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First french revolutionary war. [1793.]

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FIRST FRENCH REVOLUTIONARY WAR.

ON the 20th of April, 1792, that party in France, the self-constituted National Convention, in whose hands were the person of the king and the reins of the government, declared war against the Emperor of Austria, as King of Hungary and Bohemia. This was the first war (although from the situation of Austria not a naval one) in which France had been engaged since the peace of Amiens. Maritime hostility, however, if such it can be called, soon broke out, the National Convention, on the 16th of September, declaring war against the King of Sardinia. Ten days afterwards a French army entered the territory of Savoy, and a French squadron of nine sail of the line, commanded by Rear-Admiral Laurent-Jean-François Truguet (a young officer just promoted to that rank by the republican minister of marine, Bertrand), and having on board a strong body of troops, took possession of Nice, Montalban, Villafrauca, and finally, after a destructive cannonade, and an assault by storm, with all its horrid military consequences, of the port of Oneglia.

On the 1st of October, according to an official return, the navy of France amounted to 246 vessels; of which 86, including 27 in commission, and 13 building and nearly ready, were of the line. The squadrons were designated according to the ports in which they had been built, or were laid up in ordinary; and, of the above 86 line-of-battle ships, 39 were at Brest, 10 at Lorient (afterwards united in designation with those at Brest), 13, including the only 64 in the French navy, at Rochefort, and 24, including a strong reinforcement recently arrived from the Biscayan ports, at Toulon. Of frigates at the different ports, there were 78, 18 of them mounting 18-pounders on the main deck, and none of them less than 12-pounders. Those, resembling in size and force the British 28-gun frigates, classed as 24-gun corvettes.*

* See Appendix, No. 4.

On the 21st of January, 1793, the French beheaded their king, Louis XVI.; and on the 24th the French ambassador, M. Chauvelin, as being now the representative of a regicide government, was ordered to quit England. A few weeks previous to this, a strong spirit of hostility on the part of the new republic had manifested itself against that country. On the 2d of January the British 16-gun brig-sloop Childers, Captain Robert Barlow, was standing in towards Brest harbour, when one of the two batteries that guard the entrance, or goulet, and from which she was distant not more than three-quarters of a mile, fired a shot that passed over her. Captain Barlow, imagining that the national character of his vessel was doubted, hoisted the British ensign and pendant; whereupon the fort that had fired ran up the French ensign, with a red pendant over it, and the signal was answered by the forts at the opposite side of the entrance. By this time the flood tide, for the want of wind to counteract its force, had driven the Childers still nearer to the two batteries; both of which now opened a cross fire upon her. Fortunately a breeze soon sprang up, and Captain Barlow was enabled to make sail. Being a small object, the Childers was hit by only one shot, a French 48-pounder: it struck one of her guns, and then split into three pieces, but, providentially, did not injure a man.

The pertinacious refusal of the King of England, and of the stadtholder, to partake of the revolutionary benefits which had been so liberally tendered them, provoked the National Convention, on the 1st of February, to declare war against Great Britain and the United Netherlands. The announcement of this important event reached London on the 4th, and occasioned the immediate issue of orders to detain all French vessels in British ports. The French possessed here a decided advantage. When they embargoed their ports, which they did, of course, on declaring war, upwards of 70 British vessels were lying there; but now that a similar measure was adopted in the ports of England, not more than seven or eight French vessels could be found in them. On the 11th the King of England sent down to parliament a message on the subject of the declaration by France; and on the same day directed, that general reprisals should be made on the vessels, goods, and subjects of the French republic. Notwithstanding this, a French work, of some celebrity, accuses the English of having commenced the war. "*Quand le gouvernement britannique nous déclara la guerre en 1793, son ambition, &c.*"*

The King of Spain having evinced, for the present at least, a similar disinclination to fraternize with democrats, was also doomed to feel the weight of republican wrath. War against

* Dict. Hist. des Batailles, par une Société de Militaires et de Marins; à Paris, 1818, tome ii., p. 56.

Spain was formally declared on the 7th of March; but letters of marque against that nation had, it appears, issued since the 26th of the preceding month; and even previously to that, Spanish vessels had been both captured at sea and embargoed in port. The manifesto and counter-declaration of the Catholic king issued on the 23d of March; and shortly afterwards Spain's neighbour, Portugal, declared herself a willing ally in the cause. The subsequent irruptions of the republican forces into the territories of the King of the two Sicilies made him also a party in the war. With Austria, Prussia, and Sardinia, war had existed, as already in part stated, for some time previous to the declaration against England and the United Netherlands.

We are now arrived at an epoch that calls for a more particular account of the state of the British navy, than we have hitherto deemed it necessary to give. It was this that suggested the formation of a series of annual abstracts, the first of the kind that have ever appeared in print; and which, being the result of a careful investigation of official and other records, are submitted, with some degree of confidence, to the public attention. The first abstract of the series shows not only the number of individuals, but the aggregate tonnage and established force in guns and men, of every class of ship belonging to the British navy at the commencement of the year 1793.* It also contains many other particulars, that will be found useful in drawing comparisons, as well between the British navy and the navy of any foreign power, as between the former itself at different periods. Were the "tons" not introduced, that acknowledged sign of improvement, the increasing size of the ships of any particular class would not discover itself; and we should be likely to form a very erroneous estimate of the comparative strength of the British navy at any two periods at which its numbers were summed up. The tonnages it may be observed, are precisely those inserted in the official register; and, being all the product of one mode of casting, afford a tolerably fair criterion of the relative size of the ships.

The propriety of placing "cruisers" in a separate, and that the most conspicuous, compartment of the table will be evident, when it is considered, that they constitute the sole aggressing force of a navy. Of the "stationary harbour ships," some are usefully employed; but the generality have no existence as fighting ships, and ought, strictly speaking, to have their names expunged from the published lists of the navy. So far, however, from sanctioning any curtailment, the monthly lists insert the name of every unseaworthy ship, as well as of every transport, yacht, and sheer-hulk. It does certainly seem very absurd, to consider a vessel, constructed solely for pleasurable purposes, as a ship of war; yet Steel ranks the large yachts with 20-gun

* See Appendix, Annual Abstract, No. 1.

post-ships, and that simply because the command of them devolves upon post-captains. In the official register their station, when in ordinary, is nearly at the bottom of the list; but, when in commission, they are removed to the rate, according to which the captain and officers receive their pay. The yachts, large and small, rank in the Abstracts with the hulks, hoys, and other excluded vessels. Every ship building, although her keel may not have been laid, or a single timber of her frame cut out, is also included in the published lists. One instance may suffice. In January, 1796, a 120-gun ship, to be named the *Caledonia* (in lieu of a ship of 100 guns, ordered in November, 1794), was directed to be built, and appeared in Steel a few months afterwards; but the ship was not laid down until January, 1805, nor launched until June, 1808. After all this, as it may well be called, paper-force has been added, the total at the foot of such periodical list is taken to denote, in an unrestricted sense, the numerical strength of the British navy.

On the other hand, as no foreign power publishes any regular list of her navy, the British have generally to glean their information from multifarious sources; such as, among others, the hasty and imperfect views of reconnoitring officers, the obscure and often contradictory statements of prisoners, and the loose paragraphs, and, not unfrequently, studied misrepresentations, of the enemy's journals. And, after all, the sum-total of these driblets can have but a partial reference; not covering, as it should do, the swarm of brigs, schooners, and armed small-craft, whose depredations on British commerce are, nevertheless, too important to be slighted. Hence, the numbers usually brought forward, as objects of comparison between the British and French navies, are wholly inadequate to the purpose, the one being greatly excessive, the other, to about an equal extent, deficient.

An expected rupture with Spain, respecting Nootka-Sound, in 1790, and with Russia, respecting Turkey, in the following year, had occasioned so unexampled an activity in the English dock-yards, that, by the end of 1792, upwards of 60 of the 87 line-of-battle cruisers in the Abstract were in good condition. The excellent plan, which, at the recommendation of Sir Charles Middleton (afterwards Lord Barham), then comptroller of the navy, had been adopted since 1783, of setting apart for every seagoing ship, a large proportion of the material articles of her furniture and stores, as well as of stocking the magazines at the several dock-yards, with every description of unperishable stores, displayed itself in the extraordinary despatch with which the ships at the different ports were equipped for sea-service: so that, in a very few weeks after the order for arming had issued, the commissioned cruisers of the line became augmented from 26 to 54, and the total of the commissioned cruisers from 136 to upwards of 200.

The number of commissioned officers and masters, belonging to the British navy at the commencement of the year was,

Admirals	17
Vice-admirals	19
Rear-admirals	19
" superannuated	15
Post-captains	446
" " "	20
Commanders, or sloop-captains	163
Lieutenants	1417
" superannuated	29
Masters	297

and the number of seamen and marines, including officers of all ranks, voted by parliament for the service of the current year, was 45,000.*

To the uninitiated public, a nomenclature, in which "commander," *i. e.* he that commands, stands as a subordinate rank to "captain," must appear, to say the least of it, very extraordinary. The former rank was originally styled "master and commander;" probably to distinguish the merchant-master, hired to command a small ship of war, from the captain regularly brought up in the navy. In process of time, having a reference more to the sound than the sense of the term, the first two words were lopped off, and "commander" became both a generic term, signifying whoever possessed the command of a ship of war (hence, we frequently see, "Ships and their commanders," endorsed upon books and official records), and a specific term, denoting that rank next in subordination to a post-captain, or rather captain, as the rank is now more commonly called. The Americans use a term not quite so ambiguous as master and commander: they call their captains of the second order "masters-commandant," which means "masters-commanding;" and that, in many instances, is really the case, most of their present captains and commodores having originally been masters in the merchant-service. There is, however, a real distinction in naval language between a "captain" and a "commander;" inasmuch as the latter, besides receiving less pay, may remain a commander for a century if his life should last so long, while the former ascends progressively to the head of the list, as his seniors drop off, or are promoted to flag-officers. To show that there is a distinction between the two orders of captains, we have, as is seen above, added to "commanders" or "sloop-captains;" afraid to venture at lopping off the first term because so long used, and, among the profession at least, so well known, but sanctioned, in a great degree, in subjoining the latter term as an explicative, by the notorious fact, that every "commander" is officially styled

* See Appendix, No. 5.

