson and Collingwood, through life, had trodden the same professional track. As Lieutenant and Commander, the one had succeeded to the vacancy caused by the promotion of the other; twenty-four names only stood between them on the list of Captains, and only one flag intervened when Nelson fell. To carry the parallel still further, neither were fated again to tread their native soil after the victory of Trafalgar; and the mortal remains of both are encanopied by the magnificent cupola of St. Paul's, in which cathedral monuments, honourable alike to each, arrest the eye of the visitor.

We must next advert to the official letter written by Vice-Admiral Collingwood, upon whom the charge of Commander-in-Chief had devolved. Capt. Brenton has praised it as a mirror of beauty and correctness, while Mr. James, on the other hand, has criticised it in that spirit with which a lawyer would argue upon a legal document. It should, however, be remembered, that the Admiral was placed in the midst of every element of confusion. His own ship knocked to pieces, he was on board a frigate, full of anxiety for the fate of his shattered fleet and prizes, upon an enemy's coast, and in the immediate neighbourhood of a sufficient number of effective French and Spanish ships to have turned the tables upon him, had they possessed but the requisite portion of spirit. "For myself," he wrote, "I am in a forlorn state; my servants are killed, my luggage—what is left—is on board the *Sovereign*, and *Clavell* is wounded."

This, to a man of Collingwood's anxious temperament, must have been exciting in the highest degree; yet, in the midst of this din, it was imperative on him to write an official account of the action to send immediately to England. This surely was no time for him to study beauty of diction, or to ascertain beyond the report made to him, the precise number of prizes, with the exact condition of each. After making these allowances, the official dispatch will assuredly not fall under our condemnation; but, on the contrary, the more reasonable portion of our readers will entertain the conviction that, under the circumstances, it is a surprisingly beautiful and correct version of the great battle which had been fought; and that its omissions (as in the case of Capt. Hardy,) were not those of design, while the errors were equally those of accident, and consequent upon the uncertainty of the moment, and the wish to give as full an account of what had taken place as the time admitted of.

The official dispatch was put on board the *Pickle*, a small schooner, just arrived out from England, commanded by Lieut. J. R. Lapenotiere, who conveyed Capt. Blackwood—the bearer of it—to England, and, as was customary, the task devolved on Capt. Blackwood of explaining and giving further information. The cause of the Commander-in-Chief's selecting so small a vessel for this important duty, was no doubt his desire to retain every effective ship, and as the fleet was then situated, not a frigate could be prudently spared.

We have elsewhere* hazarded an opinion respecting the conduct of Vice-Admiral Collingwood, in reference to his not anchoring the fleet

* *Battles of the British Navy*, vol. ii. page 141.

in compliance with the last request, or order, of the dying Nelson; and from that palliation, or reason for non-compliance, it is not our intention to depart. To have made the signal for anchoring the fleet at four or half-past four o'clock, when the ships were in the very midst of rocks, would most certainly have been to have hastened their destruction, or at least to have separated effective from non-effective ships.

The Victory, for instance, according to the report made by the carpenter to Captain Hardy, could not have anchored for at least an hour after the signal ought, according to Mr. James, to have been made. Her defects in this respect were:—starboard cat-head shot away—best bower and spare anchors broke, and the stock of the sheet anchor damaged by shot, consequently the small bower alone remained serviceable; and to have trusted this on rocky ground to a hempen cable, damaged by shot, might have been to throw away the only means of saving the ship at a future period. And not only the Victory—the dismasted Belleisle—the Royal Sovereign—the Algeiras, and several others, could not have anchored at the time when Mr. James states the signal ought to have been made; these ships then would have drifted by six or seven o'clock out of sight of the ships which were alone in a situation to render them assistance; and this, it must be observed, would have been the result not of conviction on the part of Vice-Admiral Collingwood of the necessity for the act, but in compliance with the wish of one who, most probably, had he been on deck at the time, and happily spared to complete his victory, would not himself have done so.

The only point in reference to which Vice-Admiral Collingwood appears to have overlooked the best means of preserving his shattered fleet and prizes, is this,—that he did not, *the same night*, or at any rate *at daylight on the following morning*, hoist the signal for each ship to make the best of her way to Gibraltar, in tow of those ships still with masts standing, and in a comparatively efficient state. Had this been done, there is little doubt on the minds of some officers competent to offer an opinion, that not only every British ship, but that at least twelve or thirteen of the prizes would have arrived there in safety, and thus hundreds of brave men, to say nothing of valuable ships, would have been saved to their country, or to crown their captors' triumph by the exhibition of their well-won trophies. The effects of this omission, for such it has been considered, were most lamentable.

Instead of taking the course above prescribed, the Commander-in-Chief, on the 22nd, ordered the fleet, and as many of the prizes as could be secured, to be towed off to the westward, and there to rendezvous round the Royal Sovereign, the latter in tow of the Neptune. Thirteen or fourteen ships actually were towed to the required spot; and consequently, had the order been given, many would have been well on their way to Gibraltar.

To avoid the accusation of having taken an unjust or improper exception against the proceedings of the Commander-in-Chief, after having endeavoured to rescue him from the attacks of Mr. James, here follows an extract from his second letter to Mr. Marsden, Secretary of the Admiralty, dated Euryalus, October 24. "On the 22nd, in the morning," he writes, "a strong *southerly* wind blew with squally weather, which, however, did not prevent the activity of the officers

and seamen of such ships as were manageable from getting hold of many of the prizes (thirteen or fourteen,) and towing them off to the westward, where I ordered them to *rendezvous* around the Royal Sovereign, in tow by the Neptune. But on the 23rd, the gale increased, and the sea ran so high, that many of them broke the tow-rope, and drifted far to leeward before they were got hold of again; and some of them taking advantage of the dark and boisterous night, *got before the wind*, and have perhaps drifted upon the shore and sunk. On the afternoon of that day (23rd,) the remnant of the combined fleet, ten sail of ships, which had not been much engaged, stood up to leeward of my shattered and straggling charge, as if meaning to attack them; which obliged me to collect a force out of the least injured ships, and form to leeward for their defence. All this retarded the progress of the hulks; and the bad weather continuing, determined me to destroy all the leewardmost that could be cleared of the men; considering that keeping possession of the ships was a matter of little consequence, compared with the chance of their falling again into the hands of the enemy; but even this was an arduous task in the high sea which was running."

Even at this juncture, bad as it undoubtedly was, a vigorous effort on the part of the effective ships under the Vice-Admiral might have taken off, say five or six disabled prizes, and have reached Gibraltar; but the prospect of an action with the ten remaining sail of the combined fleet, forbade his attempting this now, lest it should be construed into flight.

On the 4th November, two weeks after the action, Vice-Admiral Collingwood again writes to Mr. Marsden:—"On the 28th, I informed you of the proceedings of the squadron to that time. The weather continuing very bad, the wind blowing from the south-west, the squadron not in a situation of safety; and seeing little prospect of getting the captured ships off the land, and great risk of some of them getting into port, I determined no longer to delay the destroying them, and getting the squadron out of the deep bay. The extraordinary exertion of Capt. Capel, however, saved the French Swiftsure; and his ship, the Phœbe, together with the Donegal, Capt. Pulteney Malcolm, afterward brought out the Bahama. Indeed, nothing can exceed the perseverance of all the officers employed on this service. Capt. Hope rigged, and succeeded in bringing out the Ildefonso, all of which will, I hope, have arrived safe at Gibraltar."

We will here pause to remark, that if, as it were at the eleventh hour, the ships above named could *extricate* dismasted prizes from a dead-lee shore, is it not more than probable that the "thirteen or fourteen" sail alluded to in the former letter, would have made their way to the same destination? The letter proceeds:—

"I informed you in my letter of the 28th, that the remnant of the enemy's fleet came out a second time, to endeavour in the bad weather to cut off some of the hulks, when the Rayo was dismasted, and fell into our hands. She afterwards parted her cable, went on shore, and was wrecked. The Indomptable, one of the same squadron, was also driven on shore, wrecked, and her crew—nearly 1000 souls—perished*.

* Among these were some of the Conqueror's men, originally part of the prize-crew of Bucentaure.

The Santa Ana and Algeiras being driven near the shoals off Cadiz, received such assistance as has enabled them to get in; but the ruin of their fleet is as complete as could be expected under the circumstances of fighting them close to their own shore."

Poor consolation this, though, for the loss of so many fine ships, and so many gallant fellows. The extent of the casualties which ensued to the prizes was as follows:—Bucentaure, wrecked; prisoners and crew saved. Redoubtable, foundered on the night of the 23rd, with the French Captain, many of the wounded, 13 of the Temeraire's, and 5 of Swiftsure's men. Fougueux drove on shore, and all, except 25 persons, were drowned. Algeiras's crew overpowered prize-crew, and took the ship into Cadiz. Santa Ana and Neptune reached Cadiz. Aigle drifted into Cadiz Bay, and was wrecked on the 25th. Berwick wrecked on the rocks of San Lucar, and 200 of her crew perished. Santissima Trinidad, Monarca, and San Augustin, scuttled and sunk; and Rayo (captured 24th) wrecked. So that the trophies of the unsurpassed, and, it might be added, unsurpassable, victory off Cape Trafalgar, which actually reached Gibraltar, were the Swiftsure, formerly British, but then a French 74-gun ship; and, Spanish, Bahama, San Ildefonso, and San Juan Nepomuceno.

Before quitting this subject, there are two participators in the day's proceedings on board the Royal Sovereign who must not be passed over without notice. Captain Rotheram was a tar of the old school; he indulged freely in the Virginian weed, and, with the fashion of bygone days in that respect, he inherited also the eccentricity, as well as the roughness of exterior and manner, which equally characterized the preceding age. One of his peculiarities was that he would always fight in his cocked hat; and, on this occasion, when the ships were in such close contact that this article of dress was conspicuous, it was suggested to him that he should divest himself of such a mark. To this he is said to have replied, "I do not care. I have always fought in a cocked-hat, and I always will."

Mr. Newnham Collingwood gives another anecdote, which was, however, ill-timed. Just as the Royal Sovereign commenced her fire, "Captain Rotheram," he writes, "came up to the Admiral, and, shaking him by the hand, said, 'I congratulate you, Sir, she is slackening her fire, and must soon strike.'"

Lieut. Clavell was a man of a different stamp; mild and amiable, yet courageous and energetic enough when courage or energy were required, he rendered himself so necessary to the Admiral that he became his follower, and, as far as the difference of rank would permit, his friend. When the Vice-Admiral was about to be turned over from the Dreadnought to the Royal Sovereign, he wrote thus to Lord Nelson, "I have had a little distress about two Lieutenants* being senior to my First Lieutenant, Clavell, who is, indeed, my right arm, and the spirit that puts everything in motion; but I hope your Lordship will appoint them to this ship [Dreadnought], and then I will take my Signal Lieutenant also, whose name is Brice Gilliland."

That an officer so honourably mentioned, and withal the First Lieutenant of the Second in Command, and subsequently of the Comman-

* Niabet Palmer and George Hewson.

der-in-Chief, and wounded in the action, should not have received the same advancement as the "Deck" (not Senior) "Lieutenant" of the Victory, (Edward Quilliam,) is most astonishing; and it is still more so that, although distinguished as a Commander, he should have been suffered to remain more than two years unpromoted. Yet such is the fact; and, whether it proceeded from obstinacy on the part of the Admiralty, or from his claims not being urged home by Vice-Admiral Collingwood, it is indisputably and lamentably true. All, however, who know him are well aware of his good qualities, and how richly he *merited* his Post Captain's instead of his Commander's commission. But it is now too late to remedy the oversight; and he whose name should stand between those of Rear-Admirals Thomas and Dacres, will, in all probability, for the remainder of his days, be the Senior Captain, and a Captain of Greenwich Hospital*.

It is now time to recount the severe loss which the Royal Sovereign sustained in the action. The killed were, Lieut. Brice Gilliland; Mr. William Chalmers, the Master; Lieut. of Marines, Robert Green; Messieurs John Aikenhead and Thomas Braund, Midshipmen; 29 seamen, and 13 marines. The wounded were, Lieuts. Clavell and James Bashford; Lieut. of Marines, James Le Vesconte; Messieurs William Watson (Master's Mate), Gilbert Kennicott, Grenville Thompson, John Farrant, and John Campbell, Midshipmen; Mr. Isaac Wilkinson, Boat-swain; 69 seamen, and 16 marines.—Total, 47 killed, 94 wounded.

The officers, with the exception of two Lieutenants whose names we have not hitherto been able to ascertain, belonging to her at this time were as follow:—

Captain, Edward Rotheram.

		Date of Commission.
John Clavell	Lieutenant	July 6, 1797.
Joseph Simmons	"	Nov. 2, 1799.
James Bashford	"	Oct. 29, 1800.
Edward Barker (2)	"	Sept. 21, 1801.
Brice Gilliland	"	April 10, 1802.
Francis Blower Gibbes ..	"	January 15, 1802.

Master, William Chalmers (killed); Surgeon, Richard Lloyd; Purser, Brinsley S. Oliver; Chaplain, Rev. John Rudall; Assistant-Surgeons, Primrose Lyon and Henry Towsey; Gunner, Nicholas Brown; Boat-swain, Isaac Wilkinson; Master's Mates, Thomas Atoff (discharged 13th Nov. on promotion), Charles A. Antram, Richard Davison Pritchard. (appointed Acting-Lieut. 22nd Oct.), and William Watson; Midshipmen, John Aikenhead, John D. Morey, Samuel Weddle, Thomas P. Robinson, Charles Coucher, Joseph Del Caretto, John Chaldecott, Robert Edwards, Henry Davis, William Budd Boreham, James Rudall, Gilbert Kennicott, Thomas Currell, Grenville Thompson, George Castle, John S. Parr, Thomas Dickinson, John Campbell, Thomas Braund (mortally wounded, died 25th Oct.), and John Redwood; Clerk, Richard Williamson; Volunteers, 1st class, Robert Julian, Meredith

* The author of the Wooden Walls thinks it only right to state that the above remarks have not in any way been influenced by his personal knowledge of or respect for the gallant Captain, and that the opinion thus given is wholly his own. The family of the Captain will, in these pages, have the first intimation of the writer's intention to allude, even recently, to the subject.

Miluckoff (a Russian), Archibald Nagle, Robert Duke Hamilton, Claudius Charles, William Lloyd, Charles Lambert, Charles Criswick. —Marine Officers: Captain, Joseph Vallack; Second Lieutenants, Robert Green (killed), Armiger W. Hubbard, and James Le Vesconte.

On the 4th November Captain Francis Pender superseded Captain Rotheram, and soon after left for England, and on the 27th January, 1806, the Royal Sovereign was paid off in Hamoaze.

On the 25th November of the same year, Captain Henry Garrett, with the officers and crew of the *Ville de Paris*, were turned over to the Royal Sovereign, then appointed to bear the flag of Vice-Admiral Edward Thornborough. On the 15th February, 1807, she sailed for the Mediterranean, where her services were chiefly of that uninteresting nature, that, without entering too deeply upon the history of Europe, it would be difficult to furnish readable matter. Blockading Toulon, and rendezvousing at Port Mahon, orders to the fleet, together with an unsuccessful search after a French squadron in March, 1808, occupied her till just the 25th November, 1809, when Sir Edward Thornborough's flag was transferred at Port Mahon, to the *Apollo*, and Captain David Colby, who on the 2nd August, 1808, had superseded Captain Garrett, invalided.

The ship was next commanded by Captain Abel Ferris; but he was superseded on the 20th February, 1810, by Captain Henry W. Pearse. The Royal Sovereign for a long time rode guard-ship at Gibraltar, until March, 1811, under the command of Captain Joseph Spear, and then under Captain John Harvey. Captains William Bedford, James Bissett, and Thomas Gordon Caulfield, succeeded each other in command of this ship, until the peace, shortly after which the Royal Sovereign returned to England, and to her native place, Plymouth. Towards the end of 1811 she was attached to the Channel Fleet, and was commanded by Captains Robert Plampin, William Bedford, and James Bissett, respectively. During the latter officer's command, Admiral Lord Keith hoisted his flag on board as Commander-in-Chief of the Channel Fleet for a short time. In December, 1813, the Royal Sovereign was commissioned for the Mediterranean station by Capt. Charles Thomas Smith, for the flag of Vice-Admiral Sir Sydney Smith, but returned home under Capt. Robert Lambert's command, and was paid off at Plymouth in August, 1814. In May, 1815, the ship was recommissioned by Capt. W. R. Broughton for the flag of Rear-Admiral Sir Benjamin Hallowell, but on the return of peace the ship was again paid off at Plymouth.

Her name was subsequently changed to that of Captain, and, as a receiving-ship, her existence was prolonged until the year 1841, when she was broken up. Having changed her name, the interest respecting her seemed to have ceased; but the sound timbers of such a ship deserve as well to be perpetuated in the shape of snuff-boxes and walking-sticks, as those of her less distinguished contemporaries.

With the exception of the yacht so called, the name is not upon the Navy List; but since we have pretty clearly proved that the *first* ship of the Royal Navy was a Sovereign, surely the race will not now be suffered to become extinct as fighting ships.

MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY.
DECEASED.

THE LATE LIEUT.-GENERAL JOHN LE MESURIER.

THIS officer entered the Army in 1794 as Ensign in the 132nd Regt.; joined the 89th as Lieut. in August, 1796, and purchased his Captain-Lieutenancy towards the end of the same year. He served during the whole of the Rebellion of 1798 in the South of Ireland, in the 4th flank battalion, under Colonel Stewart. In 1799, he went with his regiment to the Mediterranean, which, together with the 30th Regt., occupied the citadel of Messina, under Brigadier-General Graham. The following year the two regiments blockaded Malta by land, whilst a naval squadron blockaded by sea. Soon after its surrender he joined Sir Ralph Abercrombie's Army, which arrived there on its way to Egypt; and served the whole of that campaign. After the action of the 21st March, 1801, the 89th Regt. was detached, with 1200 Turks, to observe the eastern bank of the Nile, and on the 9th May following withstood the attack of 5000 of the enemy, who, on the appearance of the main body, retired to Cairo. On the surrender of that city and Alexandria the regiment was embarked in eight line-of-battle ships, under Lord Keith, for a secret expedition, supposed to be for the Brazils. On their return to Malta they found peace proclaimed, and the expedition given up. They stayed but a few weeks at Malta, during which time this officer succeeded to a company. The regiment was then re-embarked, and sailed for Ireland, where they landed, and marched to Youghall, in the spring of 1802. In November of the same year he purchased the Majority of the regiment, and remained in Ireland till the middle of 1805, when his father, the late Governor of the Alderney, having died, he was called on to assume the hereditary Government of that island. This, and the settlement of his family affairs, obliged him to apply for leave to retire on half-pay at this time, but with the full intention of returning to active service as soon as possible. He accordingly, several times during the war, solicited the Secretary-at-War to be permitted to offer his services to the Commander-in-Chief, but always received for answer, that his proper post of service was in his Government. Here, therefore, he continued to act, to the perfect satisfaction of the Commander-in-Chief, until, by an arrangement with H.M. Government, he resigned the grant of the island into their hands, in the end of the year 1824, when he again tendered his services, but peace, and the rank he then held, prevented their being accepted. The Government of the island was granted to his ancestor, Sir Edmond Andros, by letters patent from H.M. King Charles II., in 1684, and renewed to John Le Mesurier, his grandfather, by H.M. King George III., for 99 years, in 1763. He obtained the Brevet rank of Lieut.-Colonel in 1810, of Colonel in 1819, Major-General in 1830, Lieut.-General in 1841.

In 1804 he married Martha, the daughter of Peter Perchard, Esq., a native of the Island of Guernsey, and Alderman of London, by whom he leaves one son, now at Oxford.

FOREIGN MISCELLANY.

GERMANY.

HANOVER.

Autumn Manœuvres.—The military plenipotentiaries on the part of the Tenth Corps of the Army of the German Confederation, commenced their sittings at Hanover, on the 2nd May last, under the presidency of Major-

General Von Linsingen, of the Hanoverian Service. The object of their deliberations was the proposed concentration of the troops composing that corps, and amounting to upwards of 28,000 men, in the neighbourhood of Lüneburg, next autumn. It was determined that the muster should take place at the end of September, and that the expense should be borne *pro rata* by each contingent; a preliminary fund being raised by a levy of 7s. per man, and 10s. per horse, for the purpose of defraying the cost of provisional arrangements and outgoings, such as the establishment of a Hospital at Lüneburg, capable of accommodating 600 patients. During the evolutions, the Infantry will be located in a regular camp; and the Cavalry, Artillery, and Engineers, will be cantoned in adjacent quarters. On the 1st of October, the whole Army will attend divine service in the field; each brigade having a distinct service by an appointed chaplain. One battalion only will be quartered at Lüneburg, where the Commandants of the several divisions will be lodged. The officers will, from the day of march to the close of the evolutions, receive daily allowances. All military men, not attached to the corps, but desirous of attending the manœuvres, will have suitable quarters assigned them, upon their giving notice to the Board at Hanover, of their intention to be present, on or before the 15th August. Independently of the "Code of Regulations for the field service of the Tenth Corps," a special set of "Instructions for the Duties, Services, and Manœuvres during the Concentration in the Autumn of 1843," as well as "Police Regulations for the Camp," have been issued. The Army of the Confederation on its peace establishment, presents an effective strength of upwards of 300,000 men; the several contingents being equivalent to 1 in every 100 of the population of the several German States. The constituent proportions, independently of Infantry of the Line, are,—Cavalry, one-seventh; Yagers, or Sharpshooters, one-twentieth; Pioneers, Sappers, Miners, and Pontoonmen, one one-hundredth; and Artillery, one-thirteenth. In case of war, a reserve is to be formed equivalent to 1 in every 300 inhabitants, and a dépôt of 1 in every 600. The Army is divided into ten corps, four of which, amounting to 127,577 men, are drawn from States, such as Bavaria, Baden, Hanover, Würtemberg, &c., whose people are exclusively Germans. The former "Army of the Empire" consisted, according to the settlement of the year 1521, of 24,000 only; in 1681, it was raised to 40,000; in 1702, to 120,000; and in the wars of the French Revolution, to 200,000. Every corps of the present "Army of the Confederation" must be composed of two divisions at the least, each mustering not less than 10,000 men; a brigade of Infantry to muster 3500; a regiment of Cavalry to have four squadrons, which, as well as the companies of Infantry, must be 150 strong; each battalion to consist of 800, and every battery of artillery, from six to eight pieces of cannon. The Tenth Corps, which is to assemble in September next, is composed of the following contingents, viz.:—From Hanover, 13,054; Holstein, 3000; Brunswick, 2096; Mecklenburg-Schwerin, 3580; M. Strelitz, 718; Oldenburg, 2178; Waldeck, 519; Schaumburg-Lippe, 240; Lippe-Detmold, 691; Lübeck, 407; Bremen, 485; and Hamburg, 1298. The effective strength of the corps will therefore be, 28,866 officers and men.

PRUSSIA.

The Minister of War having, by the Sovereign's command, invited retired officers and privates to form local associations for the purpose of keeping up a spirit of loyalty among their colleagues, and signalling the services of their comrades upon their decease by funeral obsequies, accompanied with military honours, an association of this kind was established in Berlin, among other places. And the first public burial of this description took place in that city, on the 17th of May last, on the death of M. Lange, who had been one of the most zealous promoters of the Metropolitan Association, and was interred with military honours.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE MAGAZINE.

Alison versus The Duke of Wellington.

MR. EDITOR,—When civilians will write military history, and venture to advance opinions of their own on technical points of which the Profession alone are able to judge, they, generally, talk nonsense; as Mr. Alison often does on such subjects, in the course of his (otherwise) interesting work.

He accuses the Duke of Wellington of having been surprised by the advance of Napoleon on Waterloo.

The able article in the Quarterly Review of March last was quite sufficient to silence all such ignorant or malicious criticisms, and certainly the "Bubble" of Sir Francis Head, which appeared in the last number of the same periodical, was not wanting to refute such absurdities.

But I wish to show that it is not on this point alone that Mr. Alison betrays his egregious ignorance of the particulars of the battle of Waterloo.

In a note, at page 144 of volume 4 of his History, when discussing the battle of Marengo, he says, "There is a most extraordinary similarity between the crisis of Marengo and that of Waterloo, with this difference, that the rout of the French was complete before the arrival of Desaix, while not an English square was broken before the final charge of the Old Guard. But the defeat of the last attacks in both battles was accomplished in the same way. The rout of Zach's columns by the fire of Desaix's division in front, aided by the charge of Kellerman in flank, was precisely similar to the defeat of the Old Guard at Mont St. Jean by the English Guards, *aided by the happy flank-attack of Major Gawler, with the 52nd and 71st Regiments*, and the gallant charge of Sir Hussey Vivian with the 10th and 18th Hussars. In both cases the overthrow of the last columns of attack drew after it the total defeat of the army."

Now, Mr. Editor, every one who knows Major (Lieut.-Col.) Gawler is aware that he is a gallant and able officer of his rank; but I certainly never heard, nor, I believe, did any one else, till Mr. Alison's book appeared, that Major Gawler (at the time of the battle of Waterloo only a Subaltern in the 52nd,) gained the battle of Waterloo, as Kellerman gained that of Marengo, by having directed the decisive movement of the 52nd and 71st Regts. on the flank of the attacking column of the Imperial Guard! and I am sure that this gallant officer must be much surprised himself to find this deed attributed to him individually, though he gloriously participated in it as a regimental officer.

That such gross errors as these, in describing so memorable an event as the battle of Waterloo, should pass to posterity in such a work as Mr. Alison's, is deplorable.

June 18, 1843.

A GENERAL OFFICER.

The Queen and the Royal Sovereign.

MR. EDITOR,—Having read in the United Service Magazine for the month of May, 1843, under the head of "England's Wooden Walls," Mr. Allen's account of the conduct of the ship's company of the Queen and Royal Sovereign during the general mutiny which took place in 1797, and which contains several inaccuracies—unintentional no doubt—and having been a Lieutenant of the Royal Sovereign at that time, and for three years afterwards, and I believe being now the only surviving commissioned officer of those present at that eventful period, I therefore feel it my duty to make the observations which accompany this letter, with the hope of removing any erroneous impressions which may have been made respecting the conduct of highly distinguished officers, under most trying circumstances, and who now only live in the remembrance of the country they

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faithfully and zealously served; and I trust you will permit them to appear in your Magazine as early as convenient.—I am, &c.,

8th June, 1843.

HENRY GAGE MORRIS, Capt., R.N.

UNITED SERVICE JOURNAL, MAY, 1843.

Page 33.—The reflection upon the character of the ship's company of His Majesty's ship *Queen*, is most unjust. At the time alluded to, she was one of the best manned ships in the British Navy, having received her complement of men in January and February, 1793, before the Quota-men, as they were called, were even thought of; and with the exception of a few Midshipmen, I do not believe there was one of the constituents of Sir Alan Gardner, on board the *Queen*. That ship had been brought into the highest possible state of discipline by Capt. John Hutt, who was severely wounded on the 29th May, 1794, and died shortly after her arrival at Spithead. A very remarkable instance of that discipline was shown on the 1st June, 1794, when the *Queen's* mainmast was shot away. In two hours and a half after the fall of the mast, notwithstanding the interruption occasioned by receiving and returning the fire of eleven sail of the enemy's line-of-battle ships in passing her, a jury-mast was on end, and secured to the stump of the old one. Capt. Hutt was one of the most—perhaps the most—rigid disciplinarian of his day; and upon his death, the line he had drawn, possibly a little too tight, became in some degree relaxed; and as a natural consequence, the men presumed upon it; and some months after that event, a mutiny did take place in her. It was immediately suppressed, but in what manner I do not know, as I did not then belong to her; but from that time until their removal into the *Royal Sovereign*, I understood from my messmates in her, who were also in the *Queen*, that they considered them to be a remarkably well behaved and quiet ship's company.

At the bottom of page 33, the expression, "We will pass over the mutiny at Spithead, in which the *Royal Sovereign's* ship's company, though distinguished enough, was not the most conspicuous," would naturally lead a casual reader to infer, that in the subsequent mutiny at St. Helen's, the crew of the *Royal Sovereign* was one of the most, if not the most, distinguished for violence and insolence; but so far from that being the case, their conduct during the two mutinies at Spithead and St. Helen's, was marked with fewer acts of gross insubordination towards their officers, than probably occurred in any one of the seventeen sail of the line by which she was surrounded; and the *Royal Sovereign*, by the execution of two of her seamen on board her, may be said to have been the ship that terminated the mutiny in the Spithead portion of the Channel Fleet; and I have every reason to believe she was one of the first, if not the very first ship, that returned to a regular and permanent state of discipline. I belonged to the *Royal Sovereign* for three years after the termination of the mutiny, (i.e. after the confinement of Lee and Preston, for with that occurrence, as far as the *Royal Sovereign* was concerned, the mutiny ended,) and certainly a more orderly set of men, generally speaking, could not have been brought together in one ship.

In some of your remarks respecting the qualities of Sir Alan Gardner, I partly agree. "*Brave as a lion*," he certainly was, and also, to a certain degree, "*a man of impulses*;" but the occasion you mention, on which he exhibited these qualities, "*in seizing of one of the delegates on board the Queen Charlotte*," does not appear to me to bear out your assertion that he was "*unfit to reduce a discontented ship's company to good order*." The circumstances preceding that occurrence on board the *Queen Charlotte*, were as follows:—I was officer of the watch on board the *Royal Sovereign*, when at about 1 o'clock, P.M., of the 14th April, the *Queen Charlotte's* ship's company gave three cheers; I, supposing it to have been in consequence of her First Lieutenant quitting her on his promotion, reported it to Capt.

Bedford as such ; other ships followed the example of the Queen Charlotte, and gave three cheers in quick succession to each other. The men belonging to the Royal Sovereign were prevented by the officers, who immediately on hearing the noise, came upon deck, from cheering on the fore-castle, or in the fore-rigging, as those in the other ships were doing ; but they ran down into the bay, and there cheered. When it was perceived that every ship in the fleet were cheering, or had cheered, no further opposition was made, and they joined in the general mutiny. Between two and three hours after this, delegates from each ship, seventeen of the line, assembled on board the Queen Charlotte, and it was *then and there* that Sir A. Gardner seized one of the delegates, and made use of some strong language. That a "*serious outbreak*" did not take place, "*in consequence of this action*" of Sir Alan Gardner, done as it was in a ship not under his own command, and in the midst of the delegates, chosen expressly on the ground of their being the most determined, as well as the most mutinous of the crews of the different ships, is a convincing proof, to my mind at least, that such a character as Sir Alan Gardner's was calculated to awe the mutineers into obedience, rather than excite them to acts of insubordination, and affords ground for inferring his *fitness*, not his "*unfitness*" to reduce "*a discontented ship's company to good order.*" Before criticising too minutely the conduct of so distinguished an officer as Sir Alan Gardner, and speculating so confidently on the means by which the mutiny on board the Royal Sovereign might have been avoided or suppressed on its outbreak, namely, "*by a good sound flogging being administered,*" the writer of the article in question would have done well to consider how difficult it is for the "*gentlemen of England, who live at home at ease,*" to put themselves into the situation of an officer in the command of a first-rate man-of-war, with a crew, consisting of 700 or 800 men, discontented, as during the first mutiny they certainly were, on account of "*real grievances unredressed,*" and struggling "*for justice which had been denied,*" surrounded too by seventeen or eighteen sail of the line, with crews in a like state of insubordination.

The statement, that an attempt was made to "*create a division*" between the seamen and Marines, must be incorrect ; there was no necessity for it, as the Marines, under the encouragement and exhortation of their own officers, Capt. Colby and Lieut. Parke, had returned to their allegiance, and, had they been called upon, would most assuredly have done their duty. An instance of "*the division,*" which *already* existed between them and the seamen, was shown by two of the Marines, named Denny and Murphy, being obliged to take refuge in the Admiral's cabin from the violence of the disaffected seamen, where they lay under his cot during that night of agitation and alarm which preceded the arrest of Lee and Preston. The person said to have been employed for the purpose of creating division, had such been attempted, was the least likely to succeed of any that could have been named in the ship : Sir Alan Gardner himself, remarkably high-spirited, and full of that pride natural to the old school in which he had been brought up, would not have condescended to enter into any conversation upon such a subject with his subordinate officer ; and Mr. James Kellock, the Boat-swain, was one of the last persons who would have been employed for such a purpose, by any one in his senses. He was one of the old school of Boat-swains ; he always carried a ratten in his hand, which he by no means permitted to remain idle, and as one "*who had rendered himself particularly obnoxious to the ship's company,*" he was altogether unsuited for such a purpose. As to the reproach of his being "*on the point of being turned ashore during the mutiny,*" it was borne equally with all the commissioned officers of the ship, who were directed to prepare for it, and in momentary expectation of it, during one whole night at St. Helena ; and were prevented, not "*by the Marines,*" but by the returning good feelings of the seamen themselves. Sir Alan Gardner was desired to go on shore, and did so, at that time, as also one of the Lieutenants. The Admiral would not

return, on being requested, unless that officer was also received on board, which was gladly agreed to by the men. It is but justice to my old shipmate James Kellock, to state, that though he was every way unfitted for the task alleged to have been assigned him, of "*creating a division between the seamen and Marines*," he was particularly well calculated for the rank he did hold, as Boatswain of the Royal Sovereign. He was one of the best and most active seamen I ever saw; and if hereditary claim is of any value, he had that, as he was appointed Boatswain of the Europa, by Commodore Gardner, in 1789, upon the death of his father, who was accidentally drowned while Boatswain of that ship. His personal bravery was equal to his skill as a seaman, as the following instance will prove. In the action of the 29th May, 1794, the weather leach-rope of the mainsail of the Queen was shot through above the bowline bridle, and the sail in great danger of being split, it blowing strong at the time. Kellock himself immediately climbed up, and put a stopper on it, by which the sail was continued serviceable without being hauled up. Had the mainsail been taken off her at that critical time, the Queen might have been obliged to follow the Cæsar, instead of passing through the French line. The whole statement in the last paragraph, p. 34, although founded on fact, is very much at variance with it; so much so, that I can hardly imagine the "*Ship's Journal*," mentioned as the authority, was one that was written at the time—I take your own date "*4 June*." The ship's company were as usual mustered at divisions after the men's supper; several of them were drunk, and upon being remonstrated with, were very insolent; and the two men named were, I believe, more forward than any others; they were *not* seized, nor was there any attempt to seize them. Had it been made, I do believe it would not have succeeded. The reason for its not having been made was the knowledge Sir Alan Gardner had of the state of the fleet at that moment. The Saturn, 74, either a few days before or after this circumstance, hoisted the red flag, bore up from the Fleet, and ran into Plymouth Sound; the Pompée, 80, Mars, 74, Marlborough, 74, were known to be nearly in the same state; and had any unsuccessful attempt been made to arrest those men, the red flag would immediately have been hoisted on board the Royal Sovereign; the example, in all human probability, would have been followed, not only by the ships above named, but by the whole fleet, and the "*consequences*" would have been "*such as no man could have foreseen*." The description given of the two men, Lee and Preston, is perfectly correct; but what relates to the punishments is erroneous, if not altogether at variance with the facts. You speak of the "*melancholy state of discipline on board the ship*," without taking into consideration the various circumstances which had then lately taken place. The general mutiny begun at Spithead, 14th April, 1797, was but very imperfectly quelled, and again broke out about a fortnight afterwards at St. Helens, and was but partially put an end to when the fleet sailed thence about the 17th May, under the command of Lord Bridport; many of the ships, some of whose names I have given in a former paragraph, were in such a state of insubordination, as to have made it utterly impracticable for punishments to have been regularly inflicted, without incurring the danger before mentioned; and therefore it is not fair to infer the "*melancholy state of discipline*" of this ship in particular, when every ship in the fleet was more or less in a state bordering on mutiny, from the circumstance of punishment being actually inflicted on board of her.