(see the Admiralty lists), and officially as well as otherwise addressed, "captain."*

A slight sketch of the naval strength of England's maritime allies in the war may here with propriety be introduced. Holland, according to her published accounts, possessed a navy amounting to 119 vessels, from a 74-gun ship to a six-gun cutter. But this was on paper: when analyzed, the Dutch navy dwindles into comparative insignificance. For instance, of the 49 "ships of the line," the largest, owing to the local impediments formerly noticed,† was not superior to a second-class British third-rate; and of those there were but 10 in all. The remainder of the Dutch line was composed of 64 and 54 gun-ships; the latter a class expelled from the line of battle by all other navies, but retained by the Dutch as a handy description of two-decker for their shallow waters. Some of the Dutch frigates were fine vessels, but very few of them carried heavier metal than long 12-pounders; and the designation of frigate descended to ships of 500 tons, mounting twenty-four 8-pounders, including four in the 'tween decks amidships. We shall, however, for consistency sake, when having occasion to mention these vessels, call them corvettes. Upon the whole, the navy of Holland, especially as by far the greater proportion of the ships lay rotten, and rotting, in dock or at their moorings in the different harbours, was little more than a nominal advantage to England in the war she was about to commence.

Spain, according to a list given in Schomberg's fourth volume, possessed a navy which, in numerical amount, vied with that of France. Out of a total of 204 vessels, 76 were of the line, mounting from 112‡ to 60 guns; of which latter class, and of 64s, there were but 11. Of the 76 ships of the line, 56 appear to have been in commission, and, of the under-line vessels, 105; comprehending four-fifths of the whole Spanish navy. This was an extraordinary large proportion, and out of which Spain might well stipulate to join the confederacy with 60 sail of vessels, great and small: a reinforcement, however, as the sequel will show, that proved of very little use. Portugal undertook to furnish six sail of the line and four frigates; which constituted nearly the whole amount of her navy. Her line-of-battle ships consisted chiefly of 74s, were fine vessels, and partly officered by Englishmen. The navy of Naples is represented to have been composed, including 74 gun-boats, of 102 vessels, mounting 618 guns, and manned by 8614 men. The principal part, if not the whole, of the line-of-battle force in this navy, consisted of

* This was an error which has been rectified. Although by courtesy Commanders are called *Captains*, yet they are never officially so addressed. The alteration took place when his present Majesty was Lord High Admiral.

† See p. 26.

‡ The Santissima-Trinidad, until subsequently built upon and augmented in force, was so rated.

four fine 74-gun ships, the *Tancredi*, *Guiscardo*, *Samnita*, and *Parthenope*; which four ships, in conjunction with a body of 6000 troops, the King of the Two Sicilies engaged to place at the disposal, when required, of the British commander-in-chief in the Mediterranean.

The principal maritime powers, which, when the war commenced, stood in the character of neutrals, were Russia, Denmark, and Sweden. The navy of the first power consisted of about 40 sail of the line, the second of about 24, and the last of about 18. Russia agreed so far to favour England in the war, as, with some restriction, to shut her ports against the vessels of republican France; but neither Denmark nor Sweden would confederate with their neighbour in a measure by which, as they conceived, and perhaps justly, their commerce would be lessened. There was a fourth ycleped neutral power, which, although possessing a navy of only a few frigates, and separated from Europe by the whole breadth of the Atlantic ocean, became in time, by her enterprising commercial spirit and expertness at concealing enemy's property, a more effective friend to France, and consequently a sharper thorn in the side of England, than if she had been at open war with her; as, in the latter case, the numerous vessels of the United States, trading between France and her colonies, might, without any complaint, remonstrance, or quibble, have been legally detained by British cruisers.

At no previous period had France possessed so powerful a navy as was now ready to second her efforts to humble, if not overthrow, her great maritime rival. It amounted altogether to about 250 vessels, of which 82 were of the line; and of these, nearly three-fourths were ready for sea, or in a serviceable state.* Moreover, the French government, shortly after the commencement of the war, in order to provide against those losses which, experience had shown, were likely to attend a contest with England, ordered to be laid on the stocks 71 ships, including 25 of the line; and to be cast at the national foundries 3100 pieces of sea-service ordnance, including 400 brass 36-pounder carronades, the first of the kind, as it would appear, forged in France.

Among the French ships ordered to be built, were five to mount 100 guns, and eight frigates to carry 24-pounders on the main deck. Instead of the former, one ship to mount 130 guns, and be named *Peuple*, was laid down; and, for the remaining four three-deckers, an equal number of 80s and 74s appear to have been substituted. Several of the old small-class 74s, or such as carried 24-pounders only on the lower deck, instead of being repaired to serve again in the line, or taken to pieces as unfit to serve at all, were cut down and converted into the most formidable frigates that had hitherto been seen. It is uncertain what was the exact armament of these "*vaisseaux rasés*;" but

* See Appendix, No. 6.

they appear to have mounted 28 long 24-pounders on the main deck, 18 long 12-pounders, and four brass 36-pounder carronades, upon the quarterdeck and forecastle, making a total of 50 guns, with a complement of 500 men. It is believed that the first ship so fitted was named *Expériment*. Seven others were, *Agricole*, *Brave*, *Brutus*, *Flibustier*, *Hercule*, *Robuste*, and *Scévola*.

The strength of any navy, considered in a national point view, is its line-of-battle, rather than its detached, or frigate force. The latter may cruise about, and interrupt trade, or levy contributions on some comparatively insignificant colonial territory; but it is the former that arrays itself before formidable batteries, and strikes dread into the heart of the parent state. According to the usual mode of comparing the British and French line-of-battle forces, we ought to be satisfied with the following statement :

	No. of ships.
British line	158
French line	82

The first, which is Steel's number for February, includes many ships for which there are no comparates in the number below. According to the first abstract in our series,* 113 is the proper number; but we shall add two of the ships in the building column, the *Cæsar* and *Minotaur*, because they were launched early in the present year; and, for the same reason, we shall not exclude more than two of the four French ships, described as nearly ready for launching. Hence, deducting the two French 74s declared to be unserviceable, and two other ships of the same class, that were undoubtedly converted into frigates, the numbers will stand thus :

	No. of ships.
British line	115
French line	76

In the one case, the difference is as two to one, or nearly so; in the other, it is barely as three to two. Still, the comparison is imperfect; for, while the French line is possessed of as many as eight ships that mount from 110 to 120 guns each, the British line can produce no ship that mounts more than 100 guns: and, while upwards of a fourth of the latter's numerical strength is made up of 64-gun ships, the weakest ship belonging to the former mounts 74 guns.

There is no remedy here, unless we take the total number of guns mounted on each side, which would be 8718 and 6002; showing a difference of rather more than four to three. But, as every one of the lowerdeck guns of any French line-of-battle

* See Appendix, Annual Abstract No. 1.

ship is of greater nominal caliber, by one ninth, than the heaviest long gun carried by any British ship;* and, as a French gun, of any given caliber, is of greater power, by one twelfth, than an English gun of the same nominal caliber;† the mere number of guns on each side is still an inadequate criterion of force. It remains, then, to reduce the calibers of the 8718 English and 6002 French guns into English pounds; and, that being done, a very simple arithmetical operation produces the following statement:

	No. of ships.	No. of guns.	Aggregate broad-side weight of metal in Eng. pnds.
British line	115	8718	88957
French line ‡	76	6002	73957

Here is a difference, not as the loose unwarranted statements usually made public would have us infer, of more than a half, but of very little over a sixth; and it is this mode of comparison alone, that can enable posterity duly to appreciate the efforts of the British navy, in the two long and eventful wars, which succeeded and grew out of the French revolution. Nor can the French themselves reasonably complain that this view of the relative strength of the two navies presents too slight a numerical difference; one of their conventional deputies, and no less a man than Jean-Bon Saint-André, having made the following public and uncontradicted assertion: "Avant la prise de Toulon, la France était la puissance maritime la plus redoutable de l'Europe."

As soon as war was resolved upon, the seamen of France were called together, by addresses calculated to rouse their patriotism and invigorate their efforts. The most violent invectives were cast upon the king and government of England; and the latter's alleged hatred to France was painted in glowing colours. The sailors were promised that their pay should be augmented, that, during their absence at sea, their wives and children should be taken care of, that a considerable proportion of such prizes as they might capture should devolve on themselves; and then, an enticing picture was drawn of the richly-freighted ships of England, coming alone and unprotected from every quarter of the

* Should the *Britannia*, because she mounted 42-pounders on her lower deck, be deemed an exception, the *Côte d'Or* (afterwards *Montagne*), represented to have carried French 48-pounders on the same deck, may be set-off against her.

† See p. 41.

‡ For the force of the different classes of French ships see page 78, and for the same of English ships, the first annual abstract in the Appendix. The Gibraltar's guns, for the reasons stated at notes § and K* of that abstract, are not there specified. For the present, it may suffice to state, that the Gibraltar's broadside weight of metal was only 828 lbs., instead of 972, the quantum assigned to the generality of her class.

globe. But the most deadly blow, that was aimed at British commerce, was the animating call upon the French merchants and capitalists, to equip without delay, strong and swift-sailing privateers. In short, the natural valour and enterprise of Frenchmen had never been raised to so high a pitch of enthusiasm, as at the onset of this the first maritime war in which, with the slight exception of Sardinia, the republic was engaged.