The circumstances attending the arrest of Lee and Preston, are nearly as follows: It was usual with the dissatisfied and disaffected of the ship's company to annoy their better disposed shipmates during the night; and on that preceding the 29th of June, (I take your own date,) some of those persons contrived to put a rope round the hammock of one of the Boatswain's Mates, named Graham, while he was asleep; and upon word being given by one of them to "*haul down the jib*," they ran away with this rope, drew the poor man, hammock, bedding and all, through the fore hatchway,

up to the place where they had fixed the leading-block, and very nearly killed him. This took place about half-past 1 or 2 o'clock, in the middle watch, of which I had, at that time, the charge. These annoyances had become so intolerable, that I believe some intimation was given to the Captain, although I do not know by what means, of the necessity of putting a stop to them; and the following day Lee and Preston were put in irons, and kept for trial. The Royal Sovereign was not ordered into Torbay the day following, but remained at sea with the fleet until they returned to Torbay. The Royal Sovereign proceeded to sea again with the fleet, those two men still in irons; and they were not brought to trial until the next time the fleet returned to Torbay.

The third paragraph, p. 35, is most singularly incorrect. It says, "*The trial lasted five or six days.*" Now, taking your own date to be correct, on "*the 28th of August the court-martial assembled on board the Royal Sovereign.*" In the next paragraph you state the execution to have taken place on the "*4th of September.*" The fleet was at this time in Torbay, and the Post then was two days going to London, and two days coming back, making a return of Post four days, (without allowing any time for the deliberation of the Admiralty,) when the order was received for the execution of the sentence. Had the trial lasted "*five or six days,*" as stated, the court-martial could not have terminated before the 2nd, or perhaps the 3rd of September. How then could the order for the execution have been received from London, so as to have been carried into effect the 4th of September? No; the facts are these: The court-martial assembled on the 28th of August, and, instead of five or six days, hardly lasted as many hours. It is true the only witnesses against Lee and Preston were the seamen of the ship. I do not recollect a Marine having been called; but some of the officers, myself among the number, were examined as to character. The sentence was passed on them before three o'clock *the same day*, and according to your date they were executed on the 4th of September.

There are several highly distinguished officers on the Flag List who must remember the general appearance and efficiency of the Royal Sovereign; and should these few observations fall under their notice, I have no doubt they will bear testimony to the truth of this remark: that in the Channel Fleet, from 1793 to 1800, there were no ships in a more perfect state of discipline than the Queen and Royal Sovereign, of which I will give one instance before I conclude. In April, 1799, the Royal Sovereign came out of dock, with her clean-swept hold, her foremast and bowsprit out, on Saturday, at noon; on the Thursday following she was ready to go out of harbour, but while the signal for assistance was flying a defect was discovered in the bowsprit, and she was detained in harbour until that was made good; on the Saturday, however, the day week on which she came out of dock, she anchored at Spithead, with all her stores, provisions, &c., on board, except her lower-deck guns, powder, shot, &c.

It would be the height of presumption in me to offer any opinion of an officer so greatly distinguished as was Sir Alan Gardner; his name and gallant deeds are recorded in the Naval Annals of his country; and his character will be better appreciated by reading them than by anything that could be said by me. The observation, that "*Captain Bedford was held more in the capacity of First Lieutenant than Captain of the ship,*" must be more or less true of every Flag Captain. Capt. Bedford, especially, could not have done otherwise than acquiesce immediately in the wishes of Sir Alan Gardner, even when in opposition to his own, as it was to him alone he was indebted for his promotion, from First Lieutenant to Captain of the Queen; and that he never held a Commander's commission.

Page 35, bottom, and page 36, top line. In September, 1800, the flag of Sir Alan Gardner was hauled down on board the Royal Sovereign, he having been appointed Commander-in-Chief of His Majesty's ships on the

coast of Ireland; which command he retained until June, 1802, when it terminated in consequence of the ratification of the treaty of Amiens.

In March, 1803, Lord Gardner was appointed Commander-in-Chief at Portsmouth, but resumed the command on the coast of Ireland in the month of June following, in which he continued, with the exception of six months, in the year 1805, (when he held the temporary command of the Channel Fleet during the absence of Admiral Cornwallis,) until April, 1807, when he was appointed Commander-in-Chief of the Channel Fleet; he held that command rather more than a year, when he was obliged to relinquish it in consequence of an illness, of which he died at Bath the latter end of the year 1808. He was created an Irish Peer in 1800, and a Peer of the United Kingdom in 1806.

As the only surviving commissioned officer belonging at that time to the Royal Sovereign, I have felt it my duty to endeavour to remove any unfavourable opinions that may have been formed of the ship's company of the Queen and Royal Sovereign, and to rescue them from the undeserved and offensive character given to them, "*that a worse set of fellows could hardly be expected from a jail delivery.*"

H. G. MORRIS, Capt. R.N.

Naval Retired List.

MR. EDITOR,—Any effort made to influence or move a public service successfully to any object must be founded on justice, and, of course, in accordance with the interests of the majority of its members, not in rank only, but in numbers and intelligence; hence the attempts of many well-meaning but ill-judging persons (let their station be what it may,) must always end in defeat. These one-sided attempts have caused the officers of the Navy to be compared to a rope of sand, because each class have hitherto only considered their own particular wants or defects, not discerning that the strength of the Service must depend upon the due attachment of each grade to the interests of the whole. These considerations have been forcibly brought to my mind by the late attempt of that distinguished officer, Sir Charles Napier, to introduce a Retired List for one class of Naval Officers, namely, the Captains, not seeing how necessary and, indeed, indispensable it is to the efficiency of the Service that Admirals, as well as every other rank, be removed to a Retired List, when from age or otherwise they are past active services. Time and circumstances will force this matter forward, in despite of every effort made by influential persons to the contrary, who may dread being included in such retiring regulations, which, to be effective, must exclude from the active list those of a certain age, as also those who have not served, or endeavoured to serve, within a given period. It may be said that the Admiralty are aware of every officer's capability to serve or otherwise, and can select from the present lists, as well as from any more correct as to the real efficiency of Naval Officers for service; but it is impossible to resist the influences that are brought to bear upon all public boards; and as no Government can exist without patronage, it must therefore succumb at times, from necessity, to the great prejudice of the general good; and therefore surely it is both wise and just to be able to repel such influences by timely regulations, to which all must quietly submit, to the saving of much unnecessary trouble to the Admiralty, as well as doing away with a great evil to the Naval Service of the country.

JUSTUS.

London, 5th June, 1843. Junior U. S. Club.

Sir James Alexander, 14th Regt., on the duties of Light Infantry.

MR. EDITOR,—An unfortunate instance of the want of knowledge of the duties of Light Infantry, and the necessity of covering themselves when engaged with the enemy, occurred to my knowledge at the battle of Tho-

louse. The 34th Regt., headed by Col. Worsley, stormed a field-work, and after receiving the volley of the French party (by which Major Baker and about thirty non-commissioned officers and men were put *hors de combat*), immediately drove them out, and sheltered themselves from the fire of a French battery (which was instantly turned upon them) by jumping into the dry ditch. A young officer of the 34th Regt. (now no more), observing three men of the 60th German Rifles covering themselves behind one of the numerous stone walls that divided the vineyards, called to them to stand boldly up; they uncovered themselves in consequence, and at the moment a cannon-ball from the French battery killed two out of the three. Had this young officer studied the duties of Light Infantry, or had these men been under the immediate eye of their own experienced officer (Capt. Evans), this needless and unfortunate casualty would not have occurred. Sir James Alexander, in his lucid instructions on skirmishing and the duties of Light Infantry, in the United Service Magazine for the month of November, 1842, gives every possible information on this most important branch of actual warfare.

JOHN NORTON, late Captain 34th Regt.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, June 23rd, 1843.

MR. EDITOR,—On the 20th ult., Rose sailed for Plymouth. Conway was commissioned by Capt. Fair, and Inconstant on the 23rd, by Capt. Fremantle. Sydenham steamer arrived from Halifax, and on 24th proceeded to Woolwich, to have her present engines removed, and new ones put on board.

Britannia, Bellerophon, and Powerful, are in the hands of the dockyard artificers, having their magazines fitted. Fox is in dock, to be lengthened.

Lieut. W. O'Brien Hoare (1828), commissioned the Dolphin, on the 26th. Commander Read has joined the Racer.

Considerable bustle has prevailed in this garrison, by an order being forwarded for a draft of Marines and Marine Artillery, to be sent to Ireland. On the 30th ult. about seventy of the latter, under command of Major Castieau, were embarked in the Rhadamanthus, and proceeded to Dublin. Upwards of 200 Marines were put on board Alban and Nautilus, and they went to Plymouth for further orders.

Arrived on the 2nd inst., the Orestes. Tyne and Racer went out of harbour on the 5th and 6th; and on the 11th proceeded to Cork. Favourite arrived on the 6th from Rio Janeiro, and on the 11th sailed from Spithead for Plymouth.

Seaflower has arrived from Guernsey. A court-martial to be held on her late Second Master—the charges being preferred by the Commander.

Workmen are employed on the Powerful and Fox, but it will be some months before they are ready for officers and men. Firebrand is in the basin: there are not any orders to prepare her for sea.

The Thames, West India packet, was allowed to be docked here; and her copper having been cleaned, and some trifling defects made good, she quitted for Southampton.

Eurydice is ready for commission. Royal George yacht is to be paid off on the 30th inst., when Nautilus and her crew will be turned over to the new steam yacht.

Partridge arrived on the 19th from Monte Video; she had not any news, the packet having left subsequent. She is to be paid off at this port, and is in harbour for the purpose. Warspite is hourly expected; she is to be refitted with all despatch, and then to proceed to the coast of Spain.

Lightning has been here from Cork, and gone on to Woolwich; she will return again with stores for the Malabar. Conway and Dolphin are out of

the basin, and will be ready early next month; it is expected they will for the present be employed in the same manner as Warspite. Inconstant goes out of the basin next week; she will be ready for sea the latter end of next month. Cornwall and Fairlie transports have not moved; the troops are not ready: the new arrangement of making the men sleep in hammocks, instead of standing bed-places, will be commenced in these ships, and be a great comfort to all parties. Powerful, Pembroke, and Hastings, advance-ships, are in the docks and basin. Fox will be ready in August.

Resistance has made her number this evening, and will be at Spithead during the night. She is from Quebec, with the Niagara's officers and crew.

Ships in port—St. Vincent, Victory, Excellent, Royal George yacht, Inconstant, Conway, Dolphin, Seaflower, Partridge, Nautilus, Cornwall, Fairlie, Echo steamer.

Plymouth, June 21, 1843.

MR. EDITOR.—19th May, arrived, Gipsy tender, from Sheerness, and sailed again on her return 21st; also arrived, Camel tender, from Pembroke, with old stores.—20th. Arrived, Tenedos, 42, (convict-ship,) Lieut. Frayer, Agent, Mr. Hill, Master, from Portsmouth; 60 convicts from the Stirling Castle were transferred to the former, 22nd, for Bermuda, where she is to remain as a convict-hulk, and the Gleaner relieves the Carron steamer, as a tug at that place. Arrived, Impregnable, 104, Capt. Smart, with the flag of Rear-Admiral Sir F. Mason, sixteen days from Gibraltar. Arrived, Rose, 18, Com. H. R. Sturt, from Sheerness.—22nd. Curacoa, Tenedos, and Gleaner, were paid wages in advance this day, and Curacoa sailed for South America the following day. Twenty-five first and second class boys were drafted from the San Josef to the Fisgard.—23rd. Arrived, African steamer, Mast-Com. M. P. Mackey, from Woolwich, with Mr. Henderson, Second Master-Attendant of this yard, and the party who navigated the Victoria and Albert yacht from Pembroke to Woolwich.—24th. Rear-Adm. Sir F. Mason struck his flag at sunset on board the Impregnable.—25th. The Gleaner steamer, and Tenedos convict-ship, sailed for Bermuda.—25th. Sailed, African steam-vessel, Mast-Com. Mackey, with supernumeraries for Sheerness; and Alban steam-vessel, Lieut-Com. Jeayes, with Rear-Adm. Sir F. Mason and family, for Woolwich.

26th. Arrived, Malabar, 72, Capt. Sir G. Sartorius, from Rio Janeiro, with the Hon. W. C. Ellis and suite from Brazil. Mr. Ellis and suite landed soon after, under a salute of nineteen guns, and proceeded for London. The Malabar brought a mail from Sydney, brought by H.M.S. Favourite to Rio. Swift and Ardent were at Rio when Malabar left; and Commodore Purvis, in Alfred, was at Monte Video, to protect British interests, that place being in a state of blockade. The Belle Poule, commanded by Prince de Joinville, had arrived, and joined the French squadron, which was very strong. On 18th May, in lat. 38° 56', long. 26° 4', Malabar received a severe shock, from what cause remains yet to be explained. She was immediately hove-to, but no soundings could be obtained with 189 fathoms of line.

The Impregnable, 104, Capt. R. Smart, came into harbour. Tortoise sailed for Falmouth with stores. Arrived Prince George transport, No. 5, Lieut. Ward, agent, from the eastward, bound to Rio, but was forced in by adverse winds.—27th. Espoir, 10, was commissioned this day, by Commander Morrell. Arrived the Royal William hired steamer, with Capt. Cuppage's company of Royal Artillery, who disembarked and marched into Frederick-square barracks, Devonport; and Capt. Ellis's company embarked on board an Irish steamer, and sailed for Woolwich.—28th. Arrived Devon tender, with stores from Cork.—29th. The crew of Rose, 18, Commander Sturt, were paid wages in advance.—30th. Arrived Meteor steamer, Lieut-Com.

Butler; and the following day Myrtle steamer also arrived from the eastward. Caledonia, 120, (flag-ship) is ordered to complete her stores and provisions to be ready for immediate service.

June 1st. The crew of the Malabar, 72, Capt. Sir G. Sartorius, were paid wages down to six months, she was towed from the Sound into the offing by the Alban and Meteor steamers, and sailed for Cork the 3rd.—2nd. Pilot, 16, was hauled out of dock, her defects not being so extensive as was suspected.

Mr. Edye, Assistant-Surveyor of the Navy, has arrived here on official duty connected with the alteration of the magazines of the advanced ships; he left again the 5th.

Arrived Nautilus, 10, Lieut.-Com. Snell, with a party of Marines from Portsmouth, which were transferred to Malabar; Nautilus sailed on her return to Portsmouth the following day. Arrived Alban steamer, from Portsmouth, with a detachment of Marines, which were also transferred to Malabar.—3rd. Sailed Rose, 18, Commander Sturt, Lynx brigantine, 3, Lieut.-Com. Burslem, and the following steamers:—Meteor, Alban, and Myrtle, for Cork, under the orders of Capt. Sir G. Sartorius.—4th. Arrived Mercury tender, from the eastward, and sailed on her return the following day with supernumeraries; also, arrived the Falmouth tender, with naval and victualling stores from Portsmouth.—5th. Snipe (cutter) 2, was commissioned this day by Lieut.-Com. Raymond. Sailed Prince George (transport), Lieut. Ward, agent, for China. Arrived the Chance (freight ship) from the eastward; she takes Mr. J. Brown, Purser, to Ascension, where he remains as storekeeper.—7th. Arrived Orestes, 18, Commander Hon. S. T. Carnegie, from Portsmouth, on her way to Cork, unable to get down channel by a strong gale from S.S.W.; also arrived the Adventure N.T., Mast.-Com. Roskilly, from Woolwich and Portsmouth, with stores for the dockyard.—8th. Impregnable, 104, Capt. R. Smart, will be paid off this day.—8th. Sailed Netley tender to Caledonia, with seamen for the ships fitting at Chatham, and returned again the 12th. Arrived Stromboli steamer, Commander Louis, from Malta, with the flag of R.-Adm. Sir John Louis. Sailed Orestes, 18, for Cork. Arrived Goodwill tender from Sheerness, with stores.—12th. Arrived Favourite, 18, Commander Sullivan, from Portsmouth, and was towed into harbour by the Constance steamer, to be paid off. Also, arrived Tyne, 26, Capt. Glascock, and Racer, 16, Commander A. Reed, from Portsmouth; the latter anchored only for a few hours, and sailed for Cork, and the Tyne followed her the next day. Foudroyant, 78, was hauled into dock to be coppered up and to have her bottom cleaned; she is one of the advance ships. Sailed Camel tender, with stores for Portsmouth. 13th. Sailed Devon tender, with provisions for Cork.

Mr. Ladd, shipwright in this dockyard, is appointed First Assistant to the Superintendent Builder at Bombay, vice Buck, returned to England from ill health.

16th. Sailed Stromboli steamer, Commander Louis, for Woolwich, to be paid off. Rear-Admiral Sir John Louis, Bart., who came home in her from Malta, struck his flag the 14th. Arrived Tortoise tender from Falmouth, where she has been employed overhauling the moorings.—19th. Arrived Warspite, 50, Capt. Lord John Hay, nineteen days from New York, having on board the corpse of Sir Charles Bagot, late Governor-General of Canada, which, soon after her arrival, was removed to the Constance steamer for conveyance to Falmouth, where it was put on board the Monkey steamer, and she proceeded with it to Liverpool. Lady Bagot and family came home in the Warspite, as did Lieut. G. Oldmixon, late Commander of the Megara steamer, lost some time since in the West Indies. The Warspite sailed for Portsmouth the 22nd.—20th. Sailed the Rochester tender, with stores for Sheerness. This being the anniversary of Her Majesty's accession to the throne, the royal standard was hoisted on board the ships in commission and at all the Government departments; at 12 o'clock a royal

salute was fired from the citadel and the Caledonia flag-ship.—21st. *Favorite*, 18, Commander T. R. Sullivan, was paid off into ordinary.

The *Resistance*, 42, troop-ship, Commander Patey, made her number off this port, and passed up Channel.

In Harbour—Caledonia, San Josef, Fisgard, Espoir, Snipe, *Confiance* steamer, *Adventure* N.T.

In the Sound—None.

Milford Haven, 17 June, 1843.

MR. EDITOR,—In continuation of my monthly report, I beg to observe that the past has been rather an inactive month. The *Trinity* steam-vessel *Argus* was docked at Pembroke Yard on the 18th, for the purpose of having her bottom examined; she was undocked on the 21st, and resumed the duties of the station. Lieut. Mott, R.N., her Commander, has the lights from Liverpool to the Lands End under his charge, including those up the Bristol Channel. 14th June the *Vulcan* revenue-steamer arrived, and her Commander communicated with Capt. Walkins, the Inspecting Commander of the district. 15th, the *Camel* lighter arrived at Pembroke Yard with stores. Capt. Moulda, R.E., joined the Arsenal on Friday last, succeeding Capt. Heath, superseded at his own request. It is expected the Marine detachment at Pembroke will forthwith be augmented to its original force, for which purpose, a Lieutenant-Colonel with a proportionate number of officers will be sent with the annual relief. The officers at present there are Major Whylock, Capt. Wilson, Lieuts. Dyer, Daniels, and Brown, and Quartermaster Holland. The destructive acts of "*Rebecca*" and her daughters still continue, and with unabated violence. Last week she (He?) destroyed a turnpike-gate within the town of Carmarthen, and such a riotous state is the county in, that processes of distress are unable to be levied. Mr. Davidson, Clerk in the Master-shipwright's office at Pembroke Yard, has been promoted to the second class, vice Chevallier, superannuated. There is still a vacancy for an extra Clerk in that establishment, applications for which are numerous. A large class frigate (50 guns) is ordered to be laid down, to be called the *Constance*. The *Helena*, 10-gun brig, will be launched on the 11th of July. *Camel* lighter sailed to-day. The *Centurion*, 80 guns, expected to be launched this summer, has been ordered by the Admiralty not to be hurried, and therefore the caulkers stated in a naval paper as being ordered to Pembroke have been retained at Plymouth. Ships of that class not being wanted for the service of the country, she will not be provided for until the ensuing estimates. Contractors are repairing the reservoir, the pier, and other works, and the dockyard mechanics are repairing a reservoir built a few years since by contract.

REVIEWS AND CRITICAL NOTICES.

DIARY AND CORRESPONDENCE OF THE TIMES OF CHARLES II. BY THE
HON. HENRY SIDNEY, AFTERWARDS EARL OF ROMNEY.

EDITED BY R. W. BLENCOWE, ESQ., A.M. 2 vols.

Here is a truly *genuine* book, and of the right sort;—a book from every page of which something may be gathered, appertaining to the singular "*Times of the Merry Monarch*." Not that the "*Diary and Correspondence*" of Mr. Sidney are of a peculiarly merry cast. In this respect we could have wished the latter to be a little more like that of Horace Walpole. But *en revanche*, they are decidedly more genuine, that is to say, more trustworthy, and more calculated to impress on the reader a true picture of the times and critical circumstances to which they refer. The *Diarest*, too, was in at least as good a position as Horace Walpole himself to furnish the materials

necessary to a just knowledge of the period in which he figured ; for it would be difficult to name any distinguished man of the last two or three centuries who has filled so many high political and court offices ; from gentlemen of the Bedchamber, up to Lord Lieutenant of Ireland, not to mention that he was the handsomest man of his time—a regular *homme à bonnes fortunes*—a brother of Algernon Sidney, and finally, one of the most conspicuous actors in the Revolution of 1688, for his part in which he was rewarded by William with the Earldom of Romney.

The "Correspondence" of such a man, so situated, and so connected, and still more, his private Diary, could not fail to include matters of no less interest and curiosity in a personal and social, than a public and political point of view ; and the result of the selection now before us is, as we have hinted, one of the most genuine and valuable, as well as the most attractive and entertaining publications that we have had for many a day ; abounding in frequent anecdote, pleasant illustration of character, valuable and most available facts and incidents, marking the tone and colour of the social period to which they belong, not a few important glimpses, into the secret places of the political life of the day ; and altogether a book that cannot fail to equally attract those usually opposite classes of readers, who so seldom meet on the same ground, it being no less acceptable to the most idle of readers, than it will assuredly be to the most studious and thoughtful.

CLOSING EVENTS OF THE CAMPAIGN IN CHINA.

By CAPT. GRANVILLE C. LOCH, R.N.

The mystery which in all times has hung over the Chinese Empire has excited the curiosity of the nations of Europe to a great degree, with but little hopes of its gratification. So strictly was the exclusion of foreigners kept up, that it has been only by an occasional glimpse that we could gain any insight to the manners or customs of this singular people, or have been in any way able to guess how a nation has been able to make such advances in civilization without contact with its neighbours, or intercourse with distant nations. The Chinese certainly have had frequent admixture with the Tartar tribes, but these, however they might infuse a certain degree of martial spirit into a country they had partially conquered, would have added very little to the elements of civilization, but rather, on the contrary, have increased the spirit of jealousy against strangers. This formidable barrier has been at length partially thrown down by the late military events on the eastern coast, which have furnished us with the means of getting a tolerable view of this secluded and singular people. Among various classes of travellers, few possess the advantages of Naval and Military men, in observing the manners and customs of foreign nations : they often see the inhabitants stripped of their conventional and habitual modes of living, under the influence of fear and hope ; and this advantage is of the utmost value in dealing with the astute and deceptive Orientals. By the mere report of what has passed under his eyes, and a few judicious remarks, we think that the present author has added considerably to our previous knowledge of the country and its inhabitants.

Captain Loch went out to China as an amateur, having been frequently employed as extra Aide-de-Camp to Sir Hugh Gough, and being allowed by Sir Henry Pottinger to be present at the different conferences he had with the Chinese authorities, he had abundant opportunities, and having no official duties to interfere with his time, every facility was afforded him of making observations and noting down his remarks.

We lately had to deal with a volume on this same subject, but before we could get at the pith of the story, we had to wade through half the book expended on details of the voyage out. On opening Capt. Loch's book the very first paragraph brought us to the Straits of Sunda, and we imagined ourselves at the very threshold of the Chinese empire ; but we had reckoned without our Captain ; there was a great deal of sea yet to pass over, and the twenty

times repeated description of Singapore and Macao. This is by far the least felicitous portion of the work, and contains some mistakes that we should have hardly expected. In the Journal of 27th April, the author says that he rose early "to appreciate fully the satisfactory sensation of a ship sailing in smooth seas after an antarctic passage." The ship certainly went to the southward of the Cape of Good Hope to catch the strong westerly winds, but we apprehend going within the antarctic circle would not have been the shortest cut to China.

On sailing along the coasts of Sumatra and Java, there is a list given of various trees and plants, as if they had been all drawn up on the beach for inspection; and concludes with the romance, long since exploded, of the fearful valley of the deadly upas tree. A little further on he says—

"I believe that no sea within the tropics contains so large a family of Cetacea as the Eastern Archipelago. Perhaps the most peculiar is the Dugong; its body is bulky, tapering to a broad horizontal tail; instead of fins it has two webbed paws, armed with talons; its head in shape is very peculiar, and its mouth is furnished with browsing teeth; its food consists entirely of herbage, which it crops at the bottom of the sea; in size it varies from ten to twenty feet in length, and the flesh resembles young beef."

It requires no witch to tell that the Dugong does not belong to the *Cetacea*; but it is curious that the author does not seem to suspect that this animal, which roams the meadows at the bottom of the ocean, belongs to the species, an individual of which passed such an affront on Capt. McIntyre on his walk along the shore with the Antiquary; *Turpes pascit sub gurgite phocas*.

The author throws overboard his natural philosophy as soon as he joins the Admiral off the Woosung, and is an instructive and amusing companion to the end of his book. We regret, however, that he has not entered more fully into the military movements, excusing himself by referring to the official accounts; these are in general dry details, and the same events narrated by an eye-witness, not bound to the formality of a mere record, would be no doubt always interesting. In stating the motives which led to the adoption of the line of operations, we are glad to find that our own speculations on that point were well founded, and borne out by the result; that Pekin was not the vulnerable point, but that by attacking the place, which furnished the supplies of that capital, our object would be sooner gained. One element of our force, neither we, nor, we believe, any one, had ventured to calculate on; the vast hordes of robbers planted in the very heart of the over-crowded population, ready in a moment to take advantage, for their own benefit, of the misfortunes of their countrymen. Describing an excursion on shore, the author continues—

"The party returned on board loaded with supplies. They had read a proclamation stuck against the principal house of the village; it mentioned our victories, and hinted at the possibility of our ascent up the great river; in the event of which occurring, the people were implored to remain in their houses, and not to leave the country exposed to the inroads of banditti; it stated that we (the English) had always shown ourselves anxious to conciliate the peasantry, and consequently would not injure them, nor allow robbers to commit depredations, if they remained. This single document is of itself, I think, evidence sufficient to lead to the conclusion, that the Emperor will never again have the inclination to command, allowing he may have the power to compel, his subjects to retire inland, and thus meet an enemy by passive resistance. It would expose his richest provinces to be plundered by native robbers—the evil above all others he has the greatest reason to dread."

In another place,

"The first thing that strikes one upon entering a captured city is Chinese robbers, passing, like a string of busy ants, in a continuous line from some large house to the city gates, heavily laden. In this pursuit the Fokiens are the bravest of the brave. They will bear thumping, kicking, and maltreating in every way, but will most pertinaciously hold to their bundles."

If we found assistance from this unholy alliance, we had, on the other hand, a silent enemy waiting for our destruction, from whose grasp we escaped solely by the conclusion of the operations, and the removal of our sailors and soldiers to the open sea. To the rapidly increasing sickness amongst our people we had also previously alluded in discussing the terms of the treaty.

"No people can be healthy who reside, as these do, in the midst of the extensive decay of vegetable matter, which perpetually succeeds the rapid evaporation of stagnant waters; nor are they. Putrid fevers, cholera, and ague have, within the last few years, carried off multitudes.

"In no other portion of the globe have I ever felt the temperature so oppressive as in this, or so enervating in its effects on the energies both of body and mind; upon any change of wind from the regular monsoon, the thermometer will fall 12° in an hour; and a southerly breeze, on the other hand, at this season, will raise it from its fall to 130° on the hill side or open plain, filling the air, at the same time, with a weight of vapour from the moistened flats, which during the night again descends upon the thick grass and abundant foliage. All the central provinces are comparatively champaign country, consisting of damp alluvial loam, from which a constant vapour exhales in sufficient quantity to destroy the freshness of the southern monsoon."

Had the operations on shore continued even for a fortnight longer, we should scarcely have had any soldiers left fit to do duty, and the sailors had began to suffer equally. The author visited the Chinese arsenal at Chan Hae,

"Where we found ten pieces of flying artillery mounted on wheelbarrows; in fact, the carriage was precisely like a large garden barrow, with a locker before for the shot, and a drawer between the handles containing loose powder and a small shovel to load with. Besides iron guns of various calibre, we discovered some new brass 12-pound carronades, modelled from one lying by their side, having on it the crown and G. R., 1826; with the difference of the crown, in place of which there was a Chinese character, they were exact copies. Close to them was a circular slide for a Paixhans' gun; probably the design was made from drawings taken by some of the Chinese occasionally detained on board our steamers."

On the 6th of July the fleet weighed from the mouth of the Woosung, and entered the magnificent Yang tze Kiang, the high road to the ancient capital of China; the progress is marked every day by the Author; and there is an accompanying chart of the river, its banks, and the course of the Imperial canal. There are several interesting anecdotes connected with this advance. But we must hasten to the important event that concluded the war: the capture of Chin Kiang Foo, the great Tartar fortress that covered the debouches of the Imperial canal.

"Our position overlooked the city wall, within fair galling range. We plainly saw the Tartar soldiers on the ramparts, two or more to every embrasure, or loop-hole, anxiously watching our movements, and waiting for an onset to open fire, which they soon did as we moved along a high embankment. Along this we continued a considerable distance, until we reached the enclosed suburbs, through which we passed in security to within a short distance of the western gate, connected with our side by a bridge over the canal in front of it. A gun was sent forward with an advance party to cover Capt. Pears and his Sappers while he blew the gate open. This gallant service was performed in admirable style under a cross fire from flanking bastions. The heavy massive gates, bound and studded with iron, and propped on the inside by many sand-bags, flew in like chips carried before a sudden blast of wind, but without one stone or brick of the gateway arch being displaced, the calculation was so admirable. Our gallant fellows dashed through with a cheer in the midst of smoke, dust, and flying rafters. Their impetuous charge would have driven back five times their number, but no such opposition was met with. We found, instead, the ramparts in the possession, at one point, of General Schoedde, at another, of our seamen and Marines, under the command of Capt. Peter Richards.

"It was about midday when the centre brigade joined the left upon the ramparts. Soldiers were dropping at every step from exhaustion and excessive heat; so the General ordered a halt for a few hours, where we then were, round the west guard-

house, merely sending a large detachment along the ramparts to the right to occupy the southern gate. This party had not proceeded half a mile when they encountered a sharp and sudden resistance from a large body of Tartars, drawn up on an open space before some houses, and flanked by a hedge, a ditch, and a pond of water. They planted their gings before them, formed with order and steadiness, and commenced a rapid and well-directed fire, which brought down officers and men in quick succession. Our men, though taken somewhat by surprise, and not one to three, fired a volley and charged down the bank, driving all before them, but not without obstinate resistance. As the enemy retreated through the compounds and narrow streets, our men were called off, a guard placed over the dead and wounded, and the rest sent forward to their destination. The firing brought the General up, who resolved, when the sun became less powerful, to sweep the town from house to house. As we marched along the walls I saw what, as a novice in this description of warfare, shocked me much,—old men, women, and children, cutting each other's throats and drowning themselves by the dozen, and no one either attempting or apparently showing any inclination to save the poor wretches, nor, in fact, regarding them with more notice than they would a dead horse carried through the streets of London to the kennel.

"Towards evening an advance was sounded, and the Commander-in-Chief marched with two regiments towards the Tartar quarter of the town, guided by some Chinese and Mr. Gutzlaff. We broke into many houses where we imagined soldiers were concealed, but met with no resistance, nor saw any armed Tartars. Quiet and peace seemed to reign paramount in the still evening, while the fragrance of the flowers surrounding almost every house calmed the strong excitement that had possessed us throughout the day. It was the prettiest Chinese town I had seen: the houses were all well kept, and the interiors of many magnificent; the streets well paved and clean; and open grassy spaces and gardens gave a grave and airiness not usually met with in walled cities. We were guided to a large building, said to be the governor's palace. We saw that it belonged to government, by the flying dragon painted upon the wall opposite the great entrance; but the gates had apparently been closed for some considerable time; weeds were growing before them; and the only sign of life was a wounded Tartar, of great size and strength, lying under the shade of the portico. He was dressed in the blue over-shirt with yellow trimmings, said to be the uniform of the Imperial Guard. When we forced the house we found it equally deserted, but completely furnished, and of great extent. We set fire to it and marched on. I went with two soldiers of the 18th down a street to the right, to a large house, which I concluded belonged to a Tartar of consequence: we burst the door and entered. Never shall I forget the sight of misery that there met our view. After we had forced our way over piles of furniture, placed to barricade the door, we entered an open court strewn with rich stuffs, and covered with clotted blood; and upon the steps leading to the 'hall of ancestors' there were two bodies of youthful Tartars, cold and stiff, much alike, apparently brothers. Having gained the threshold of their abode, they had died where they had fallen, from the loss of blood. Stepping over these bodies, we entered the hall, and met, face to face, three women seated,—a mother and two daughters; and at their feet lay two bodies of elderly men, with their throats cut from ear to ear, their senseless heads resting upon the feet of their relations. To the right were two young girls, beautiful and delicate, crouching over, and endeavouring to conceal, a living soldier. In the heat of action, when the blood is up, and the struggle is for life between man and man, the anguish of the wounded, and the sight of misery and pain, is unheeded; humanity is partially obscured by danger: but when excitement subsides with victory, and the individual circumstances are recalled to mind which led to the result, a heart would be hardly human that could feel unaffected by the retrospection. But the hardest heart of the oldest man who ever lived a life of rapine and slaughter could not have gazed on this scene of woe unmoved. I stopped, horror-struck at what I saw. I must have betrayed my feelings by my countenance, as I stood spell-bound to the spot. The expression of cold unutterable despair depicted on the mother's face changed to the violent workings of scorn and hate, which at last burst forth in a paroxysm of invective, afterwards in floods of tears, which apparently, if anything could, relieved her. She came close to me, and seized me by the arm, and with clenched teeth and deadly frown pointed to the bodies—to her daughters—to her yet splendid house, and to herself; then stepped back a pace, and with firmly closed hands, and in a hoarse and husky voice, I could see by her gestures, spoke of her misery, of her hate, and,

I doubt not, of revenge. It was a scene that one could not bear long; consolation was useless; expostulation from me vain. I attempted by signs to explain, offered her my services, but was spurned. I endeavoured to make her comprehend that, however great her present misery, it might be in her unprotected state a hundred-fold increased; that if she would place herself under my guidance, I would pass her through the city-gates in safety into the open country, where, doubtless, she would meet many of the fugitives; but the poor woman would not listen to me. The whole family were by this time in loud lamentation; so all that remained for me to do was to prevent the soldiers bayoneting the man, who, since our entrance, had attempted to escape. * * * During the forenoon of the 22nd, the boats of the fleet were employed landing provisions and baggage for the brigade ordered to remain behind. I went on shore with Captain Grey, to walk over the scene of the 'last day's slaughter.' Inside the city we could hardly pass along the streets for plunder; crates of beautiful china, bronze ornaments, vases, satins, silks, crape, and gold embroidery, besides bales of meaner articles, were strewed about in every direction. The best had been selected and carried for a short distance, until a new object attracted the pilferer's eye, when the old was cast away and trodden under foot. The Chinese were the most numerous and systematic plunderers. The work of death was still progressing. Captain Grey and I entered a house, where we saw twenty bodies of women and young girls, some hanging, others extended upon the floor; all had either committed suicide or been destroyed by their relatives. A panic had seized the unfortunate inhabitants, and every second house contained self-immolated victims. We saved several lives, but they were to the destroyed as drops are to the ocean. On our progress to the General's quarters we lost our way, by leaving the ramparts, and entered a portion of the Chinese town hitherto unvisited. Apparitions from the lower regions could not have caused greater consternation among the crowds of unfortunate people, busily collecting their goods, and sending their wives and families into the country by a postern-gate that had escaped our notice, than we three (including a Middy of the *Endymion*) produced among them, particularly among the poor women, many of whom, I fancy, had seldom, if ever before, left the precincts of their gardens. Some were very good looking, and all had a grace peculiarly their own. Two poor creatures, evidently belonging to the higher class, had blackened their faces to conceal their beauty—a thin disguise to the prying eyes of licentiousness. However, it is my belief that less villany was perpetrated than could have been reasonably expected, taking into consideration the anarchy that always for a time prevails in a captured city. Those they had cause to fear most were, beyond all doubt, their own countrymen."