As, in the course of the details that are to follow, frequent reference will be made to the force of French ships, a table, showing at one view the established armaments of the different classes, would tend to free the subject from much of its accustomed embarrassment. Fortunately, the French navy being composed wholly of French-built ships, a uniformity prevails, that renders this mode practicable; and here follows, drawn up from authentic records, a tabular statement, which will afford the requisite information:

Nos. for reference.	CLASS.	First or main deck.		Second deck.		Third deck.		Quarterdeck.		Forecastle.		Poop.		Total No.	Complement.			
		Number.	Pounders.	Number.	Pounders.	Number.	Pounders.	Number.	Pounders.	Brass carrs.	No. Prs	Number.	Pounders.			Brass carronades.		
																No. Prs	No. Prs	
1	120 gun ship	32	36	34	24	34	12	14	8	....	6	8	....	4	36	124	1098
2	110 "	30	"	32	"	32	"	12	"	....	4	"	....	4	"	114	1037
3	80 "	30	"	32	"	....	....	12	12	....	6	12	....	6	"	86	840
4	74 "	28	"	30	"	....	....	12	8	....	4	8	....	4	"	78	690
5	40 gun frig.	28	18	10	"	2	36	2	"	2	36	44	330
6	38 "	26	"	10	"	2	"	2	"	2	"	42	320
7	36 "	26	12	8	6	2	"	2	6	2	"	40	300
8	32 "	26	"	4	"	2	"	2	"	2	"	36	275
9	28 "	24	8	....	....	....	....	....	6	"	2	"	....	....	....	32	200

There is one remarkable peculiarity in the arrangement of the guns on board of French ships. So paramount to all other considerations is the comfort of the captain, that no guns are mounted in the cabin of a line-of-battle ship; and sometimes the aftermost port of the main deck of a frigate is left vacant, to answer a similar purpose. This is the reason that French ships of the line, and frigates occasionally when captured by the British, are established with a greater number of guns than they had previously carried; a British captain preferring the uniform appearance of his gun-deck to the greater comfort of domestic furniture.

In a week or two after the declaration of war against England, Rear-admiral Pierre-César-Charles-Guillaume Sercey, with the 74-gun ships *Eole*, *America*, and *Jupiter*, and some frigates and corvettes, sailed from Brest bound to the West Indies; whither

the *Phocion* 74 had previously gone. About the same time a squadron from Brest, Lorient, and Rochefort began to assemble in Quiberon bay; and on the 4th of June Vice-admiral Morard-de-Galles, with all the line-of-battle ships then in the road, sailed from Brest for the same destination; having under his command, in the course of that and the following month, from 14 to 17 line-of-battle ships, and, by the latter end of August, a fleet composed of the 21 sail of the line and four frigates named in the following list:

Gun-ship.

120	Côte-d'Or	{ Rear-adm. ——— Lelarge.	2
		{ Captain Touissant Duplassis-Grénédan.	
110	{ Terrible	{ Vice-adm. ——— Morard-de-Galles.	1
	{ Bretagne	{ Commodore* ——— Bonnefoux.	
		{ Rear-adm. ——— Landais.	3
		{ Captain ——— Richery.	
	{ Auguste	{ Rear-adm. Yves-J. Kerguelen.	4
	{ Captain ———		
80	{ Indomptable	{ Commodore Eustache Bruix.	
	{ Juste	{ " Jean-Elie Terrason.	
	{ Trajan	{ " Louis-Thos. Villaret-Joyeuse.	
	{ Tigre	{ " ——— Vanstabel.	
	{ Audacieux	{ " François-Joseph Bouvet.	
	{ Téméraire	{ Captain Yves-François Doré.	
	{ Suffren	{ " Yves-Louis Obet.	
	{ Impétueux	{ " Jean-Pierre Lévêque.	
	{ Aquilon	{ " Jean-Baptiste Henry.	
74	{ Northumberland	{ " Guillaume Thomas.	
	{ Jean-Bart	{ " Joseph-Marie Coetnempren.	
	{ Tourville	{ " Claude-Marie Langlois.	
	{ Achille	{ " ——— Keranguen.	
	{ Convention	{ " ——— Labatul.	
	{ Neptune	{ " ——— Tiphaigne.	
	{ Révolution	{ " ——— Tranquelléon.	
	{ Superbe	{ " ——— Bois-Sauveur.	

Frigates, Galathée, Engageante, Nymphé, and Sémillante.

By a singular omission on the part of the French government, this formidable French fleet, instead of cruising in the ocean to harass British commerce, or speeding to the Antilles to strike a blow against one or more of the British colonies, was allowed

* A word or two may be here usefully introduced on the comparative rank of French naval officers. The French have only two classes of flag-officers; "vice-amiral," vice-admiral, and "contre-amiral," rear-admiral. Their "grand-amiral," or, as recently styled, "amiral," is an honorary rank usually given to some prince of the blood, and was of course suspended during the republican dynasty. When a "vice-amiral" commands a fleet, he is usually styled "général," and sometimes "amiral." The French have, also, or rather had during the war, a rank of "chef-de-division," or commodore; who hoisted his broad pendant even under a flag-officer. Their captains are divided into "capitaines de vaisseau de première classe," "capitaines de vaisseau de deuxième classe," and "capitaines de frégate." Of the first, a portion bear, or rather bore during the war, the additional rank of "chefs-de-division," or commodores; and it is considered proper to give them that appellation in the list.

to be at anchor in the road of Belle-Isle; with permission, however, to weigh occasionally, and stand across to the adjacent island of Groix. This was under an idea that England meant to make a descent upon that part of the French coast, in order to favour the cause of the royalists.

The necessity, on the part of England, of despatching squadrons, in the first instance, to the stations at a distance from home, occasioned some time to elapse ere a British fleet could be got ready, of sufficient strength to cope with the French fleet in Quiberon Bay, reinforced as that fleet was likely to be by ships from the neighbouring depots of Lorient, Rochefort, and Brest. It was not, therefore, until the 14th of July, that Admiral Lord Howe, with the Channel fleet, consisting of 15 ships of the line, besides a few frigates and sloops, set sail from St. Helen's. On the 18th, at 4 P.M., when about 20 leagues to the westward of Scilly, the fleet was taken aback in a squall from the northward, and the *Majestic* 74, in wearing, fell on board of her second astern, the *Bellerophon*: by which accident the last-named 74 had the head of her bowsprit, her foremast, and maintopmast carried away; but fortunately none of her crew were hurt. The *Ramillies* 74 was immediately ordered, by signal, to take the *Bellerophon* in tow. The former thereupon conducted her disabled companion to Plymouth, and on the 20th rejoined the fleet. On the 22d Lord Howe was joined by the *London* 98, sent out to replace the *Bellerophon* in the line of battle; and on the next day, the 23d, his lordship anchored with the fleet in Torbay.

On the 25th, having the day previous received intelligence, that an American ship had passed through a French fleet, believed to consist of 17 sail of the line, about ten leagues to the westward of Belle-Isle, Lord Howe again put to sea, with the wind at west, and on the same day fell in with the 24-gun ship *Eurydice*, Captain Francis Cole; who stated, that he had received a similar account from the master of an English privateer, with the addition, that the French were supposed to have stationed themselves off Belle-Isle, to be ready to protect a convoy daily expected from the West Indies. Lord Howe returned off Plymouth Sound, and was there joined by two ships, which he had requested to be sent to him: his force then consisting of the following 17 sail of the line, nine frigates, and five smaller vessels:

Gun-ship.	Queen Charlotte	Admiral (w.) Richard Earl Howe.	1
100 (D)		Captain Sir Roger Curtis.	
	Royal-George	„ Hugh Cloberry Christian.	
		„ John Hunter.	
„ (E)	Royal-Sovereign	Vice-adm. (r.) Sir Alex. Hood, K.B.	3
		Captain William Domett.	
		Vice-adm. (r.) Thomas Graves.	2
		Captain Henry Nichols.	

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ADMIRAL EARL HOWE.

FROM THE ORIGINAL BY GAINSBOROUGH.

IN THE TRINITY HOUSE, LONDON.

London, Richard Bentley, 1836.

Gun-ship.			
98* ...	London	Richard Goodwin Keats.	
	Cumberland.	Rear-adm. (b.) John Macbride.	4
		Captain Thomas Louis.	
	Montagu	James Montagu.	
	Ramillies	Henry Harvey.	
	Audacious	William Parker.	
74	Brunswick	John Harvey.	
	Ganges	Anthony Jas. Pye Molloy.	
	Suffolk	Peter Rainier.	
	Majestic	Charles Cotton.	
	Edgar	Albermarle Bertie.	
	Veteran	Charles Edmund Nugent.	
64	Sceptre	Richard Dacres.	
	Sampson	Robert Montagu.	
	Intrepid	Hon. Charles Carpenter.	

Frigates, Hebe, Latona, Phaëton, Phoenix, Inconstant, Southampton, Lapwing, Pegasus, and Niger.

Sloops, Incendiary (F.S.) and Ferret, two cutters, and one lugger.

Lord Howe then stood away to the westward, with the wind at north, and, having cleared Ushant, altered his course to the southward, and steered for the supposed station of the French fleet.

On the 31st, when the admiral had nearly reached the latitude of Belle-Isle, the wind, which had been blowing from the westward, veered suddenly back to north-north-east; and the fleet stood in towards the land, on the larboard tack. At 2 P.M. the British descried the island bearing east-north-east, and almost at the same moment, the fleet of M. Morard-de-Galles, consisting of 17 sail of the line (all those in the list at p. 55, except the Côte-d'Or, Tigre, and two out of the three ships, Aquilon, Impétueux, and Révolution), and several frigates, on the weather-beam.