We add an extract to show the bravery and devotion evinced by several Chinese and Tartars; but the suicide of the Mandarins, we should think, proceeded less from either moral or physical courage than fear of the Emperor's displeasure.

"Throughout the day both the Chinese and Tartar troops evinced a determined bravery which commanded our respect; and I believe I may safely say, that the upper classes, from the first to the last, have shown by their conduct that they cannot brook defeat; for, although we have captured many a Mandarin, we were never able to keep them prisoners for any length of time, they having either starved themselves by refusing to eat food, or otherwise committed suicide. The Chinese have shown many individual instances of conspicuous gallantry; it may be sufficient to remark one in particular that occurred on the ramparts of Chin-kiang-foo. A Mandarin led a small party of about thirty men against a company of General Schoedde's advancing column; a volley dispersed his soldiers, but he marched up to the points of the bayonets, and, after firing his matchlock, succeeded in pulling over the ramparts with him two of the grenadiers. I feel persuaded that, if drilled under English officers, they would prove equal, if not superior, to the Sepoys; they have greater physical power, greater obstinacy, and, consequently, minds that retain impressions with greater tenacity, and would be slow to lose confidence after it was once built upon the foundation of their vanity. Their favourite arms are the gingsal, matchlock, and bow and arrow; besides these, they have the spear, a halbert resembling that formerly used by our Serjeants, a battle-axe, and an instrument not unlike a hedge-chopper, fastened on a long pole; also the sword, both double and single-handed. A gingsal resembles our wall-piece, and some carry a 2-pound ball; it is supported upon a tripod, and requires three men to work and carry it, and is a very

serviceable weapon. The matchlock-man carries the charges for his piece in bamboo tubes, contained in a cotton belt fastened round his waist. He loads without a ramrod, by striking the butt against the ground after inserting the ball; the consequence is, that he can charge and fire faster than one of us with a common musket. When they fire from walls or entrenched camps, the best marksmen are stationed in front, and supplied with matchlocks by people whose only duty it is to load them. The barrel of a matchlock is about the length of a Greek rifle, and is generally very accurate. If we had had a less active General, our loss during the war would have been very considerable; as it was, the Chinese had but little time given them for ball-practice. Their bows possess little strength, and are not equal to the arrows, which are strong and well made. Besides these arms they have rockets, and also arrow-rockets, which I believe I may safely say did no harm throughout the war. The dress of the Tartar and Chinese soldier is the same, only distinguished by the colour of the trimming. The common uniform consists of a quilted shirt, hanging down outside to the hips, an iron head-piece, and long boots, covering the thighs, made of cotton or satin, and with thick soles. At the commencement of the war many of the troops used chain-armour; latterly it was discontinued."

¶ We shall conclude these remarks and extracts by giving the description of a Chinese junk captured in one of the creeks, and which Captain Loch and his friends had converted into a sort of pleasure-yacht. When taken she was fitted up below—

"With several cribs, like those in a Highland cabin, with aliding panels; these were built between the two main cabins, and every little recess converted with elaborate ingenuity into stow-holes. They were now all cleared away, and in their room stood a magnificent carved cabinet, nearly the height of the cabin. It was placed against the bulk-head, and stocked for our daily use with china that a connoisseur would have envied; silk curtains graced with trelliced shutters; tables and chairs, books and papers, were in due proportion; and two camp-beds, which in the day time supplied the place of sofas. The kitchen was abaft, and most satisfactory meals our Chinese cooks concocted in it. Here was a complete floating establishment, which we could convey with us to any spot we pleased; our crew consisted of five Chinese, including the original captain. We had, besides, two English seamen, to keep watch, and act in case of necessity as a body-guard. Two Chinese servants completed the establishment.

"Now for her equipment:—She had two masts, both before the central section, and both inclining forward; no rigging on either; nothing to support them but the pair of single halyards to hoist the sails; and their purchase could be doubled and trebled with ease by a most ingenious toggle-purchase. The sails were of cotton, stretched upon bamboos; from the after end of each, a sheet rove through a dead block, forming an extensive crow-foot. Each space between the bamboos comprised a reef, which could be taken in on the instant by lowering the halyards to the proper distance. The anchors were iron grappling. The cables made of bamboo strips, beautifully plaited, and perfectly round, were very buoyant and elastic: the smoothness of their surface prevents the liability of chafing, and their great buoyancy would render them eminently useful for warping, even in our own Service. The rudder was passed up through a hole in the overhanging transom, and the keel, confined by two keel-ropes, passed under the bottom, and fastened to bollards abreast the mainmast. Such are the fittings of our craft, and the generality of Chinese junks. We found it in the hands of its habitual proprietors manageable enough; less so than a floating hay-stack in our own."

TO READERS AND CORRESPONDENTS.

The reply of the Rev. Charles Mackie to Colonel Gurwood's statement in our May number, relative to the Capture of the Governor of Ciudad Rodrego, arrived too late for this month's publication, but will be given in our next.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

Dissolve the Union! Restore the Heptarchy!!—SPEECH OF CANNING.

WE do not consider the first of these propositions to be quite as impossible as the second; but it is nearly as visionary. We ask, what peculiar circumstances in the political state of Ireland have now started this question, which has slumbered for forty-three years; during which period the country has made very rapid progress in improvement? Further, if the Union with England was considered to be inimical to the prosperity of Ireland, why were not these masses of people marshalled when the act itself was in progress, to show then that the sense of the majority was adverse to the measure? It will be rather difficult to answer these questions; and the inference naturally follows, that all this agitation arises, not from any particular views, or to support some great political principle; but merely to answer the selfish views of individuals, who find this the easiest mode of procuring notoriety and filling their pockets.

The ostensible object of all this turmoil and noise is to restore the Irish Parliament, as it existed previous to the Union, and this to be the panacea of all the ills to which Irish humanity is obnoxious. Again, we ask, did the Irish people find their latest Parliaments so very virtuous, so patriotic, so free from all charges of corruption and venality, that they would wish to see that golden age of parliamentary purity restored in all its plenitude? The very question, if put seriously, would make those persons to whom it was addressed laugh in your face. Supposing it possible that this Irish Parliament should be restored, and that the Members of the House of Commons were chosen under the influence of the present excitement, does any man, possessed of a single grain of sense, doubt that the very first question mooted in a House so constructed would be the total separation from England; whether under the mild auspices of a republic of fanatics, or the gentler sway of the ex-Mayor of Dublin blown up into a Monarch?

Whatever may be the practice on the other side of the Channel, we, at least, are always inclined to look with more than suspicion on any proposed great political change, which is founded on nothing more than swaggering and noisy assertions, and is bolstered up by fiction. Of the first we need scarce adduce an example, the papers are full of them; of the last we shall give a specimen or two.

In the accounts that are put forth of the gatherings during the progress of O'Connell, it has been stated that in one place he had 500,000 auditors, in another 200,000, and so on. Let us ask if any body counted these masses, and by what arithmetical process he gained the exact precision of these numbers? Further, whether any man living in Ireland had ever previously seen half a million of people, or even

200,000, collected together? where he saw the sight, and how often, that it has given him such facility in estimating masses. We verily believe that London, with the counties which meet within its limits, would not, even for the greatest political question, assemble half a million of men, nor even 200,000; and we have been tolerably familiar with very large masses collected in and near the metropolis. We also beg leave to doubt whether so many as 20,000 have been collected in any one place in Ireland.

A quarrel took place between two soldiers of the 15th Regt. at Manchester, which unfortunately swelled into a serious riot; one of the Dublin papers has the unblushing impudence to state that this disturbance took place because the men of the 15th had shouted for Repeal; and it concludes, "What will Wellington say of this happening in his own regiment?" Such is Irish ingenuity, confusing the father with the son, and propagating a monstrous libel on the soldiers, whom the agitators have endeavoured to flatter and cajole elsewhere. The specimens of falsehood we have given are only part and parcel of the whole system. How long, then, we ask, are the deceived and easily excited people to be led by such delusions?

Among other contrivances to create a spirit of hostility between the two countries, is an attempt to keep up a distinction between two races that ought long since to have been blended together. The words Saxons and Celts are put prominently forward, with the evident design of awarding the superiority to the latter. It is the last thing we should have thought of to originate so invidious a comparison; but since it has been broached, we shall take leave to say a few words on that point. The testimony of all historians, and our own experience in modern times, force us to the conclusion, that the characteristics of the Celts, properly so called, are a very good allowance of superstition, gross ignorance, and unbounded obstinacy. The only things to set off against these qualities, are a certain half-blind spirit of generosity, and personal courage. If it is the desire of Mr. O'Connell to gain the perfection of this retrograde social morality, we have no wish to envy his ambition, and only have pity to bestow on his pupils or followers.

Now, although we consider a very large portion of this agitation to be a mere idle display, and got up for the original purpose of recruiting a falling Exchequer, or, as they say across the water, for raising the wind; yet the elements of mischief are so much mixed up with the other ingredients, that a certain degree of vigilance and the use of preventive measures are quite necessary.

As we profess to be the advocates of the United Service, in all things connected with its loyalty and honour, we anxiously implore all members to avoid, on every occasion, mixing themselves up, in any shape, with this repeal question, however they may be flattered or invited. Let them not put trust in professions or statements that would lead them aside from their duty, or give faith to such plausible declarations as keeping within the bounds of the law, and merely exercising the undoubted right of the subject to petition. The time is not yet ripe for breaking the law; and when people talk of backing their claims by the assistance of France or America, that style of petition resembles very strongly the one used by the beggar in *Gil Blas*, who asked for alms with a musket pointed at the traveller. We cannot believe that the

framers of Magna Charta ever contemplated the meeting of 200,000 people to concoct a petition. In breaking up a partnership that has lasted for nearly half a century, it might be thought necessary to ask the consent of *both* parties: the form has been neglected on this occasion; but we may venture to use an Irish phrase of some celebrity, that "the reciprocity is all of one side," and that England will never come into the measure for any consideration.

HALF-YEARLY PUBLIC EXAMINATIONS AT SANDHURST.

The usual half-yearly public examinations at the Royal Military College, Sandhurst, were held on May 18th, 19th, and 20th, before Field-Marshal His Royal Highness the Duke of Cambridge and a Board of Commissioners, at which there were present General Sir William H. Clinton, G.C.B., and Major-General Sir George Scovell, K.C.B., the Governor, and Major-General George Brown, C.B. and K.H., the Deputy-Adjutant-General, and Colonel Thomas W. Taylor, C.B., the Lieutenant-Governor of the Institution.

His Royal Highness, on arriving at the College on the morning of the 18th, was received by the battalion of Gentlemen Cadets under arms, and by a royal salute of twenty-one guns from the flagstaff redoubt. After the military inspection His Royal Highness and the Commissioners proceeded to the Board Room to hear the examinations. Among the spectators were Sir George Best Robinson, Bart., Sir Augustus Foster, Bart., Major T. H. Shadwell Clerke, K.H., Major F. Lushington, C.B., of the 9th Foot, Major T. H. Adams, of the 36th Regiment, &c., &c.

The public examinations of the Gentlemen Cadets occupied, as usual, the whole of the first two days. In the mathematics, Gentleman Cadet Alexander H. Cobbe passed a most distinguished examination in Poisson's *Mécanique*. The subjects selected were, first, the equation of the trajectory, with the application of Kepler's Laws to the motions of the planets, of comets, and of the double stars; afterwards, the theory of refracted and reflected light, double refraction, dispersion, &c., in both which he acquitted himself much to the satisfaction of the Commissioners. Gentleman Cadet Roger Barnston was prepared in the whole of Boucharlat's *Mechanics*, and gave clear elucidations, first of the subject of the pendulum, showing how to find the length of a pendulum vibrating seconds, and the application of the instrument to determine the intensity of gravity at different parts of the earth's surface; secondly, the mode of measuring the height of mountains by means of the barometer. Both these gentlemen went far beyond any former pupil of the Junior Department of the Establishment, and showed a remarkable facility and familiarity with the calculus, together with great neatness and conciseness in the attendant operations. In analytical geometry of two dimensions and the differential calculus, Gentlemen Cadets Lindsay Farrington, William Faussett, Henry N. Greenwell, John G. D. Marshall, William F. Scott, and Robert B. Kennedy. In plane and solid geometry, trigonometry, and mensuration of planes and solids, Gentlemen Cadets Alfred C. Cure, Bryan Thornhill, George H. Hawes, Arthur Smith, Edmund Y. Peel, George P. E. Morrison, John H. King, Raymond Inglis, William J. Colville, Richard C. M'Crea, Neville H. Shute, Francis Kennedy, and Henry J. Haviland. Finally, in the six books of Euclid, Gentleman Cadets John F. Cust, Michael M'Creagh, Thomas W. J. Lloyd, Warner W. Carden, William Milnes, Archibald Robertson, Stewart A. Kershaw, James S. Richards, William Meynell, Benjamin Rising, Arthur E. Johnson, George F. Hotham, Francis Dawson, Henry C. Scott, James M. Buchanan, Lionel Fraser and Fienues A. Quartly.

Among other drawings performed during the term in the fortification department, and now laid before the Commissioners, was a plan of Columbo.

by Gentleman Cadet George F. C. Bray. The military drawings were few in number, but good. One by Gentleman Cadet Henry W. Meredith possessed very great merit, and was much noticed by the Commissioners. The work generally of this department, as well as of the landscape drawing, continues to maintain the high character of the Professors who conduct them.

The prizes of the term were awarded as follows:—

GENERAL MERIT AND GOOD CONDUCT.—Gentleman Cadet Roger Barnston.

MATHEMATICS.—*Senior Class.*—Gentleman Cadet Alexander H. Cobbe. *Junior Classes.*—Gentlemen Cadets James Daubeny and Arthur E. V. Ponsonby.

FORTIFICATION.—*Senior Class.*—Gentleman Cadet Lindsay Farrington. *Junior Class.*—Gentleman Cadet William Bellairs.

MILITARY SURVEYING AND DRAWING.—*Senior Class.*—Gentleman Cadet Lindsay Farrington. *Penwork.*—Gentleman Cadet Arthur Smith. *Brushwork.*—Gentleman Cadet Richard C. M'Crea.

LANDSCAPE DRAWING.—Gentleman Cadet Lindsay Farrington.

FRENCH.—*Senior Class.*—Gentleman Cadet William Rutson. *Junior Classes.*—Gentlemen Cadets Edmund Y. Peel and Samuel G. Carter.

GERMAN.—Gentleman Cadet Fiennes A. Quartly.

LATIN.—*Senior Class.*—Gentleman Cadet Robert G. S. Mason. *Junior Class.*—Gentleman Cadet Henry J. Maclean.

HISTORY.—Gentleman Cadet Hector Monro.

RELIGIOUS INSTRUCTION.—Gentleman Cadet James Carnegie.

In the course of the second day's examination the Gentlemen Cadets formed their pontoon-bridge, as usual, in presence of the Commissioners. The bridge, of 120 feet, was thrown from the shore of the lake to an island.

At the close of the examinations the following Gentlemen Cadets were declared to have completed their qualifications for commissions, and were accordingly recommended by the Commissioners to His Grace the Commander-in-Chief, in the order of their acquirements and merit, to receive Ensigncies in the line without purchase:—

1. Alexander H. Cobbe
2. Robert B. Kennedy
3. Henry N. Greenwell
4. Lindsay Farrington
5. Roger Barnston
6. William Faussett

7. John G. D. Marshall
8. William F. Scott
9. Richard C. M'Crea
10. William Rutson
11. Welbore W. O. St. John.

The first seven on the list having, moreover, each passed examinations beyond the required course for commissions, were rewarded with the usual certificates of approbation; and to Gentlemen Cadets Alexander H. Cobbe and Roger Barnston, it was announced in particular, by the Governor, that, "having also acquitted themselves very creditably in the higher branches of mathematical science, far beyond the limits prescribed for students at the Junior Department of the College, the Board had directed that their sense of their superior merits should be recorded on their certificates, by a special addition to the usual form."

The whole number of Gentlemen Cadets brought forward for public examination on this occasion, in the different branches of the College course of instruction, was, in mathematics, 38; in fortification, including the actual construction in the field of saps, mines, intrenchments, gabions, fascines, &c., 25; in military surveying, 13; in the Latin, French, and German languages, 31; and in general history, ancient and modern, 9: making a total of 116 examinations.

The only officer studying at the Senior Department, who was examined on this occasion, was Lieut. T. J. Kearney, of the 69th Regt., who acquitted himself very creditably in the prescribed course of mathematics and fortifi-

cation, and exhibited a beautiful survey of the Malvern Hills and neighbourhood, including an area of forty square miles, which, together with the masterly original sketch made by that officer, was universally admired. Among the subjects which, on being proposed by the Board, this officer investigated immediately, were the following:—To prove the equality of the rectangle contained by the two perpendiculars let fall from the foci of an ellipse on a tangent to the curve, to the square of the semiconjugata axis. To prove that the semitransverse axis of an ellipse or hyperbola is a mean proportional between the distance, on that axis, from the centre of the curve to the intersection of the tangent with the axis. To prove the equality of the spaces between the hyperbola, an asymptote, and any ordinates parallel to the other asymptote: those ordinates, and the corresponding abscissæ being in geometrical progression. Lieut. Kearney also investigated formulæ for determining the latitude of a station, or of a ship, by two altitudes of a celestial body with the interval, in time, between the observations.

The examination relating to the study of fortification consisted in giving explanations of the principles of construction both of permanent and field-works, and of the processes employed in the attack and defence. The details of the formation of field-works was exhibited by tracing on the ground, with ropes and pickets, the magistral lines of a star fort, and of an entrenchment *en cremaillere*, and setting up profiles, in wood, of the full dimensions at the angles of the works.

We have had the pleasure of expressing so frequently, in this Magazine, our approbation of the general work of the officers of the Senior Department in the various branches of military topography, that we need only observe here that the present exhibition fully equalled any preceding one. Two plans, however, require special notice. First, the survey (before mentioned) of the Malvern Hills, by Lieut. Kearney; in which that officer has cleverly expressed the difference of feature between the new red sandstone, forming the lower part of these hills, and the greenstone, and other igneous rocks, composing, for the most part, their serrated and picturesque summit.

The other first-rate plan was the joint production of Lieut. Kearney and Captain G. J. Huband, of the 8th Hussars; and formed the fourth part of the survey and sketch of "a chain of ancient camps," extending from Bath to Cheltenham; of which we have given, at various periods, detailed accounts. The present plan, which was much admired for its chaste execution and uniformity of keeping, was commenced by Captain Huband on the line of the Roman road, over Birdlip Hill, from Gloucester (Glevum) to Cirencester (Duro Cornovium); and connected with the surveys of Lieut. Dance, 71st Foot, and Lieut. M'Dougall, 36th Foot, who worked up to that line in the spring of 1842. Proceeding northwards, Captain Huband included in his survey the camps on Crichley and Leckhampton Hills; and connected them with the great camp on Cleve Cloud Hill, near Cheltenham, which was carefully examined and mapped by Lieut. Kearney. This camp is commanded, within very short distances, by gentle eminences; but it is probable that quarrying and the plough have obliterated many of the auxiliary defences of these interesting old fortresses, which are themselves, for the most part, in a very dilapidated condition; and it is fortunate that, late though it be, their delineation has been undertaken, and so thoroughly performed, by the officers, students at the Royal Military College, and deposited in its archives.

The public examinations having closed, Lieut. Kearney was presented with the usual certificate provided for those officers who have completed the ordinary course of studies; to which was added a notice of his high qualifications in military surveying.

EAST INDIA COMPANY'S MILITARY SEMINARY, ADDISCOMBE.

A public examination of the Gentlemen Cadets educated at the Institution, was held on Friday, the 9th of June, in the presence of the Chairman, John Cotton, Esq., the Deputy-Chairman, John Shepherd, Esq., several members of the Honourable Court of Directors, and the following visitors, viz. :—

General Lord Bloomfield, G.C.B., R.A.

Major-Generals—M'Leod, Bengal Engineers; Cleiland, Bombay Estab.

Colonels.—Lacy, R.A.; Paterson, R.A.; Sissmore, Bengal Establishment; J. Henry, Purse, C.B., (12th Lancers); C. Herbert, Madras Estab.

Lieut.-Colonels.—Sir P. Smith, R.E.; Ley (Madras Artillery); Hay, Com. E.I.C. Dépôt; Taylor, Lieut.-Gov. R.M. Coll.; W. D. Jones, R.A.; Dundas, R.A.; Sir C. Hopkinson, C.B., Madras Artillery; G. Huish Bonner, Madras Artillery; H. Cock, C.B., Bengal Establishment; H. Ross, Madras Establishment; J. Bell, Madras Establishment; Hammer, Royal Horse Guards.

Majors.—Coppage, R.A.; Chase, Madras Establishment; J. Fraser, C.B., Bengal Cavalry; G. A. Underwood, Madras Engineers; Willock, Madras Establishment; G. H. M'Gregor, C.B., Bengal Artillery.

Captains—Williams, R.E.; O'Bryan, R.A.; Denison, R.E.; Stotherd, R.E.; Reynolds, Madras Establishment; Ridley, Grenadier Guards.

Messrs. Chapman and Hodgson, East India Company's Engineers.

Sir H. Fletcher, Bt.; George Rennie, J. Narrien, Professors of Mathematics, Royal Military College; S. H. Christie, and W. Rutherford, D. J. Money, J. B. Yzam, A. Euston, W. Harris, and A. K. Barclay, Esquires. The Very Rev. the Dean of Ross, and the Rev. H. Lindsay, and G. Coles.

The number of Cadets brought forward on this occasion consisted of thirty-two, of whom seven were selected for the Engineers, viz. :—

D. G. Robinson, C. W. Hutchinson, C. Scott, O. W. S. Chambers, G. W. W. Fulton, A. Taylor, G. Sim.

Nine for the Artillery, viz. :—

H. M. Boddam, J. Robison, A. Aytoun, H. Wallace, G. Rennie, G. L. Parish, C. Desborough, H. P. B. Berthon, J. A. Angelo.

The remainder being allotted to the Infantry, viz. :—

A. C. Gordon, L. Nicholson, F. O. Salusbury, P. Moxon, D. Mocatta, C. O'B. Palmer, James Campbell, J. J. Eckford, F. S. Hewett, O. M. Jackson, J. Smith, C. Fullarton, E. Cookson, F. L'Estrange, T. J. Geldart, G. W. Fraser.

The distribution of prizes was as follows :—

FIRST CLASS.

D. G. Robinson—1st Mathematical; 2nd Fortification; French. C. W. Hutchinson—1st Fortification; Military Drawing; Military Surveying; 2nd Hindustani; 1st Good Conduct. Charles Scott—2nd Mathematics; Civil Drawing; 2nd Good Conduct. Geo. Sim—Latin; 1st Hindustani.

SECOND CLASS.

Charles Paton—Hindustani. Alex. Fraser—Military Surveying; Civil Drawing; French; 3rd Good Conduct. Joseph H. Dyers—Fortification. Henry Drummond—Military Drawing; Latin. P. P. L. O'Connell—Mathematical.

THIRD CLASS.

Henry Hyde—4th Good Conduct.

MATHEMATICS.

The first part of the Mathematical Examination was occupied in the

elementary parts of Algebra and Geometry, which appeared to be explained by the junior part of the class with great clearness and distinctness. General Pasley then proceeded to examine several others in Analytical Trigonometry and Conic Sections, who answered the questions in a very satisfactory manner. The Public Examiner afterwards required the Senior Cadets to prove a number of useful propositions on the mechanical powers, the centre of gravity, projectiles, floating bodies, and other parts in mechanics and hydrostatics. These were demonstrated by Mr. D. Robinson, Mr. Scott, Mr. Hutchinson, and others, extremely well; and we were gratified to find that a much greater portion of their time than usual was devoted to this very important branch of their mathematical studies.

In the Fortification and Artillery Department.—General Pasley examined the candidates for commissions *vive voce*, on Permanent Fortification—the Attack of Fortresses, and in their course of Artillery. The models executed by the Cadets during this term were deservedly admired. They are as follows:—The model of a fortress situated on a river, (begun by Lieut. Chapman, of the Bengal Engineers, now at Chatham,) and finished by Cadets Hill Wallace and Alexander Taylor, aided by Serjeant Bulman, the scale is small, being seventy-two yards to one inch. It is executed in wood, and embraces the country around the fortress to an extent of two miles, on which the investment of the place is shown. The execution of the whole, especially of the neighbouring undulating country, does great credit to the gentlemen named above. This model has been expressly made to be a fellow to one on a larger scale, executed by Ensign Aug. Allen, of the 55th Regiment Bengal N.I., while a Cadet at Addiscombe. In the Octagonal Redoubt, there was a beautiful exhibition of large models executed in moist sand. The first is one of *The Crown work of Lodi*, at Alessandria, in Italy, as it was actually constructed, by order of Napoleon, under Gen. Chasseloup-de-Laubat, and completed in 1810, with other similar formidable independent works at the same place. This splendid model is on a scale of *a quarter of an inch to a foot*. It has been traced and executed by Cadets Charles Hutchinson, Fulton, Alexander Taylor, Daniel Robinson, Salisbury, John Robison, Chambers, and Aytoun, assisted by Private Cook. Its position and properties were explained in a very masterly manner by Cadets Charles Hutchinson and George Fulton. In the same redoubt, and close to the model of the Crown work of Lodi, stands the model of a parallel on a large scale, viz.:—*two inches to one foot*; connected with the parallel, and beyond it, is an elevated battery for three guns and two mortars, with a splinter-proof traverse, and a rectangular field powder magazine, showing the various species of field revetments in gabions, fascines, and sand-bags. A double sap (according to Major Jebb's method), is also driven out from the parallel, on this large scale. These models of parallel, battery and sap, have been traced and executed by Cadets Scott, Boddam, Sim, and Parish, assisted by Private Cook.

The block-house was found entirely occupied by highly-finished models in the finest moist white sand:—One front, of Carnot's system, with his mortar-casemates, loop-holed detached walls and counter-sloping glacis, on a scale of *a quarter of an inch to a foot*, could scarcely be excelled in beauty. It has been traced and executed by Cadets Hyde, A. McNeill, Penson, Fitzgerald, Glover, Sinclair, G. Hutchinson, and W. Stewart, assisted by Gunner Daniels, and the properties of this method were clearly and fully explained by Gentlemen Cadets Daniel Robinson and John Robison.

Two other models, in moist sand, on a *quarter of an inch to a foot*, stood on large tables, showing the mode of desliding closed and open field-works from the effects of commanding hills, these hills being marked on the pillars and sides of the block-house. They were traced and executed by some squads of Cadets, under the direction of Cadets Alexander Fraser and Paton, and their properties well explained by Cadets Charles Scott and Hill Wallace.

In the bridging department, the Cadets had formed three bridges: one, capable of bearing light artillery, of rafts, of pontoons, and casks, combined; one of small piles for infantry, and a rope suspension bridge for infantry. The second class were employed in bridging under the directions of Cadets Alexander Fraser and Joseph Dyas. They exhibited a very neat and pretty mode of passing troops across a moderately sized river, when materials can only be had for two rafts; in many cases this contrivance would be superior to a flying bridge, and much more rapid.

The drawings in every branch of the department of fortification and artillery show the scientific and military taste that these ardent and active youth have imbibed.

FIRST CLASS.—MILITARY DRAWINGS.

Mr. Hutchinson Fulton, ground near Guarda (Prize); Wallace, Vittoria; Scott, lines in front of Lisbon; Taylor, Cape of Good Hope; Chambers, part of the lines; Sim, Nivelle; Nicholson, Redinha; D. Robinson, Fuentes d'Onorò; Robison, Roliça; Moxon, Talavera de la Reyna; Aytoun, Fuentes d'Onorò; Renie, Roliça; Salusbury, Sangerhausen; Palmer, Vimiro; Mocutta, Pass of Maya; Desborough, Mequinenza; Boddam, Tarragoni; Eckford, Pombal.

SECOND CLASS.—MILITARY DRAWINGS.

Mr. Drummond, part of the Lines (Prize); Paton, Peniscolar (in pen work beautifully executed); Dyas, Passage of the Douro; Harris, Condexia; A. Fraser, Redinha; Watson, general plan Grannndenz; Morton, Tarbes (and also a neatly drawn plan, the hills shaded in pencil, of ground surveyed near Addiscombe); Oldfield, Ceira; Tullah, Castalla; N. Campbell, Santarem; Dunn, Cæsar's camp and ground adjoining; Bunny, Alba; Hankin, coast of Portugal and Lisbon; O'Connell, Roliça; Russell, plan of Tortose; Jefferies, Sebugul; Gilmore, Condexia; Jackson, retreat Pombul; Newall, Seyonte; with many good productions of sketches of ground from models and plans in the various methods executed by the junior classes.

In the *Military Surveying Department* the Trigonometrical Surveys, Military Reconnaissance Sketches, &c., &c., evinced much talent and considerable application on the part of the Gentlemen Cadets. Those of Messrs. Hutchinson, Robinson, Scott, Chambers, Fulton, Taylor, Sim, Robison, Boddam, Aytoun, Wallace, Rennie, and Parish, were particularly deserving of commendation.

LANDSCAPE DEPARTMENT.—First Class.—Of the following three drawings we can speak with much praise, viz.:—A view on Loch Katrine, by Cadet C. Scott, to which the first prize was awarded; a waterfall on the River Skelwith, near Ambleside, by Cadet D. Robinson; and a view in Bavaria (an extensive landscape), by Cadet G. Fulton. These Drawings are of the largest size usual in water colours, and in harmony, clearness, force of colouring, effect, as well as in the minor details, there is a completeness that well marks the precision and certainty with which they have been wrought out. A large drawing by Cadet C. Hutchinson, a view near Lewes, in which a brilliant evening sky is seen through a rich mass of autumnal-coloured trees, and reflected in a pool of still water, with wild fowl on it, much pleased us by the tranquil and perfectly natural effect of the whole. A large sea-coast scene, by Cadet H. Wallace; a view of Bolton Abbey, in Yorkshire, by Cadet O. Chambers; and another large drawing of rocks at Undercliff, Isle of Wight, by Cadet G. Rennie, are all exceedingly well executed drawings. Many others, by Cadets G. Sim, A. Taylor, P. Moxon, H. Boddam, &c., &c., were admirable for their clearness and careful finish.

Second Class.—The prize was given to Cadet A. Frazer for a view of Bolton Abbey, a beautiful subject, and executed in a manner that reflects credit on Mr. Frazer. A cattle piece by Cadet G. Crump, and others by

Cadets J. Harris, J. Gilmore, G. Russell, &c., &c., deserve much praise, nor must we omit particularly to notice the work of the latter gentleman, a view of the interior of Beauvais Cathedral, in which the perspective and neatness of drawing, both in the architecture and figures, are made out with a truth seldom exceeded.

In the *Lithographic Department* we found several admirably executed specimens, particularly a whole length portrait of Buonaparte, large size, by Cadet C. Hutchinson, of the First Class, and a Mameluke on horseback by Cadet C. Crump, of the Second Class. In the remaining classes we noticed much rising talent.

Our contemporary, the Naval and Military Gazette, which appears to possess the best and earliest means of intelligence from India, has lately published, under the signature of "Miles," a manifesto put forth, as we are inclined to think, by Col. Shelton, of the 44th Regt., in defence of his character, against what he considers the attacks of Lieut. Eyre (the Colonel could not yet have seen Lady Sale's book). This may be considered as the "last speech, confession, and declaration" of the defunct war of Affghanistan. Painful as the subject has been at all times, it is now doubly so when put in contrast with the brilliant events that have of late passed on the banks of the Indus. We must, therefore, refer our readers to the paper itself, and confine ourselves to a few remarks.

That Col. Shelton would send forth something in his own justification has been long expected, and we think "Miles" has so far succeeded as to show that the gallant officer had no connexion or participation in the early events, which were the immediate cause of all the subsequent disasters. Being stationed in the Balla Hissar at the time of the insurrection, he could not give advice or assistance in any measures that would have put down the movement, further than being ready to aid in the proposed attack on the town, which having been made by a force totally inadequate from the cantonments, failed. As he did not go into the cantonments until the 9th of November, he could not be held accountable for any share in the grand fault of permitting the grain fort and commissariat dépôt to be taken by the enemy on the 5th, for want of the commonest prudence.

With regard to the attack on the heights of Beymaroo, under his own immediate command, "Miles" throws the chief blame by implication on General Elphinstone, who would not send Colonel Shelton any reinforcements, when, with less than a thousand men, he was attacked by fifteen thousand; and although he had repeatedly applied for them. To the charge brought against Col. Shelton by Lieut. Eyre, of having taken false military measures, "Miles" replies, that Lieut. Eyre was not present himself, and could not judge properly; that in place of forming square against infantry, Col. Shelton had formed his men *en potence* to prevent the Affghan cavalry, that had scrambled up the hill, from turning his flank, which is about the same thing as telling the Artillery Officer that he does not know the difference between the shape of a square picture frame and that of the *gallows*.

There is one part of Lieut. Eyre's remarks we do not think has been answered, that of setting forth on this expedition with only one gun. Surely when taking the command of any enterprise, it is the bounden

duty of an officer to see that his means for effecting his object are complete; and there could have been no reason against, or difficulty about having a second gun or howitzer, the more so as it was within the Colonel's experience, that the Afghan jezails carried a great deal further than our muskets, and at certain distances the fire of our infantry would have been thrown away; as it proved in the sequel, the *one* gun became so foul from frequent firing that it was of no use.

There is a great deal of discussion on the points of a retreat from Cabul before the frost, strongly recommended by the Colonel, and the possibility of placing the troops in the Balla Hissar. We have already shown that both these measures were impracticable without sacrificing the 12,000 unfortunate Indian followers who perished eventually.

It may appear strange to the reader, that the remarks made by Lieut. Eyre and Lady Sale should arise from other matters than a general reprobation of the measures pursued; and we were especially hurt to find Lady Sale deal so much in personalities, often directed against the dead; but some allowance may be made for the irritated state of people's feelings under the pressure of so much misery. When an officer, from whatever cause, becomes unpopular in his regiment, the feeling is certain to spread among the other corps of the Brigade or garrison, and to pass more rapidly among them, there being no restraint in making remarks, &c. Now, if we suppose this to have been the case with regard to Col. Shelton, it would at once give the reason why the supercession of General Elphinstone would not have taken place. It is at all times a difficult and delicate position of the second in command to be called on to supersede his superior; even under the strongest evidence of incapacity or timidity, a heavy responsibility rests with the junior. But in no previous circumstances could the supercession of an officer have been so easy as in that of General Elphinstone; because there was a paramount authority present that would relieve the second in command of all responsibility. Had Sir W. McNaughten been applied to by the great majority of the superior officers, to take such a step, there is no doubt that he had authority sufficient; but he would hardly venture to do so without concurrence of the officers in their making the first advance in proposing the measure. Can any one doubt that such a thought was not present in the minds of the officers, and forced upon them almost every hour in the day; and the only thing that could reasonably withhold them, would have been the doubt whether they would gain by the exchange.

The late Colonel the Honourable Sir Horatio Townshend, K.C.H., recently deceased, was the youngest son of the first Viscount Sydney. He was born in 1780, and after a short period at Eton College, commenced his career in the Royal Navy, in 1792; but his health obliging him to abandon the sea-service, he entered the 1st Regiment of Guards as Ensign, in 1795. He embarked with it for Holland, in 1799, accompanied it to Sicily in 1806, afterwards to Portugal in 1808, and was in the retreat to Corunna in 1809. In the same year he went with the troops to Walcheren. In 1810, he was with the Guards at Cadiz, and in the South of Spain, and was present at the battle of Barrosa in 1811, where he had a horse shot under him. Subsequently he

joined the Army in the north of Spain, and entered France in 1813, at the Bidassoa; he was with his regiment in the several affairs of that period, and was taken prisoner at the sortie from Bayonne in 1814. On the renewal of the war in 1815, he proceeded with his battalion to the Netherlands, and was severely wounded at Quatre Bras on the 16th of June. He was with the Army of Occupation in France till its return to England in 1818, and commanded the Grenadier Guards from 1825 to 1830.