Having been ordered to cruise off and on the coast, to be in readiness to protect a convoy from America, expected to arrive under the escort of M. Sercey and his three 74s, the French admiral, when first seen, was standing on the starboard tack close hauled. At 5 P.M. the French ships, then bearing from the centre of the British fleet north-west by west, and appearing from the masthead with their topsails just above the verge of

* In order to simplify these lists, we have omitted the letter referring to the class, or subdivision of the rate, in the annual abstracts, except where there is a difference of force. For instance, the Queen-Charlotte and Royal-George each mount 18-pounders on the third deck, but the Royal-Sovereign mounts only 12-pounders. The figures after the names of the flag-officers refer to their relative seniority. The ships of each rate, or class, stand in the list according to the seniority of their respective captains. Were the rank of the officer not made subservient to the class of the ship, a degree of confusion would frequently ensue: thus, the Veteran, of 64, would rank above the Majestic and Edgar, of 74 guns. The letters r, w, b, enclosed in parentheses, stand for red, white, and blue, the colours of the flags worn by admirals, vice-admirals, and rear-admirals respectively, according to gradation of rank, as explained in the Glossary.

the horizon, tacked to the eastward. Lord Howe, with his fleet formed in line-of-battle, continued standing in, with a very moderate breeze, until a little past 6 P.M.; when, being about three leagues from the north end of the island, he tacked to the north-west, and, after dark, each ship of the English fleet carried a light.

On the 1st of August, soon after daybreak, the wind being very light, 17 sail were seen, at a great distance, in the north-east. At 7 A.M. the British fleet put about on the larboard tack, but tacked again soon afterwards, an alteration of the wind favouring an endeavour to approach the enemy; many of whose ships, towards noon, were seen from the deck. Shortly afterwards it fell quite calm. As the evening came on, a light breeze sprang up from the north-west, of which the British fleet took advantage, and steered directly for the French fleet; but the wind again shifting to north-east, the British fleet hauled to the northward, in order to get in with the shore. The French fleet, when last seen in the evening, consisted of 21 sail, two of them reconnoitring frigates, whose hulls were visible from the deck.

On the 2d not a French ship was to be seen; but the master of an American vessel from Lorient informed Lord Howe, that he had, the day previous, passed through the French fleet, which he also represented to consist of 17 sail of the line. On the succeeding day two French ships were chased by the British advanced frigates, but were too near the shore to be overtaken. The unsettled state of the weather, which subsequently became very tempestuous, rendered it necessary to disengage the fleet from the intricate navigation of this part of the French coast. The ships, accordingly, hauled their wind and stood off. On the 10th, the British admiral, after having, owing to the freshness of the wind, failed in an attempt to reconnoitre Brest, cast anchor in Torbay.

Having effected his escape from a fleet which, according to the intelligence derived from the English newspapers, and from prizes and neutrals brought in by his frigates, consisted, when it sailed, of a much greater force than 17 sail of the line, Vice-Admiral Morard-de-Galles returned to his anchorage in the road of Belle-Isle. Here, very soon, a spirit of mutiny began to show itself among the French sailors. The poor fellows were without shoes or shirts, and, although compelled by the orders of the government to be daily spectators of their own shore, had been feeding upon salt provisions until the greater part of them were infected with the scurvy. Add to this, that they were debarred, by their forced inactivity, from sharing the spoils of war with their more fortunate brother-tars in the open sea; and it will be acknowledged, that the crews of the French ships at Belle-Isle had ample cause for complaint.

In the commencement of September the sailors called upon

the admiral to carry them to Brest; alleging, as a pretext for going thither, that the inhabitants were disposed to deliver up the port to the British, after the recent example of the Toulonese. To show that they were serious in their wish to repair to Brest, the crews of eight of the ships hoisted the topsails preparatory to weighing. In this emergency, after a council of officers had been holden, and delegates heard from the disaffected crews, the admiral found himself obliged to yield. Accordingly, on the 21st the French fleet got under way from Belle-Isle, and on the 29th anchored in the road of Brest.

The port of Brest will be so frequently alluded to in these pages, that a slight description of it may not be unacceptable. Brest lies a little to the southward of the most westerly point of France, and is in latitude $48^{\circ} 22'$ north, and longitude from Paris $6^{\circ} 48'$ west. It is considered to be one of the finest harbours in France, and perhaps in Europe. It possesses a safe roadstead, in which 500 ships of war may ride, in 8, 10, and 15 fathoms, at low water. The entrance, called *le goulet*, is narrow and difficult, with two dangerous rocks, *les Fillettes* and *le Mingan*, nearly in mid-channel.

The coast is well fortified on both sides; and outside the entrance, or *goulet*, are two anchorages, where the men-of-war frequently lie: one to the northward, named *Bertheaume Bay*, sheltered from the north, north-east, and north-west winds; the other to the southward, named *Camaret Bay*, sheltered from the east-south-east, south, and south-west winds. There are three passages into these bays, and into Brest harbour, from the sea: one named, *Passage du Four*, between the main land and the island of *Ushant*; and which the British have since called the *St. Vincent Channel*; the second, *Passage de l'Iroise*, between *Ushant* and the *Isle des Saints*; and the third, *Passage du Raz*, between the last-named isle and the *Bec du Raz*. The first and third passages are by far the most dangerous; and the *Iroise*, which is the centre or west passage, and of considerable width, is that off which the British fleet usually cruises. It is scarcely possible, however, to blockade the port of Brest, if the enemy inside is as vigilant as he ought to be. Brest contains the chief naval magazine of France, and is justly esteemed the key and bulwark of the country.

On the 23d of August the Channel fleet again weighed from *Torbay*, and sailed to the westward, to escort the *Newfoundland* trade clear of danger, and afford protection to the homeward-bound *West India* convoy on its arrival in soundings. Having effected both objects, and cruised ten or twelve days to the north-west of *Scilly*, *Lord Howe*, on the 4th of September, re-anchored in *Torbay*. On the 27th of October, after detaching *Commodore Pasley*, with the *Bellerophon* and *Suffolk* 74s, and *Hebe*, *Latona*, and *Venus* frigates, to look after five French frigates that, two days before, had chased the *Circe* frigate into

Falmouth, the British admiral once more put to sea, with his fleet augmented to 22 sail of the line, upon a cruise in the Bay of Biscay. On the 7th of November, when the fleet was close off Scilly, Commodore Pasley rejoined, without having seen any thing of the squadron in pursuit of which he had been detached. On the 17th the Gibraltar of 80, and Suffolk of 74 guns, parted company; thus leaving still with Lord Howe 22 sail of the line, composed of all the ships (except the Suffolk and the four 64s) named at p. 81, with the following ten ships in addition:

Gun-ship.			
98	Prince	{	Rear-adm. (w.) George Bowyer.*
		{	Captain Cuthbert Collingwood.
	{ Bellerophon	"	Thomas Pasley,
	{ Tremendous	"	James Pigott.
	{ Alfred	"	John Bazely.
	{ Defence	"	James Gambier.
74	{ Vanguard	"	John Stanhope.
	{ Bellona	"	George Wilson.
	{ Invincible	"	Hon. Thomas Pakenham.
	{ Russel	"	John Willet Payne.
	{ Marlborough	"	Hon. George Cranfield Berkeley.

On the 18th, at 9 A. M., latitude $48^{\circ} 32'$ north, longitude $1^{\circ} 48'$ west, the 38-gun frigate *Latona*, Captain Edward Thornborough, descried from her masthead, at a great distance to windward, a strange squadron, which proved to be French, and consisted of the 74-gun ships, *Tigre*, *Jean-Bart*, *Aquilon*, *Tourville*, *Impétueux*, and *Révolution*, and frigates *Insurgente* and *Sémillante*, *Espiègle* brig, and *Ballon* schooner, under the command of chef-de-division Vanstabel, from Brest on the 13th. upon a cruise in Cancale Bay.

The French ships, mistaking, probably, Lord Howe's fleet for a merchant-convoy, bore down until their hulls were distinctly seen from the decks of the British ships. By signal from the commander-in-chief, the *Russel*, *Audacious*, *Defence*, *Bellerophon*, and *Ganges*, as the most advanced line-of-battle ships, went in chase. The French squadron had by this time hove to; but, perceiving that they were pursued by a superior force, the ships now filled, and made sail to get off, carrying, in a very fresh wind from south by east, accompanied by a heavy sea, whole topsails, with topgallantsails occasionally; while double-reefed topsails, with topgallantsails upon them, were all the sail which the British ships would bear. The *Russel* soon sprang her foretopmast; and at 11 A. M. the *Defence*, the weathermost line-of-battle ship, carried away her fore and main topmasts. The frigates were now ordered, by signal, to keep sight of the enemy and lead the fleet.

* Lord Howe, instead of the white, now carried the union flag at the main; and Rear-admiral (w.) Benjamin Caldwell had succeeded Rear-admiral Macbride in the command of the *Cumberland*.

At a few minutes past noon the wind in a squall shifted a point or two to the southward. Thus favoured, the chasing ships tacked, and the *Latona* soon found herself so near to the two rearmost French frigates as to fire several shots at them. At 4 P.M. Captain Thornborough could have weathered and would have cut off one of them, the *Sémillante*, had not Commodore Vanstabel, in the *Tigre*, accompanied by his second, bore down to prevent him. The two French 74s passed so near to the *Latona* as to discharge their broadsides at her; but only two shots struck her, and they, fortunately, hurt no one. On receiving the fire of these ships, the British frigate gallantly luffed up and returned it; with so much effect, as to cut away the fore stay and main tack of the *Tigre*, besides doing some damage to her hull. No other ship of the British fleet was able to get near, although all the ships carried sail to that degree, that not only the fore and main topmasts of the *Defence*, but the maintopmasts of the *Vanguard* and *Montagu*, were carried away; and the ships were compelled, in consequence, to bear up for the Channel.

Towards evening the wind backed more round to the eastward, and, soon after midnight, shifted to east-south-east, and then east, the night being extremely dark. This alteration in the wind threw several of the advanced British ships as much to leeward, as they had previously been to windward; and, in expectation that the French ships would profit by the change and put about, or be restrained from bearing up, lest the leewardmost British ships should cut them off, Lord Howe kept his fleet upon a wind during the remainder of the night.

Towards 2 A.M. on the 19th, however, in the midst of a heavy squall of wind and rain, the French squadron bore away large to the west-south-west.* At 2 h. 30 m. A.M., on the weather clearing a little, the *Bellerophon*, who was now the most advanced, and quite out of sight, of all her line companions, discovered two or three sail of the enemy right ahead, and some others on her lee or larboard bow: she immediately bore away, and steered to pass between the two divisions. The return of thick weather soon shut out all the ships from her view, and at daylight none were in sight but the *Latona* and the 36-gun frigate *Phoenix*, Captain Richard John Strachan. These frigates were at first suspicious of each other, but in a little while came to a mutual recognition, and then bore up in company after an enemy's ship which had just hove in sight in the south-west, and was standing towards three others, that soon made their appearance in the west. On the *Latona's* making the signal, that these four ships, all of which were of the line, were superior to the chasing ships, Captain Pasley made the signal of recal; and the

* It is believed that some of the *Queen-Charlotte's* officers, with their night-glasses, saw the French ships cross her bows, but found a difficulty in persuading Sir Roger Curtis of the fact.

Bellerophon, accompanied by the *Latona*, *Phoenix*, and 38-gun frigate *Phaëton*, Captain the Honourable Robert Stopford, who had just joined company, bore away in search of the admiral, and, not finding him, steered for the Channel.

Having reassembled the greater part of his ships, Lord Howe continued to cruise until towards the middle of December; when, no enemy appearing, he returned with the fleet to Spithead.

The squadron, which this time so narrowly escaped from Lord Howe, had been despatched upon a service that, if successful, would have redounded to the credit of France, and have caused a corresponding sensation on the opposite side of the Channel. The customary practice in England, of making expeditions, whether great or small, the subject of newspaper paragraphs, having apprized the French government, that Vice-admiral Sir John Jervis, with four sail of the line, and a convoy, charged with provisions, naval stores, and troops, for the relief of Lord Hood at Toulon, was to sail from Portsmouth in the early part of November, a squadron, composed of six of the fastest sailing ships (the oldest of which, the *Tourville*, had not been launched a twelvemonth) of the Brest fleet, was detached to intercept the English vice-admiral.

On the 13th of November M. Vanstabel set sail from the road of Brest; and on the 19th, when Lord Howe's fleet hove in sight to leeward, the French commodore made sure that it was Sir John Jervis and his convoy, and bore down to endeavour to fulfil the object of his orders. Sir John was certainly to have sailed from Spithead in the beginning of the month, with one 98, one 74, and one 64 gun-ship, two 44s, and several frigates, sloops, and transports; destined to succour, not the royalists at Toulon, but those at Martinique and the adjacent French islands. M. Vanstabel, had he not fallen in with Lord Howe, would, however, have had to wait some days for his expected prey, Sir John Jervis, with his convoy of 39 vessels, not having been able, until the 26th, to get away from St. Helen's.* On the 30th M. Vanstabel returned to Brest, but not empty-handed; for, on the very day, or, as some of the French accounts say, on the very hour, on which he lost sight of the last ship of Lord Howe's fleet, he fell in with a British homeward-bound convoy (believed from Newfoundland), and took from it 17 ships and brigs, all deeply laden.

A battle between the two rival fleets had been so confidently predicted, that the nation was very ill-prepared to receive the account of a bootless campaign. To suppose, however, that Lord Howe and his fleet had not, in both instances of his meeting the enemy, done all that was possible to bring on an engage-

* Captain Brenton, by mistake (*Naval History*, vol. ii., p. 14), states that Sir John Jervis sailed on the 6th.

ment, betrayed a total unacquaintance with the subject. A fleet chasing in line of battle must not be expected to accomplish the best rate of sailing of the best sailer; for if one ship is inferior to the rest, the whole fleet must be detained, in order that the slowest ship should keep her station. The proverbial character of French ships renders it probable that the slowest sailer of the Brest fleet could have outsailed the swiftest sailer of Lord Howe's; especially upon a wind, in a light breeze, as was the case in the rencounter off Belle-Isle. In that of Cancale Bay, the French ships evidently got away by dint of superior sailing, aided by the thick and squally weather, and by the accidents which befel many of the leading British ships, and obliged them to discontinue the chase.

The refusal of M. Morard-de-Galles to come to an action with Lord Howe, where the forces were numerically equal, may have arisen from one or all of the following causes: an idea, founded on the reports of neutral and other vessels, met at sea, that the British admiral had upwards of 20, instead of 17 sail of the line; the orders of the French government, not to risk an engagement unless with such odds in his favour as would ensure success, or unless the expected provision-laden convoy from America, the object of solicitude to all France, should require his protection. Of this convoy we hear nothing during the present year; but Rear-admiral Sercey, who had been detached to escort it home, brought safe to the port of Brest, in the early part of November, his three 74s, the *Eole*, *America*, and *Jupiter*.

Having closed our year's account of the proceedings of the hostile fleets cruising in the Channel, we have next to attend to those stationed in the Mediterranean; on the northern coast of which is situated the second naval depôt belonging to France. Toulon lies about 10 French leagues east from Marseille, 24 south-west from Nice, and 125 in the same direction from Paris. The sea-front is well defended by batteries, that flank all the avenues. However, as this port is likely, in the course of our narrative, to become a very interesting spot, we shall borrow an able description of it from the work of a contemporary.

"The engineer who constructed the dock at Toulon had great difficulties to encounter; the ground was full of springs, and constantly undermined his foundation; he was therefore obliged to make an inverted arch of solid materials, which has answered the intended purpose: the French build their largest and best ships here. Besides the inner harbour which encloses the arsenal, they have an outer harbour and a road. The inner harbour is a work of art, formed by two jetties, hollow and bomb-proof, running off from the east and west sides of the town, and embracing a space large enough to hold thirty sail of the line, stowed in tiers very close together, as many frigates, and a proportion of small-craft, besides their mast-pond. The arsenal is

on the west side, and the ships in ordinary or fitting, lie with their bowsprits or their sterns over the wharf; the storehouses, containing the various articles of equipment, are within fifteen yards of them; the rope-house, sail-loft, bakehouse, mast-house, ordnance, and other buildings, are capacious and good: the model-loft is worth the attention of strangers, but it is seldom they can obtain the indulgence of an admission. The water in the basin is, of course, sufficiently deep to receive a first-rate with all her stores. The east side is occupied by the victualling department and the gun-boats: the north side is a fine capacious quay, on which stands the tower, extending from the dock-yard to the victualling office; immediately in front of it is the mouth of the basin, formed by the meeting of the two jetties to the distance of about sixty feet, on the easternmost one a pair of sheers is erected for masting the ships; a boom closes the entrance at night, and another runs from the jetty to the town, confining all the small-craft and timber on the west side of the harbour; the basin is never ruffled by any wind to occasion damage; the outer sides of the jetties present two tremendous batteries, à fleur d'eau, or nearly even with the water's edge, which we consider the very worst species of fort for a ship to encounter.

"The space for the anchorage of ships of war in the inner road is very confined, and probably not more than two or three sail of the line could lie there at a time; the ground is in general foul and rocky. The great road is a good anchorage, but neither extensive, nor secure from the effects of a Levanter, which throws in a heavy sea: it is defended on the south side by a peninsula, terminating at Cape Sepet: the bay of Toulon, which is eastward of this, is open, and the water deep, therefore not to be relied on as an anchorage in all weathers. The town, which, it has been observed, occupies the north side of the inner harbour, is fortified with great art, both on the land and sea approaches; but being commanded by the heights with which it is surrounded on all sides, must be dependant on them for protection. A semicircular chain of mountains on the north, extends from the Hieres-road on the east, to the pass of Oliol on the west; this pass might have bid defiance to any force, had it been guarded by British troops: it is five miles from the town. Strong batteries from the heights command also the arsenal and the anchorage. Fort la Malgue stands on a hill between the little and the great road; Fort Mulgrave occupies the tongue of land continued from this hill into the harbour: opposite to it, and on a point of land which forms the little road, at the distance of half a mile, stand the forts of Aiguillete and Bellaguer; whence to Cape Sepet the shore is one continued chain of forts.

"The heights of Toulon are estimated at six hundred yards, and are of the most rugged and difficult ascent: the rocks

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ADMIRAL LORD HOOD.

FROM AN ORIGINAL PICTURE BY SIR JOSHUA REYNOLDS.

crumbled under the feet of our daring countrymen as they mounted to the assault, and often precipitated huge masses on the heads of those beneath; the tops are guarded by the redoubts of St. Antoine, Artigues, St. Catherine's, and others: from the battery of La Croix, on the peninsula, to Cape Brun, the distance is two thousand yards, and this may be taken as the extreme breadth of the great road from north to south; westward of this may be about the same distance towards the grand tower and Bellaguer.

"The Mediterranean, though subject to strong and irregular currents, has no rise or fall of tide: this peculiarity of the inland sea subjects the port of Toulon to difficulties unknown to the rest of Europe, and its improvement, under such natural disadvantages, is highly creditable to the ingenuity and public spirit of the nation. They have but one large dock, which, when filled for the reception of a ship, is afterward pumped out by the convicts, who were formerly employed in working the galleys; but that species of force being now disused, these people are kept to such labours only as their crimes have deserved, and their strength will enable them to perform."*

France having assembled, at the time she declared war, a powerful fleet in the harbour of Toulon, it became necessary that an English fleet should be despatched, without delay, to the Mediterranean. Accordingly, a fleet, in several divisions, proceeded for that destination. The first division, composed of one 98, and one 74 gun-ship, under the orders of Rear-admiral John Gell, in the *St. George*, sailed from Spithead early in April; and on the 15th of the month, was followed from the same anchorage by the second division, composed of two 98, and three 74 gun-ships, and two frigates, under Vice-admiral Philip Cosby, in the *Windsor-Castle*. The third division, composed of one 100, three 74, and one 64 gun-ship, and two frigates, under Vice-admiral Hotham, in the *Britannia*, sailed also from Spithead early in May, and was followed, on the 22d of the same month, by the fourth and last division, composed of one 100, five 74, and one 64 gun-ship, five frigates and sloops, two fire, and two hospital ships, under Vice-admiral Lord Hood, the commander-in-chief, in the *Victory*.

It was not until the middle of August that the vice-admiral arrived before the port of Toulon. His force then consisted of the following 21 sail of the line, besides frigates and sloops:

Gun-ship.