The name of Colonel Townshend was as well known in the Army as his worth was universally appreciated, and this not less by the officers and soldiers of the regiment which he commanded, than by their illustrious Colonel, who honoured him with the most flattering expressions of approval of his services, when the increase of infirmities, consequent upon his severe wound, obliged him to relinquish the command of the Grenadiers; in which corps also, under the late Duke of York, he equally obtained the confidence and approbation of His Royal Highness.

In 1834, His late Majesty, King William IV. conferred upon him the honour of Knighthood, and the Order of Hanover; and in 1836, appointed him Lieutenant-Governor of the Round Tower in Windsor Castle.

With some peculiarities of character, Sir Horatio Townshend was greatly respected for his integrity of purpose and high sense of honour; his general benevolence and affection to his family were remarkable—his devotion to the Service was unbounded—his attention to the duties of it was at all times most rigid; and his regard for his old comrades in the Guards so warm to the last, that on his death-bed he desired to be borne to the grave by Waterloo men of the Grenadier Guards, and to have the old colours of the regiment used as a pall over his coffin. After a lengthened period of illness and suffering, which he bore with characteristic fortitude, he died on the 25th of May last, in the confident hope of a joyful resurrection through the merits of his Redeemer. His remains were conveyed to the vault of his family at Chislehurst, in Kent, honoured by the attendance of the carriages of Field-Marshal the Duke of Wellington, and General the Marquis of Anglesey, in addition to those of his numerous relatives and friends.

It is well known in the Army that the late Lieut.-Col. Wyll, C.B., of the 7th Fusiliers, was for a number of years the Aide-de-Camp and confidential friend of the late Sir Edward Pakenham; and it is also well known that the gallant Sir Edward, at New Orleans, expired in the arms of his attached friend and companion.

The services of the Lieut.-Col. Wyll, as will be seen by the following statement of them, were of no common limit, and to those who knew him, and witnessed his gallant conduct while placed beside his General, the late Sir Edward Pakenham, at the battle of Fuentes D'Onor, and also his cool and determined bravery at the head of the third division, commanded by Pakenham, at the battle of Salamanca, this memoir of his services will be read with interest, although some years have elapsed since his death.

While in command of the Fusiliers, he was regarded by his officers more in the light of a friend, ready to give advice, than by harshness.

enforce obedience. By the soldiers he was idolized, and it is a just eulogium to say, he followed the example of his lamented friend, General Pakenham, a man whose gallantry in the field and kind solicitude for the happiness of his officers and the comfort of his soldiers, is too well known in the Army to need any remark from us.

The late Lieut.-Colonel Wyly, at the age of twenty, was appointed to the Fusiliers in the year 1807, and his services were as follow:—

- 1807.—Sept. 7th. Siege and capture of Copenhagen.
- 1809.—Jan. 1st. Led the forlorn hope at Martinique.
- 1810.—Sept. 27th. Battle of Busaco.
- „ Oct. 13th. Combat of Burlada.
- 1811.—March 12th. Combat of Redinha.
- „ April 8th. Siege of Olivenza.
- „ May 7th to May 15th. Siege of Badajoz.
- „ „ 16th. Battle of Albuhera.
- „ Sept. 27th. Combat of Aldea de Ponte (wounded severely).
- 1812.—Jan. 19th. Storming of Ciudad Rodrigo.
- „ April 6th. Storming of Badajoz.
- „ July 14th. Combat of Rudea } on the Staff.
- „ „ 22nd. Battle of Salamanca }
- „ Aug. 12th. Capture of Madrid.
- 1813.—June 21st. Battle of Vittoria.
- „ July 25th. Battle of Roncesvalles.
- „ „ 27th. Battle of Pampeluna.
- „ Aug. 2nd. Battle of Geschalon.
- 1814.—Feb. 27th. Battle of Orthea.
- „ April 10th. Battle of Toulouse (got his company).
- 1815.—Jan. 8th. Storming of New Orleans, (appointed Military Secretary to the Commander-in-Chief, the late Sir Edward Pakenham, and got his Majority).
- „ June 16th, 17th, and 18th. Battles of Quatre Bras and Waterloo, (got his Lieut.-Colonelcy and the Companionship of the Bath).

He was afterwards appointed to the command of the 95th Regt., which appointment was offered to him by His Royal Highness the late Duke of York, in consequence of his distinguished services.

The intended publication by Colnaghi, in Pall Mall, of the engraved portrait of the late Sir Robert Ker Porter, which we noticed in a former number of this Magazine as then under the artist's hand; has now been made; and we are happy to find it worthy, by its excellent execution as a print (by Burgess), of the celebrated painter (the late George Harlowe), from whose admirable picture of Sir Robert the engraver has so ably performed his task. And it is gratifying to the eye of taste and of truth to find it so faithful a likeness to the accomplished and lamented subject of both works, who was himself not less distinguished by his own masterly pencil than by his pen, which have together marked his path in all lands as an historical, antiquarian, and military traveller wherever he directed his steps. and where his amiable and generous virtues will long be remembered and regretted with the feelings of men who mourn a friend and a brother.

In our last Number, we thought it our duty to point out some of the difficulties that were likely to attend the annexation of the Province of Scinde to our Indian Empire. Since those reflections were published, the dispatches of the month have brought accounts of another glorious action fought by the little army under Sir Charles Napier; and the result of this battle will throw a much better light on our prospects in Scinde, more especially as regards the dispositions and feelings of the inhabitants, freed from the yoke of the Belooches; as well as the dispersion and rout of those mountain tribes, and the loss of all their artillery, with their probable dislocation and dispersion. Still the official accounts leave us much in the dark as to the ultimate intentions of the Government with respect to the occupation of the Province of Scinde, and whether it is contemplated to establish as a frontier beyond the Indus, the range of mountains described in our last, which forms the boundary between the province and the territory of the Belooches; or simply to hold that portion of Scinde on the eastern bank of the Indus, including Hyderabad, with the posts which we occupy on the opposite bank. This is a very good position, having Kurachee and Tatta, with the ocean, on the left flank, and Sukkur and Roree on the right, with Hyderabad as a pivot in the centre, and the communications double, by the road that leads through Schwan, and by the Indus with steam-vessels.

If it is the intention to make this line our boundary, it will be necessary, to insure the communication, to establish a fortress or fort between Kurachee and Schwan, and to strengthen both those posts; but by doing so, we shall leave the intermediate space in Lower Scinde between our line and the frontier of the Belooches, without any defence, and consequently subject to the incursions and exactions of those tribes. If, on the other hand, it is the intention to take possession of the whole of the Province of Scinde on both sides of the river, it will be absolutely necessary to construct two third or fourth-rate fortresses in the chain of the Hala mountains that form the frontier of Lower Scinde. These, as they run to the north, take a sudden turn towards the east above Schwan, and a spur from them reaches down to the lake Manschure, immediately above that place, which is on the banks of the Indus, and thus forms the division between Upper and Lower Scinde. Here the roads from Kurachee and Hyderabad meet, and these concurrent circumstances must render Schwan a position of great importance. In Upper Scinde, we hold Shikarpoor, Sukkur, and the island of Roree; from the river to the foot of the mountains, there exist two old canals, which may with little trouble be put in repair, and form a double line of defence on the north.

With regard to the territory that has been the scene of the late actions on the eastern bank of the Indus, it is a species of oasis, between the great desert of Bhawlpoor and Adgmere, and the Runn of Cutch. It includes the district of Nusselpoor on the banks of the Indus, and Hyderabad is the capital; the line of communication with our own settlement, being by Omercote and Balmair to Decsa, or by a shorter route from Omercote to Decsa, through the Runn or Salt Desert of Cutch by Nuggur Parker. Omercote is situated on the Narra, a nullah in the dry season, a river during the floods; and being the chief point of communication with our own territories, its possession will be

of great consequence, a road leading also from it direct to our position at Sukkur.

We took occasion, in a former Number, to remark on the extraordinary neglect of the Indian Government, that out of the very large army collected on the Indus not long since, only 2800 men should be allotted for the conquest of this large province, under the domination of the most warlike tribes in India. Its success is next to a miracle. Had this handful of troops been placed under the command of any vacillating Generals, lovers of councils of war, the chances are two to one that the expedition would have ended in a capitulation to retreat, and thus put a seal on the disasters of Affghanistan. From such a dilemma we are convinced that this little band of brave troops has only been saved by the promptitude, skill, and courage of their chief, who had nothing but his own resources to depend upon, and they were small indeed compared to the means brought against him. We had abundance of cavalry in Affghanistan, a country almost impracticable for that arm, while in the valley of the Indus there were not sufficient to watch the movements of the enemy.

Had Sir Charles Napier been furnished with 2000 good cavalry, there would in all probability have been no second action. As it was, after their defeat at Meeanee, and seeing no pursuit made, the pride of the Belooches would naturally lead them to make another attempt by rallying: they had in their own mountains beaten back the advance of the Sepoys under Major Clibborne; and their astonishment and indignation therefore at this defeat near Hyderabad, were quite natural. From the want of cavalry by the British General, they were allowed to take their measures at their own leisure and convenience.

It does not appear whether the rallying point was at Omercote or Meerpoor, but certainly at no great distance from the scene of the action, and there they took their measures so well, that in a short time they were again able to advance, with their losses covered by reinforcements, once more to try the hazard of war. Had they, in either of the actions, taken the *initiative*, and made the attack in place of receiving it, their numbers and undoubted courage might have produced serious effects; but it is the general course for troops deficient in discipline to make up for it as far as they can by choosing defensive positions. Earth-trenched camps and lines have long since gone out of fashion in Europe, but amongst barbarians they offer many apparent advantages. It will be observed that in the two actions they made use of the same natural feature of the country, the nullah, or dry bed of a torrent. At Meeanee they were posted in it, and fired over the bank, which served them as a parapet: in the latter action they took post on the furthest bank, covering themselves with a breastwork, and scarping down the abrupt portion of the bank of the nullah, which, divided into two branches by the force of the floods, served as a double ditch in front of the position, and gave it a formidable character as a defence from an attack in front. But the weakness of such positions consists in the possibility of penetrating them at any one point in force, and enfilading them by artillery. Once turned they have no means of recovery; and this has happened in both the actions. Whether they will try their fortune again in another shape remains to be proved. If the Ameer of Meerpoor is not a *sheer meer* coward, he will shortly make one other effort to recover his fortune and save his own territory from the hands of his enemies, rather than

be a skulking refugee in some friendly state; and although they have lost their artillery, there is little doubt that the Beloochees would follow again an energetic leader. They are fond of revenge, proud, and brave; and although deficient in discipline, might prove still very unpleasant visitors if led on by a man of any talent or courage, who would know how to make their numbers and valour available. So much are we impressed with this idea, that we should not feel the least surprised if the gallant Napier had a third time to give them a hint that it is time to retreat.

Suppose this Shere Mere Ameer of Meerpoor has given up all hopes of success, where are he and his followers to retreat to? The dispatch concludes with the supposition that they are gone to the Punjab. Now from the nearest part of that territory it is a distance of 300 miles, measured in a direct line from Hyderabad across the desert, and 50 miles more by following the course of the Indus: moreover we would ask, what are these people to do when they get there? The successor of Rnnjeet Singh is too closely bound by treaty with us to grant hospitality to these wandering warriors; and their numbers are too great to be taken into his service. If we were allowed to form a conjecture on this point, we should venture to suppose that if the Beloochees have given up all hopes of success on our side of the Indus, that the first thing they will think of will be to regain their own country as soon as possible—that they will follow the great road or roads that lead to Sukkur, and, crossing the Indus, endeavour to overpower our detachment there, which would be a gratification of their revenge. From thence they would get at once into the route followed by Major Clibborne's detachment, which leads circuitously to the Nufoosk Pass, by Poolagee; there they will be safe from any pursuit, and will feel that confidence in their stronghold, founded on the success with which they repelled the advance and attack just alluded to.

It was no doubt hard work thrashing these Beloochees under a "Scindian sun," and the General had little time in writing his despatch to enter into detail of previous arrangements; but it is curious that none of the collateral accounts from the scene of action mentions from whence the reinforcements were drawn that joined the Army after the action of Meeanee; and we are still in ignorance as to the amount of our force at Kurachee and Sukkur. But these points will probably be settled by the next accounts.

The prospects at present are very good as relate to the final settlement of the province. The people seem happy and contented with the change, and will, no doubt, in time, join in repelling any attempts of their late task-masters to bring them again into subjection. Much will depend on the line of frontier to be fixed on; but in any case there must be some expense in the first instance, and the presence of a good body of troops, to ward off the attacks of the Beloochee hornets on our frontier, and insure the stability of our Government within the province.

To say anything in praise of the General and his army, would be "to paint the lily"—their services are well and justly appreciated; indeed, it would seem as if the Indian Government had neglected their duty purposely to enhance the high qualities, courage, and resources, of Sir Charles Napier. He has, we observe, obtained one of the vacant regiments, which we hope will be his smallest reward.

OFFICIAL DESPATCHES.

From Major-General Sir C. J. Napier, K.C.B., Commanding in Scinde and Beloochistan, to Lord Ellenborough, Governor-General of India.

Camp, Hyderabad, March 23.

MY LORD,—Major Stack joined me last night with the 3rd Cavalry, the 8th N.I., and Major Leslie's troop of Horse Artillery. The enemy fired upon them as they passed Meeanee, but I had reinforced his party by the Poonah Horse at Mut-taree, in case of accidents, and also sent out the Scinde Horse to meet him at Meeanee, and in an hour after the enemy appeared I was there myself with a troop of the 9th Light Cavalry, the remainder of the last-named regiment following me with some cannon. No serious attack took place, and the whole arrived in camp late at night. I have given them this day to rest, and to-morrow morning I mean to attack the enemy wherever I find him. He is either at Kotree, Dubba, or Juss Ali Ka Tandah: all these are within six miles of Hyderabad, and he has already begun attacking our camels.

I beg to say that Major Stack's conduct on this march has pleased me very much. All sorts of reports reached him of the great force of the enemy, but he marched as boldly like a good soldier.—I have, &c.,

(Signed)

C. J. NAPIER, Major-General.

From Major M. Stack, 3rd Regt. Light Cavalry, to Major-General Sir C. J. Napier, K.C.B.

Camp at Alleear, March 27, 1843.

SIR,—I have the honour to report the arrival of the force under my command, viz., Major Leslie's troop of Horse Artillery (five guns), 3rd Regt. of Light Cavalry (297 sabres, including drill and sick), and the 8th Regt. of N.I. (818 of all ranks), at Hyderabad, on the night of the 22nd instant, having been detained a few hours on the road from Muttaree by a skirmish with the enemy on that day, the particulars of which I have the honour to subjoin.

I marched from Muttaree at eleven A.M., and, after passing the scene of action on the 17th ult., about one P.M., some horsemen appeared on my left front. Lieut. M'Murdo, who, with the Poonah Horse, under Lieut. Tait, had joined me on the morning of the 21st, proceeded to reconnoitre them with a few troopers of the advanced guard, and I directed the Poonah Horse to remain on their present ground, to reinforce the rear-guard, and protect the baggage.

As I could perceive the number of the enemy increasing, and they were firing sharply on our advance party, I detached a troop of the 3rd Light Cavalry, under Lieut. Moore, to Lieut. M'Murdo's support, and sent Lieut. Ashburner, Adjutant 3rd Light Cavalry, to report to you the appearance of the enemy. Lieut. Moore's troop made a spirited charge on the enemy's advance, but at too great a distance to reach them before they had secured themselves in the bed of the river.

Lieut. M'Murdo sent to report to me that the enemy were advancing in force, on which I halted the column, with the right resting on the Phoolalie, and detached two guns, under Capt. Rowan, a squadron 3rd Light Cavalry, under Capt. Malet, and the Grenadier Company 8th Regt., under Capt. Morse, to check their advance. At this time the enemy were crossing the bed of the Phoolalie in great numbers, both horse and foot, about three-fourths of a mile to our left rear, in the direction of our baggage, which was in the rear of the column; large bodies were drawn up in front of a wood on the opposite side of the river; and heavy masses were seen with a glass to their left rear, and advancing towards the head of our column.

The guns took a position nearly opposite the point where the enemy were crossing the bed of the river, and opened upon them with such effect that they were instantly checked; a few more rounds telling on them severely, they retreated with precipitation, and recrossed the river much more rapidly than they had advanced. In their retreat they carried with them all those who were ranged in front of the wood. The large bodies in the distance also fell back, and in about half an hour after the opening of our guns there was not an enemy in sight.

Capt. Jacob's Horse having arrived from Hyderabad about the time our fire ceased, I directed them to cover the rear of the columns, and recalled our detached

parties to join the main body; by this time the baggage being well in advance, I resumed the march, and arrived in camp without the slightest loss of any sort.

I have, &c.,

(Signed) M. STACK, Major,
3rd Regt. of Light Cavalry, late Commanding Troops
en route from Sukkur to Hyderabad.

From Major-General Sir C. J. Napier, K.C.B., to Lord Ellenborough.

Dubba, four miles from Hyderabad, March 24, 1843.

MY LORD,—The forces under my command marched from Hyderabad this morning at daybreak. About half-past eight o'clock we discovered and attacked the army under the personal command of the Meer Shere Mahomed, consisting of 20,000 men of all arms, strongly posted behind one of those large nullahs by which this country is intersected in all directions. After a combat of about three hours the enemy was wholly defeated, with considerable slaughter, and the loss of all his standards and cannon.

His position was nearly a straight line, the nullah was formed by two deep parallel ditches—one 20 feet wide and 8 feet deep, the other 40 feet wide and 17 deep—which had been for a long distance freshly scraped, and a banquet made behind the bank expressly for the occasion.

To ascertain the extent of his line was extremely difficult, as his left did not appear to be satisfactorily defined, but he began moving to his right, when he perceived that the British force outflanked him in that direction. Believing that this movement had drawn him from that part of the nullah which had been prepared for defence, I hoped to attack his right with less difficulty, and Major Leslie's troop of Horse Artillery was ordered to move forward, and endeavoured to rake the nullah. The 9th Light Cavalry and Poonah Horse advanced in line, on the left of the Artillery, which was supported on the right by H.M.'s 22nd Regt.,—the latter being, however, at first considerably retired, to admit of the oblique fire of Leslie's troop. The whole of the Artillery now opened upon the enemy's position, and the British line advanced in eschellons from the left, H.M.'s 22nd Regt. leading the attack.

The enemy was now perceived to move from his centre in considerable bodies to his left, apparently retreating, unable to sustain the cross-fire of the British Artillery; on seeing which Major Stack, at the head of the 3rd Cavalry, under command of Capt. Delamain, and the Scinde Horse, under command of Capt. Jacob, made a brilliant charge upon the enemy's left flank, crossing the nullah, and cutting down the retreating enemy for several miles. While this was passing on the right, H.M.'s 22nd Regt., gallantly led by Major Poole, who commanded the brigade, and Capt. George, who commanded the corps, attacked the nullah on the left with great gallantry, and I regret to add, with considerable loss. This brave battalion marched up to the nullah under a heavy fire of matchlocks, without returning a shot till within forty paces of the intrenchment, and then stormed it like British soldiers. The intrepid Lieut. Coote first mounted the rampart, seized one of the enemy's standards, and was severely wounded while waving it and cheering on his men. Meanwhile the Poonah Horse, under Capt. Tait, and the 9th Cavalry, under Major Story, turned the enemy's right flank, pursuing and cutting down the fugitives for several miles. H.M.'s 22nd Regt. was well supported by the batteries commanded by Capt. Willoughby and Hutt, which crossed their fire with that of Major Leslie. Then came the 2nd Brigade, under command of Major Woodburn, bearing down into action with excellent coolness; it consisted of the 25th, 21st, and 12th Regts., under the command of Capt. Jackson, Stevens, and Fisher, respectively. These regiments were strongly sustained by the fire of Capt. Whitley's battery, on the right of which were the 8th and 1st Regts. under Majors Browne and Clibborne. These two corps advanced with the regularity of a review up to the intrenchments—their commanders, with considerable exertion, stopping their fire, on seeing that a portion of the Scinde Horse and 3rd Cavalry in charging the enemy had got in front of the brigade. The battle was decided by the troop of Horse Artillery and H.M.'s 22nd Regt.

To Lieut.-Colonel Pattle, as second in command, I am indebted for his zealous activity and readiness to execute any duties confided to his charge. To my Personal Staff, and to the General Staff of the division, my thanks are due for their zealous assistance, I beg to recommend my Acting-Aide-de Camp, Lieut. Thompson, to your Lordship's protection. The long experience of my Military Secretary, Major

U. S. MAQ., No. 176, JULY, 1843.

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M'Pherson. was of much assistance to me in the field. To my extra Aide-de-Camp, Lieut. Brown, I have also to return my best thanks, especially for his assistance in examining the position of the enemy. Capt. Tucker, Lieuts. Rathbourne, Hill, North, and Battersby, all did good service in the fight. To Lieut. Pelly, Acting-Assistant Adjutant-General, I am indebted for his zealous exertions in that department. Of Lieut. M'Murdo's abilities, as Acting-Assistant Quartermaster-General, I cannot speak too highly, and regret to say he has received a sabre wound from a Beloochee, the third that he cut down in single combat during the day. To Major Lloyd, who commanded the Artillery, the service is indebted for the arrangements made for that arm, ably seconded by Major Leslie, Capt. Willoughby, Whitley, and Hutt. To the Commanders of Brigades and Regiments, and the officers, non-commissioned officers, and privates under their command, I have to return my thanks for their valiant bearing in the action. Major Waddington rendered me the most important aid in examining the enemy's position with that cool courage which he possesses in so eminent a degree; nor must I omit to mention the labours of Capt. Henderson and Lieuts. Outlaw and Boileau, with their hardy little band of Sappers, whose labours enabled the heavy eight-inch howitzers to come up into action. To Capt. Blenkins the Service is indebted for the ablest arrangements in the commissariat department. The exertions of the officers of the medical department, under Inspecting Surgeon Bell, were very laudable. Lieut. Leeson well arranged the baggage close up to the line, and merits thanks; for the duty of Baggage-Master with an Indian Army, is Herculean.

I will not close the list of those to whom I am indebted without mentioning that brave and indefatigable Arab gentleman, Ally Ackbar, to whose ability and activity I am much indebted.

Many, my Lord, have been the acts of individual valour performed by officers and private soldiers (both European and native), and the account of them shall hereafter be laid before your Lordship.

The Beloochee Infantry and Artillery fought well: their Cavalry made no stand, and 5000 disciplined soldiers were not to be long resisted by a barbarian force, even though that force were nearly five to one.

From the accounts which have come in since writing the above, there is reason to believe that the loss of the enemy has been very great; about 500 bodies have been counted upon the field of battle, and it is said that the neighbouring villages are filled with dead and wounded men. Eleven pieces of cannon were taken in position on the nullah, and seventeen standards.

It gives me great satisfaction to say that some prisoners have been taken, and though the number is but small, it is still some advance towards a civilised mode of warfare; for I cannot help thinking that the desperate resistance generally made by wounded Beloochees has arisen from their own system of warfare, which admits of no quarter being given in action.

We are at present employed in collecting the wounded Beloochees within our reach, in order to render them medical assistance.

I have deeply to regret the loss of the brave and excellent Capt. Garrett, 9th Light Cavalry, who fell honourably in the battle, and also the fall of Lieut. Smith of the Bombay Artillery. With unsurpassed and desperate valour he galloped in front of his battery, and rode up upon the top of the nullah (filled with enemies) to see where his guns could bear with greatest effect—here this hero fell. Many of the Scindian people (who are all in great delight at the destruction of their Beloochee oppressors) have come into camp from different parts, and bring assurances that the Beloochee force is wholly dispersed, and that Meer Shere Mahomed has fled into the desert with his family and about forty followers, but as Emaun Ghur has been destroyed, the heat will soon compel him to quit this temporary refuge, where there is no protection from the sun. He will therefore probably endeavour to reach Moultan. I have written to His Highness Ali Morad to arrest his progress in that direction, if possible, and to make him prisoner.

Three Beloochee chiefs fell in the action; one of them was the great promoter of the war, Majee Mahomed Seedee; and I have every reason to believe that not another shot will be fired in Scinde.—I have, &c.,

(Signed)

C. J. NAPIER, Major-General,
Commanding in Scinde and Beloochistan.

From Major-General Sir C. J. Napier, K.C.B., to Lord Ellenborough.

Aker ka Kanda, 26th March, 1843, five o'clock, P.M.

Sir Lord,—This town is twenty miles from the field of battle. We passed two proposed positions of great strength. I shall reach Meerpoor to-morrow. The Ameer, I understand, has fled to the desert in great terror, and all his family with him. The inhabitants receive us with great joy, and are very desirous to be assured that we mean to keep the country.

The Poonah Horse has pursued the Ameer, and are now near Meerpoor, forty miles from the field.

Subdar's servant (and the great mover of this rallied force) was Hoche Mahomed Seedee; he fell in the battle, and it was his followers that stood against the 22nd Regt. Three other chiefs have fallen, Golam Ali Talpoor, Ali Khan Talpoor, and Jaffa Khan Murry.—I have, &c.,

(Signed) C. J. NAPIER, Major-General.

NOTIFICATION.

Bombay Castle, 5th April, 1843.

1. The Honourable the Governor in Council feels the highest gratification in announcing, for general information, that official intelligence has this day been received, that it hath pleased Almighty God again to bless our arms with victory.

2. On the 24th ultimo, the British forces in Scinde, consisting of about 5,000 men, under the command of His Excellency Major-Gen. Sir C. Napier, K.C.B., attacked and signally defeated an army of 20,000 Beloochees, posted in a very strong and difficult position, four miles from Hyderabad, and commanded in person by Ameer Sher Mahomed, the Chief of Meerpoor.

3. The battle lasted for more than three hours, the resistance of the enemy was brave and determined, but in the end, unable to cope against British prowess, they were defeated with great slaughter, and with the loss of all their artillery and standards.

4. The Governor in Council has the highest satisfaction in now stating that, in this decisive combat, the troops of all arms highly distinguished themselves, and nobly maintained the honour of their country, under the guidance of their distinguished and intrepid Commander.

5. The Honourable the Governor in Council directs that a royal salute be fired this day from the garrison of Bombay, in honour of this victory, and that on receipt of this order a similar salute be fired at all the principal Military stations under this Presidency.

5. Annured are returns of the killed and wounded, and of the ordnance and standards captured from the enemy during this action, as furnished to this Government by his Excellency Major-Gen. Sir C. Napier, K.C.B.—By order of the Hon. the Governor in Council.

J. P. WILLOUGHBY, Secretary to Government.

Casualty Roll of killed and wounded in action near Hyderabad, on 24th March, 1843.

1st Troop Bombay Horse Artillery—1 Lieutenant killed, and 3 troopers wounded. 2nd Comp. 1st Batt. Foot Artillery—No casualties. 2nd Comp. 2nd Batt. Foot Artillery—1 camel killed, and 2 wounded. 3rd Column Golconda—1 Lieutenant, 4 Syce, and 1 horse wounded. 3rd Regt. Bombay Light Cavalry—1 trooper killed, and 9 wounded; 3 horses killed, and 12 wounded. 9th Regt. Bengal Light Cavalry—1 Captain killed, 3 troopers, 1 Syce, and 9 horses wounded. Poonah Horse—3 troopers killed, 1 Lieutenant and 17 troopers wounded; 2 horses killed, and 8 wounded. Scinde Horse—1 trumpeter and 17 troopers wounded; 13 horses killed. C. Comp. Madras Sappers—1 private wounded. H.M.'s 22nd Regt.—23 rank and file killed; 4 Lieutenants, 1 Ensign, 6 Sergeants, 2 Drummers, and 111 rank and file wounded. 1st Grenadier Regt. Bombay N.I.—2 Sepoys killed, and 1 wounded. 8th Regt. N.I.—1 Sepoy wounded. 12th Regt. N.I.—1 Sepoy killed, and 1 wounded. 21st Regt. N.I.—1 Drummer and 3 Sepoys killed; 2 Lieutenants, 1 Subdar, 1 Jemadar, 1 Havildar, and 21 Sepoys wounded. 25th Regt. N.I.—3 Sepoys killed, 3 Jemadars, 3 Havildars, and 16 Sepoys wounded. Staff—1 Lieutenant wounded. Total killed, 39; wounded, 231; grand total of casualties, 270. Horses—killed, 23; wounded, 30. Camels—killed, 1; wounded, 2. Names of Officers killed and wounded—1st Troop Horse Artillery—Lieut. J. C. Smith, killed.

3rd Comp. Golundauze—Lieut. J. C. Pownall, wounded slightly. 9th Regt. Light Cavalry—Capt. C. Garrett, killed. Poonah Horse—Lieut. Tait, wounded slightly. H.M.'s 22nd Regt.—Lieuts. Chute, Coote, Evans, Brenan, and Ensign Pennesfather, wounded. 21st Regt. N.I.—Lieut. Burr, severely wounded, and Lieut. Wilkinson, slightly do. Staff—Lieut. M'Murdo, Acting-Assistant Quartermaster-General, wounded.

Return of Ordnance captured in Engagement, near Hyderabad, on 27th March, 1843.

No. 1, iron gun, 3in. 7-10ths; No. 2, iron gun, 2in. 6-10ths; No. 3, iron gun, 3in. 7-10ths; No. 4, iron gun, 2in. 8-10ths. The guns are numbered from left to right, as they were placed in position. The whole of the iron ones are very inferior, uneven in bore, and much corroded; the carriages have been repaired only lately, and are all fitted with elevating screws. All are now loaded. No. 5, iron gun, 2in. A date of 1792, of European manufacture, on No. 5. No. 6, iron gun, 2in. 9-10ths; No. 7, brass gun, 2in. 7-10ths. In good order.—No. 8, brass gun, 2in. 7-10ths. In good order.—No. 9, iron gun, 2in. 2-10ths. Apparently of the same date and manufacture as No. 5.—No. 10, iron gun, 2in. 8-10ths. Carriage superior to any of the enemy's.—No. 11, brass gun, 3in. 3-10ths. Nearly (6) six feet in length.

Return of Standards taken from the Enemy on 25th March, 1843.

H.M.'s 22nd Regt.—Lieut. Coote captured first standard; Lieut. Powell captured a standard. Privates J. Doherty, C. Lynam, E. Jobin, J. M'Carlin, J. Walmaly, G. Roberts, E. Watson, and J. Oakly shot the defenders and captured the standards. Privates S. Cowen, S. Alder, and G. Brandbury, captured standards. Corporal Tim Kelly shot the defender, and captured a silver-knobbed standard. 25th N.I. captured two standards. 8th N.I. captured one standard, and took two prisoners. 21st N.I. captured two standards, and took one prisoner.

By his Excellency the Governor of Scinde.

Head-Quarters, Meerpoor, April 2, 1843.

1. Lieut. Rathbourne is to proceed to Hyderabad, and to assume the duty of Magistrate of the town, together with that of collecting the revenue in Lower Scinde, on the left bank of the Indus.

2. Those revenues on the right bank are to be collected by Captain Preedy, who is also to assume the duties of Magistrate of Kurrachee.

3. The revenues of Sukkur and Roree, with the districts attached to those towns, are to be collected by Captain Pope, who is also to perform the duties of Magistrate of Sukkur. The Magistrate for Roree will be hereafter nominated.

4. Lieut. Brown is appointed Commissioner for the civil administration of the whole of the conquered territory, under the orders of the Governor.

5. To Lieut. Brown the three collectors above mentioned are to send in their reports monthly, stating the receipts and expenditure of their respective districts, from which the Commissioner is to make up a general report to the Governor.

6. The above Officers are not to make any avoidable change in the ancient customs and laws of the country as we now find them. The conquest of a country is a sufficient convulsion for the people of that country, without adding to their disturbance by abrupt innovations on their habits and the usual routine of their social life. The above-mentioned Officers are, therefore, requested to confine their exertions to the correction of those numerous evils which the late tyrannical Government of the Beloochee conquerors had inflicted upon this unhappy land. It will depend upon the Government of Scinde to make the people hail the coming of the British as a memorable redemption from slavery and oppression, or look upon it with apathy as a mere change of cruel masters.

7. The above nomination of Officers is distinctly to be considered as a temporary measure, awaiting the decision of the Governor-General.—By order,

(Signed) P. M'PHERSON, Major, Military Secretary.

Approved and confirmed by the Governor-General.

Agra, the 17th April, 1843.

From Major-General Sir C. J. Napier, K.C.B., to Lord Ellenborough.

Meerpoor, April 5, 1843.

MY LORD,—I have the honour to report to your Lordship, that yesterday the

fortress of Oomercote opened its gates to the British force sent against it, and is in our hands. I have ordered a small garrison to hold it till further orders.

Considerable difficulties have prevented our sooner getting hold of this most important place; but the zeal and ability of the officers employed (Capt. Whittle, commanding in the first instance, and Major Woodburn afterwards), overcame those difficulties. In justice to Lieut. Brown, my Aide-de-Camp, I must say that this success has been chiefly owing to his exertions and zeal. Having myself remained in a central position, to receive the earnest report of the progress made by the inundation caused by the river Indus, and to direct the movements of the troops, which a deficiency of water towards Oomercote obliged me to divide, I was unable to command in person the detachment which proceeded to Oomercote. Being at Jourbee, I received a despatch from Oomercote, saying that it was defended by a powerful garrison; and at the same moment I received another from Hyderabad, to say that the river was rising with unusual rapidity. It therefore became necessary to give up the idea of attacking Oomercote, and I ordered a retreat, returning myself to this town. Just as my orders to retreat reached the advancing force (then within twenty miles of Oomercote) another report reached the Commanding Officer that the fortress was abandoned. Between this report and my order for him to retreat, the Commanding Officer was embarrassed; upon which Lieut. Brown mounted his horse, and, under the burning sun of this climate, rode forty miles to Meerpoor, received my orders, and instantly returned, taking the supporting troops on the road along with him; and Oomercote was taken.

Justice to this officer has made me enter into a detail otherwise unnecessary; but the man who rides eighty miles without stopping, and in broad day, under a Scindian sun, deserves this compliment.

The importance of having Oomercote in our possession is so great, that it repays every inconvenience. Emam Ghur does not exist, and I believe that no rallying point remains in the desert for the defeated Ameer Shere Mahomed, who, as is generally supposed, will fly to the Punjaub.

Thus, my Lord, I think I may venture to say Scinde is now subdued. The Scindian population everywhere express their satisfaction at the change of masters.

I have, &c.,

(Signed)

C. J. NAPIER, Governor.

By the Right Honourable the Governor-General of India.

Agra, April 11.

The Governor-General announces to the Army another and a most decisive victory gained by his Excellency Major-General Sir Charles Napier, K.C.B., in the vicinity of Hyderabad, over 20,000 Beloochees, led by Meer Shere Mahomed, of Meerpoor, a chief, who, having no ground whatever of complaint against the British Government, preferred the chances of war to the security of peace, and has now no refuge but the desert.

The Major-General directed his force with the same consummate ability which characterised his operations at Meeanee, and all the troops, worthy of being so commanded, executed their movements with a precision and steadiness which secured the victory to their impetuous valour.

The Army of Scinde has twice beaten the bravest enemy in Asia, under circumstances which would equally have obtained for it the victory over the best troops of Europe.

The Governor-General regards with delight the new proofs which the Army has given of its pre-eminent qualities in the field, and of its desire to mitigate the necessary calamities of war by mercy to the vanquished.

The ordinary expression of thanks would ill convey the extent of the debt of gratitude which the Governor-General feels to be due to his Excellency Major-General Sir Charles Napier on the part of the Government, the Army, and the people of Hindostan.

To have punished the treachery of protected princes; to have liberated a nation from its oppressors; to have added a province fertile as Egypt to the British empire, and to have effected these great objects by actions in war unsurpassed in brilliancy, whereof a grateful Army assigns the success to the ability and valour of its General; these are not ordinary achievements, nor can the ordinary language of praise convey their reward.