100	} <i>Victory</i>	{ Vice-adm. (r.) Lord Hood.
	} <i>Britannia</i>	{ Captain John Knight.
		{ Vice-adm. (w.) William Hotham.
		{ Captain John Holloway.

* Brenton's Naval History, vol. i., p. 200.

Gun-ship.		
98	Windsor-Castle	{ Vice-adm. (b.) Philip Cosby, Captain Sir Thomas Byard.
	Princess-Royal	{ Rear-adm. (r.) Charles Goodall. Captain John Child Purvis.
	St. George	{ Rear-adm. (b.) John Gell. Captain Thomas Foley.
74	Alcide	" Robert Linzee.
	Terrible	" Skeffington Lutwidge.
	Egmont	" Archibald Dickson.
	Robust	" Hon Geo. Keith Elphinstone
	Courageux	" Hon. William Waldegrave.
	Bedford	" Robert Mann.
	Berwick	" Sir John Collins.
	Captain	" Samuel Reeve.
	Fortitude	" William Young.
	Leviathan	" Hon. Hugh Seymour Conway.
64	Colossus	" Charles Morice Pole.
	Illustrious	" Thomas Lennox Frederick.
	Agamemnon	" Horatio Nelson.
	Ardent	" Robert Manners Sutton.
	Diadem	" Andrew Sutherland.
	Intrepid*	" Hon. Charles Carpenter.

The French had in Toulon ready for sea, exclusive of several frigates and corvettes, the following 17 sail of the line:

Gun-ship.			Gun-ship.	
120	Commerce-de-Marseille.	74	{	Héros.
80	Tonnant.		{	Heureux.
74	{ Apollon.†		{	Lys.
	{ Centaure.		{	Orion.†
	{ Commerce-de-Bordeaux.		{	Patriote.†
	{ Destin.		{	Pompee.†
	{ Duguay-Trouin.†		{	Scipion.
	{ Entreprenant.†		{	Themistocle.†
{ Généreux.†	{			

There were also four sail of the line, Dauphin-Royal, 120, Triumphant 80, and Puissant and Suffisant 74s, refitting; nine repairing, or in want of repair, namely, Couronne and Languedoc 80s, and Alcide, Censeur, Conquérant, Dictateur, Guerrier, Mercure, and Souverain 74s; also one building, but not in a very forward state.† The fleet was commanded by Rear-admiral the Comte de Trogoff; who, even had the forces been more equally matched, was too sound a monarchist to fire a shot in the cause of republicanism. This spirit of disaffection existed, not only to a partial extent in the fleet, but very generally throughout the whole of the southern provinces; and the inhabitants, for their alleged disloyalty, were either feeling, or momentarily dreading, the full weight of republican rage.

* It is doubtful if this ship joined before the latter end of August.

† The seven ships thus marked had, since the commencement of the year, arrived from the Biscayan ports.

‡ The following table has been carefully drawn up, and may be relied upon as the most correct account of the kind that has appeared in print:

Such being the posture of affairs, no surprise was excited when, on the 23d of August, two commissioners came off to the Victory, Lord Hood's flag-ship, to treat for the conditional surrender of the port and shipping to the British. These commissioners represented themselves to be charged with full powers from the sections of the departments of the mouths of the Rhone, in which Marseille was situated, to treat for peace; expressly stating, that the leading object of their negotiation was to effect the re-establishment of a monarchical government in France. They expected, they said, the immediate arrival of deputies, similarly authorized, from the section of the department of Var, of which Toulon was the principal town.

To encourage the inhabitants of both departments to make a free avowal of their sentiments, Lord Hood issued, without delay, a preliminary declaration, in which he pledged himself, that, if a candid and explicit declaration of monarchy should be made at Toulon and Marseille, the standard of royalty hoisted, the ships in Toulon dismantled, and the harbour and forts placed provisionally at his disposal, so as to admit of egress and regress to the British fleet, the people of Provence should have all the assistance and support which that fleet could afford; that not an atom of private property should be touched; that a peace upon just, liberal, and honourable principles was the sole object of the treaty; and that, on such an event taking place, the port of Toulon, its batteries, and shipping, with the stores of every kind, as particularized in a schedule to be drawn up, should be restored to France. To this succeeded a very animated proclamation, addressed to the inhabitants of the towns and provinces in the south of France; wherein the miseries of the nation were forcibly, yet truly, depicted, and assurances given, that the coalesced powers would willingly co-operate with the well-disposed, in putting down the odious faction that governed the country. As the republican forces, under General Carteau, were pressing hard upon Marseille, the British admiral was

State of the French Mediterranean force, when Lord Howe was off Toulon, in August, 1793.		SHIPS OR VESSELS OF, GUNS,									
		120	80	74	40	38	36	32	28	Corvettes.	Total.
In Toulon	in the outer harbour, ready for sea	1	1	15	2	—	3	—	2	10	34
	in the inner ditto, refitting	1	1	2	—	—	1	—	—	—	5
	in ditto and the basin, repairing, or in want of repair	—	2	7	—	—	3	2	—	2	16
	in ditto, building.	—	—	1	2	—	—	—	—	—	3
Cruising in the Mediterranean		2	4	25	4	—	7	2	2	12	58
		—	—	1	3	2	5	—	2	4	17
Total		2	4	26	7	2	12	2	4	16	75

compelled to confine his assistance in that quarter to the granting of a passport, authorizing the inhabitants to import grain, of which the town stood greatly in need.

Toulon was not unanimous in the wish for a monarchical government. A republican party, although not very formidable, existed in the town, and the bulk of the fleet, with Rear-admiral St. Julien, the second in command, at its head, had avowed a similar sentiment; but the commander-in-chief, as already stated, was a staunch monarchist. It was this disunion that had prevented the expected junction of the deputies on board the *Victory*; and the admiral determined to send an officer to Toulon, to ascertain how matters stood. Accordingly, on the afternoon of the 24th, Lieutenant Edward Cooke, of the *Victory*, accompanied by a midshipman, and clothed with powers to treat with the royalists for the surrender of the port, departed on that perilous enterprise. He purposely delayed entering the harbour until 10 p. m. It was then dark and windy, and he kept close under a high shore until abreast of the French fleet; when, conceiving the boldest measure to be the safest, he pushed off to the ships, and, being taken for one of their own boats, passed unnoticed between them.

On reaching the dock-yard, and escaping detention by a gun-boat that had boarded him, Lieutenant Cooke received a deputation from the committee-general, but was not permitted to land until next morning. Finally, he was conducted to the chamber where the committee was sitting; and the latter signed a declaration, agreeing to Lord Hood's proposal. One of the articles of that declaration was: "The people of Toulon trust the English nation will furnish, speedily, a force sufficient to assist in repelling the attacks with which they are at this moment threatened, by the army of Italy, which is marching towards Toulon, and by that of General Carteau, who directs his forces against Marseille." In his way back to the fleet, Lieutenant Cooke was arrested, but liberated by the mob; and, on the same afternoon, reached the *Victory* in safety.

The same enterprising officer afterwards made a second trip; and the following extract from a private letter from Lieutenant Cooke, gives an interesting account of one out of the many hair-breadth escapes he underwent: "A French frigate lay very much in my way; therefore, to throw her off her guard, I stood directly towards her: till, having neared the shore so that her boat could not cut me off, I altered my course, and rowed for the shore as fast as possible. The frigate immediately manned and sent off her long-boat, who kept up a constant fire of swivels at me the whole way; but they were too late; the shot all passed over my head, and I landed safe, though by no means without some doubts: this, however, was not a time for reflection. From the nature of the shore, which is bounded by high rocks, it was absolutely necessary to pass the broadside of the frigate,

who was anchored parallel to it: so stopping to take breath before I opened the vessel, I jumped from among the rocks and ran for it. As I expected, she fired instantly; but I had not far to go, so only received her first fire before I got to the path that led up the cliff. Here the looseness of the ground, with the sand and dirt that the shot threw up, bothered me very much. Having at length gained the top, which, though not high, was exceedingly steep, I hid myself in the bushes and fig-trees, till I again recovered my strength and breath: all which time the frigate kept up a constant fire, which, to be sure, made a confounded noise among the trees, but did me no harm. At length, quitting my post, I pushed forward for the city, and arrived about 10 o'clock, amidst the acclamations of the greatest multitude I ever beheld."

On the 26th, in the evening, Lieutenant Cooke returned, accompanied by Captain Imbert, of the French 74 Apollon, as a special commissioner from the committee-general, for the purpose of ratifying the treaty; and who assured Lord Hood, that Louis XVII. had been proclaimed by the sections, and that the latter had sworn to acknowledge him. On this, the vice-admiral resolved to land troops, and take possession of the forts that commanded the ships in the road. The unfortunate Marseillaise had, on the preceding day, the 25th, been compelled to open their gates to General Carteau and his army.

The French Rear-admiral St. Julien, to whom the seamen had intrusted the command of the fleet, in the room of Rear-admiral Trogoff, had, in the mean time, manned the forts on the left of the harbour, in order to oppose the British in their entry. Seeing this, Lord Hood, at noon on the 27th, ordered about 1500 troops, consisting of the greater portions of two regiments that had been embarked in the fleet, and about 200 marines and seamen, to be landed near Fort Lamalgue. The service was promptly executed under the direction of Captain Elphinstone, of the Robust, and immediate possession taken of the fort; of which Captain Elphinstone was appointed governor. This fort, which was on the right of the harbour, commanded that occupied by St. Julien; who, on being informed by a flag of truce, that such of the ships as did not immediately proceed into the inner harbour and land their powder, would be treated as enemies, abandoned his position, and, with the crews of seven line-of-battle ships, amounting to 5000 officers and men, escaped into the interior. In the course of the morning, the remaining French ships removed into the inner harbour, in compliance with Captain Elphinstone's order; and, in the afternoon, the British and Spanish fleets (the latter, composed of 17 sail of the line, having hove in sight just as the troops had effected a landing) anchored together in the outer harbour of Toulon.

On the same day, the 27th, Lord Hood issued a second proclamation, confirmatory of the assurances contained in his first;

and, on the following day, received a satisfactory address from the united sections of the civil and military departments. On the 28th, also, the British at Lamalgue received a reinforcement of 1000 men from the Spanish fleet. Lord Hood appointed Rear-admiral Goodall governor of Toulon and its dependencies, and the Spanish Rear-admiral Gravina, commandant of the troops.

Having gained information that a detachment from Carteau's army, with ten pieces of cannon and some cavalry, was posted at Senary and Ollioules, two villages about five miles distant from Fort Lamalgue, Captain Elphinstone, on the 31st, sent directions to the committee of war at Toulon to forward to him a proportion of their best troops, with six pieces of artillery: he then marched at the head of 300 British, and the same number of Spanish troops, in the direction of Ollioules. The enemy was found very advantageously posted, with two pieces of cannon stationed on a bridge in his front; but, after a slight resistance, he abandoned his position, leaving in the hands of the conquerors his cannon, horses, ammunition, &c.

The French force consisted of between 700 and 800 men; and their commander, citizen Mouret, had received orders to possess himself of the heights that commanded the powder magazine at Malaud. The British loss was Captain Douglas, of the 11th regiment, killed, and a sergeant and 12 privates wounded; the Spaniards lost three killed, and two wounded. On their way back to Lamalgue, the allied troops met the French royalist troops, who had been unavoidably delayed in their departure from Toulon. The success of Captain Elphinstone in this affair gained him many compliments on his knowledge of military tactics, so little expected in an officer of the navy.

During the early part of September, the increasing numbers of General Carteau's army on the west, and of General Lapoype's, or the army of Italy, on the east, kept the allied posts in a constant state of alarm. Nor was it at all lessened by the turbulent behaviour of the 5000 French seamen, lately belonging to the ships in port. Lord Hood, being determined to send these away as quickly as possible, gave orders that four of the most unserviceable of the French 74s, the *Entreprenant*, *Orion*, *Patriote*, and *Trajan*, should be got ready for their reception. Each ship's guns, except two 8-pounders, with 20 cartridges of powder, for making signals, were sent on shore, as well as all the small arms. On the 14th the refractory seamen embarked, and the ships, being provided with passports, sailed under flags of truce; the *Orion* bound to Rochefort, the *Aquilon* to Lorient, and the *Patriote* and *Entreprenant* to Brest: the two latter ships reached their destination on the 13th of October; a day or two previously to that date, the two former arrived at their respective ports. The 16-gun brig-corvette *Pluvier*, at the same time, was sent to Bordeaux.

On the 18th of September, in the morning, the republicans

opened two masked batteries, one of three, the other of two mortars, at the head of the north-west arm of the inner road, near La Petite-Garenne, upon the prize-frigate *Aurore*, carrying 12 and 6 pounders, Captain Henry Inman, and a gun-boat, or floating-battery, mounting four long 24-pounders and two brass mortars: which two vessels had been stationed near the *Poudrière*, for the defence of the head of the harbour, and to cover the fort of Malbousquet on the side next to the water.

On the 19th the republicans opened a fresh battery to the left of the abovementioned, mounted with several 24-pounders; and on the same day the British 98-gun ship the *St. George*, bearing the flag of Rear-admiral Gell, accompanied by a second floating battery, under the command of Lieutenant Joseph Salvador Moriencourt, of the *Princess-Royal*, 98, joined the *Aurore*. During the whole day a heavy fire was maintained between the 98-gun ship, frigate, and two floating-batteries, and the newly erected works of the republicans: but at noon the two floating batteries were forced to slip their cables, to get out of the reach of the enemy's fire. The works of the republicans, although partially destroyed by the fire of the British vessels, were quickly renewed, and the firing recommenced as briskly as ever.

On the 20th the floating batteries returned to the attack; and the cannonade continued during that and the following day, but with so much increased disadvantage to the two floating batteries, that one of them was sunk by the effects of the shot she had received. Among the wounded officers, in one of the floats, was Mr. Henry Vansittart, a midshipman of the *Victory*. A heavy oak splinter struck him on the head, cut through the skull to the thin membrane that covers the brain, and, passing on, took off the thigh of a Spanish bombardier, serving in company with the British seamen.*

On the 24th, Rear-admiral Gell having been appointed to command a small squadron of British, Spanish, and Royalist-French ships, bound to Genoa, the *Princess-Royal* 98, commanded by Captain John Child Purvis, in the absence of Rear-admiral Goodall, on shore as Governor of Toulon, took the place of the *St.-George* before the republican batteries. A Spanish 74 now also formed part of the cannonading force. During the firing, which was kept up, at intervals every day, for some weeks, the *Princess-Royal* (and not the *St.-George*, as a contemporary states†) met with a serious accident. One of her lowerdeck guns unfortunately burst: whereby three seamen were killed, the master, one master's mate, and 22 seamen and marines wounded. A piece of the upper part of the gun forced its way through both the second and third decks, overturning upon the former a gun and its carriage.

* Marshall's Royal Naval Biography, vol. ii., p. 330.

† Brenton, vol. i., p. 211.

On the 24th, also, the Colossus 74 arrived, with 350 Sardinian troops, from Cagliari. On the 28th 800 more arrived from Conti, in the Bedford and another 74, which had been detached to bring them; and, on the same day, arrived Marshal Forteguerri from Naples, with the two 74-gun ships Guiscardo and Tancredi, and four smaller vessels, having on board 2000 troops. On the 30th Rear-admiral Gell, having received his instructions from Lord Hood, sailed from Genoa with the St.-George, Bedford, and Captain, British line-of-battle ships, two British frigates and five sloops; one royalist French, three Spanish sail of the line, and eight or nine French or Spanish frigates and corvettes formed part of his squadron.

During the night of the 30th the republicans, availing themselves of a thick fog, surprised a detachment of Spanish troops, and thereby got possession of the heights of Pharon, immediately over Toulon. On the next day, however, just as they had established themselves in their new position, the French were driven from it, with great slaughter, by a detachment of Spanish, Sardinian, Neapolitan, and British troops, under the command of Brigadier-general Lord Mulgrave (who had arrived on the 6th), assisted by Rear-admiral Gravina and Captain Elphinstone. The republican forces were stated to have amounted to 1800 or 2000 men, and to have lost nearly three-fourths of the number in killed, wounded, and missing. The loss of the combined forces consisted of eight killed, 72 wounded, two missing, and 48 prisoners.

Napoleon Buonaparte was present in these attacks. The following anecdote of him is extracted from a French historical work: "Un jeune homme de vingt-trois ans fut jugé capable et digne du commandement de l'artillerie; on la lui confia. Ce jeune homme avait reçu une éducation toute militaire, et l'on remarquait déjà qu'un amour ardent pour la gloire enflammait le génie de Buonaparte. C'était lui-même. L'habileté et la hardiesse de ses dispositions se font remarquer. A l'attaque du fort Pharon, un commissaire de la convention critique et condamne la position d'une batterie. Buonaparte lui dit avec fierté: Melez-vous de votre métier de représentant; laissez-moi faire le mien d'artilleur: cette batterie restera là, et je répons du succès."* The battery, it appears, did fully succeed, and Buonaparte received the applause of the generals present; shortly afterwards he was himself made a brigadier-general.

On the 5th of October a second division of 2000 Neapolitan troops, escorted by a Neapolitan 74, the Samnita, arrived at Toulon. On the 8th it was resolved to attempt the destruction of three batteries which the enemy had recently erected, one on the height des Moulins, and two to the southward, on the height de Reinier; and all of which forts, particularly the two latter, me-

* Dictionnaire Historique, tome iv., p. 131.

nanced the shipping in the road. Accordingly, on the same night, a detachment of troops, composed of 50 Spaniards, 100 Piedmontese, 50 Neapolitans, 408 British, including 50 marines, and a party of seamen headed by Lieutenant Walter Serecold, of the navy, the whole under the command of Lieutenant-colonel Nugent, marched up the difficult ascent to the batteries, and stormed and carried them with a very trifling loss.

The French force in these batteries was said to consist of 300 men, and, at the heights a little above them, from 1200 to 1300 were concentrated. The narrow paths and rugged precipices by which the troops had to descend, in order to avoid the fire from two heavy batteries in the neighbourhood, rendered it impracticable to bring away the ordnance. The guns, therefore, consisting of one 4, one 6, two 16, and three 24-pounders, besides two 13-inch mortars, all of brass, were effectually destroyed, under the immediate direction of Lieutenant Serecold; and the combined forces returned to their quarters without molestation.

The city and suburbs of Toulon occupied a circumference of at least 15 miles, including eight principal, and several intermediate posts, between most of which there was only a water-communication; the total amount of British troops, at this time in and about Toulon, amounted only to 1360 rank and file. Hence, the extended line of works necessary to defend the town on the land side, the small quantity of troops of which the garrison was composed, the strength, activity, and local experience of the besiegers; but above all, the backwardness of some, and the jealousy and distrust of others, of the allied forces, were among the many difficulties under which Toulon was, even at this time, retained.

A Lieutenant-general Valdez having arrived, since the 18th, to succeed Rear-admiral Gravina, owing to the serious wound which the latter had received at the heights of Pharon, Admiral Langara, on the 23d, wished Lord Hood to recognise the recent appointment by his catholic majesty of the lieutenant-general to the rank of "commander-in-chief of the combined forces at Toulon." This his lordship very properly resisted, averring, with truth, that Toulon and its dependencies had yielded to the British troops alone; and that, to command the latter, as well as the Sardinian and Sicilian troops, Major-general O'Hara, then off the port, had already been appointed.

By way of enforcing his demand, but under the pretence of shifting the berths of his ships, Don Juan de Langara placed his own three-decker alongside, and two other three-deckers, one on the bow, the other on the quarter, of the Victory, Lord Hood's flag-ship. At this time, be it known, the British fleet, by the departure of successive detachments, was reduced to ten sail of the line; while the Spanish fleet still consisted of its original number, seventeen. Lord Hood's firmness, however, was not to be shaken, and matters remained in their former state.

Finding the crews of his ship much weakened by the heavy draughts that had been made to assist in manning the various posts on shore, Lord Hood obtained from the grand master of Malta 1500 Maltese seamen, who stipulated, on being paid the usual wages of British seamen, to serve in the fleet during its continuance in the Mediterranean. On the 22d Major-generals O'Hara and Dundas, the former with a commission to be governor of Toulon and its dependencies, arrived from Gibraltar; the governor of which had unfortunately sent but 750, instead of 1500 men, the number required of him.

Towards the end of October, or beginning of November, the third and last division of Neapolitan troops arrived at Toulon; and the combined forces amounted to 16,912 men, as the following details will show :

	Rank and file.
French royalists	1542
Piedmontese	1584
Neapolitans	4832
Spaniards	6840
British	2114
	16,912

Of this number, not more than about 12,000 were fit for duty; the remainder were sick in the hospitals; and of those fit for duty, 9000, or three-fourths, were necessarily distributed among the different posts on the extensive line of defence requisite to be maintained.

With respect to the republican troops that were menacing Toulon, although it is not easy to get at their exact amount, a little industry will enable us to show that they more than doubled the number of the combined troops by which it had hitherto been defended. The unfortunate Lyonnaise had, since the 9th of October, surrendered to the republican General Kellerman, at the head of 60,000 troops; and the latter then marched away to co-operate with a part of the army of Italy in reducing Toulon. Thus: "Une armée de soixante mille hommes, composée des troupes que Kellerman a amenées des Alpes, des gardes nationales des villes et des campagnes voisines de Lyon, et de cinq cents canoniers destinés au service de cent pièces d'artillerie, est sous les murs, et n'attend que le signal pour foudroyer cette malheureuse ville."* "Le gouvernement envoya vers Toulon, pour le réduire, la même armée qui avait servi à soumettre Lyon: on y joignit plusieurs divisions de l'armée d'Italie."†

Supposing that, between the 9th of October and the beginning of November, half only of Kellerman's army had arrived, and estimating the divisions of the army of Italy at no

* Dictionnaire Historique, tome ii., p. 563.

† Ibid., tome iv., p. 130.

more than 3000 men, there would be, before Toulon, at the last-mentioned date, 33,000 troops; and these, not composed of five different nations, but of Frenchmen wholly. Since some time in October, General Dugommier had arrived from Paris, to take charge of the besieging army; having under him Generals Laharpe, Garnier, Lapoype, Mouret, and, though last not least, Napoleon Buonaparte. General Carteau appears to have been superseded.

On the 15th of November, in the evening, a large corps of republican troops made a vigorous attack upon the British fort Mulgrave, situated on the heights of Balaguier, and one of the most essential posts around Toulon. The first assault was directed against the right, where the Spaniards were stationed: these retreated, firing their muskets in the air. At this moment Major-general O'Hara, having arrived from on board the *Victory*, directed a company of the Royals to advance. These instantly leaped the works, and put the enemy to the rout. The loss of the combined troops, in killed and wounded, amounted to 61; including, among the latter, Captain Duncan Campbell, of the Royals, who had commanded the detachment, and Lieutenant Lemoine, of the Royal Artillery. The loss of the French was supposed to amount to 600, in killed and wounded. In three days after this, Lord Hood received accounts that the 5000 Austrian troops, for whom, relying on the most positive assurances of the British minister at Turin, he had sent a squadron of ships and transports to Vado Bay, could not be spared. This was a sad blow upon the hopes of the Toulonese.

General Dugommier, having chosen a position on the heights of Arènes, directly opposite to the fort of Malbousquet, caused 20 pieces of cannon to be mounted upon it, and established his camp on the crest of another eminence, a short distance in the rear. These 20 pieces of cannon greatly annoyed the garrison of Malbousquet, endangered the arsenal that was contiguous to it, and threw some of their shells into the town: it was therefore resolved to try and bring away or destroy them.

For this service, a corps of 400 royalist French, 600 Spaniards, 600 Neapolitans, 300 Sardinians, and 300 British, total 2200,* under the command of Major-general Dundas, on the morning of the 30th, marched from Toulon. With great difficulty the men ascended the heights, but, when there, succeeded at once in forcing the enemy to retire from his guns. Instead of forming on this summit, the troops, led on by their impetuosity, descended to the hollow in its rear, hoping to be able to carry the next eminence, it being that to which the enemy, on being driven from his battery, had precipitately fled. Here the combined forces encountered the main body of Dugommier's army, and

* Yet, say the French writers, "Les assiégés firent une grande sortie le 30 Novembre. La rivière de l'As fut passée par six mille hommes, &c."—*Dict. Hist.*, tome iv., p. 132.

were compelled, not only to fly in their turn, but to relinquish the battery which their valour had won, and which a moderate share of discretion would have enabled them to hold, until, at least, its guns were carried off or destroyed.

The loss of the combined forces in this unfortunate attack was severe; particularly on the part of the British, whose returns exhibited a list of 20 killed, 90 wounded, and 98 missing; more than two-thirds of the number which they had brought to the attack. Among the wounded prisoners was, unfortunately, the Governor of Toulon himself, according to whose excellent plan the attack had been made. General O'Hara did not, however, ascend to the battery, until he knew it was in the possession of his friends; and, on witnessing the disorder of the troops, could not refrain from using his efforts to rally them. In attempting this he was wounded. Two soldiers supported him, until the bleeding of his wound, which otherwise was not dangerous, induced the general to order them to quit him, and save themselves. General Dugommier was himself wounded in the knee: what other loss the French sustained in this affair does not appear.

No sooner had the last expected reinforcement joined the republicans, than a council of war decided that a general attack should be forthwith made upon the fortifications and town of Toulon.* The report of deserters that the French force amounted, early in December, to between 40,000 and 50,000 men, was probably within, rather than beyond the truth: while, on the other hand, what with casualties and sickness, the combined forces could not assemble 11,000 firelocks; and two-thirds of these, as stated before, were distributed along a line of defence 15 miles in extent.

On the night of the 14th, in the midst of a storm, the French marched from their encampments in three columns, each column taking a route leading to a different point of the line of posts; so that their attacks might be simultaneous. By 2 A. M. on the 16th the besiegers had erected five batteries in front of Fort Mulgrave, and continued to bombard the works, with considerable effect, until 2 A. M. on the 17th; when, in the midst of dark and tempestuous weather, they succeeded in entering the fort by the Spanish side, and, after an obstinate, but fruitless resistance, on the part of the few surviving British, headed by Captain Conolly of the 18th regiment,† compelled the remnant of the garrison (originally not more than 700) to retire towards the shore of Balaguier.

While these operations were going on in this quarter, the column under General Lapoype succeeded in forcing all the posts upon the mountain of Pharon. Thus was the line of defence

* *Dictionnaire Historique*, tome iv., p. 133.

† "La résistance des Anglais égale le courage opinâtre des Français, quand ceux-ci, près de céder le fruit de tant de travaux, reçoivent un renfort."—*Dict. Hist.*, tome iv., p. 134.

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ADMIRAL SIR HYDE PARKER, BART.

FROM A PICTURE BY G. ROMNEY.

London, Richard Bentley, 1836.

broken in upon in its two most essential points: and the ships in the harbour, and the town itself, overawed by the very cannon which had been mounted for their protection. Most of the ships, indeed, were compelled to unmoor, and retire to a safer position.

Things thus situated, a council of war was immediately held, composed of the following officers: Lord Hood, Admiral Langara, Rear-admiral Gravina, Major-general Dundas, Lieutenant-general Valdez, Prince Pignatelli, Admiral Forteguerra, Sir Hyde Parker, Chevalier de Revel, and Sir Gilbert Elliot. At this council it was, after a most deliberate discussion, unanimously resolved that Toulon should be evacuated, as soon as proper arrangements could be made for that purpose; that orders should be sent to the troops occupying the redoubt, and the Lunette of Pharon, to retire to the posts of Artigues and St. Catherine's, and to maintain them as long as possible; that orders should also be sent to the posts of Great and Little Antoine, St. André, Pomet, and the Mills, to retire; that the posts of Malbousquet and Mississi should be held as long as possible; that the committee-general should make the necessary arrangements for informing the inhabitants of the intended evacuation, and that they should receive every possible assistance; that the sick and wounded should be embarked without delay; that the French ships of war which were armed, should sail out with the fleet; and that those which remained in the harbour, together with the magazines and the arsenal, should be destroyed; and finally, that measures should be taken on the same night (the 17th), if possible, for that purpose, but that such resolution was not to be put into execution till the last moment.

Admiral Langara undertook to deliver the necessary directions for destroying the ships in the basin; and also, to scuttle or sink the two powder-vessels; which contained all the powder belonging, as well to the French ships, as to the distant magazines, now within the enemy's reach.

The troops were withdrawn from the heights of Balaguier, without much interruption from the enemy; as were likewise the troops from the other posts, deemed necessary to be at once evacuated. The purposed retention of the forts of Malbousquet and Mississi was, however, prevented, in consequence of the Neapolitans at the latter, which was the supporting-place, having abandoned it without orders. Such a panic, indeed, had seized the Neapolitan troops, during the sitting of the council, that they, one and all, deserted their posts, and were seen stealing on board their ships in great confusion and disorder. In the course of the 18th the remaining troops were all concentrated in the town and at fort Lamalgue, ready to embark the moment the conflagration of the shipping should announce that it was time to complete the evacuation of the port.

The important service of destroying the ships and magazines, was intrusted, at his own particular request, to Captain Sir

William Sidney Smith ; who, about a fortnight previous, had arrived from Smyrna in a small lateen-rigged vessel, which he had purchased and named the Swallow, and had manned with about 40 English seamen thrown out of employment at that port. Accordingly, on the same afternoon, taking with him the Swallow tender, three Spanish, and three English gun-boats, Sir Sidney proceeded to the arsenal, to prepare the combustible matter required for the occasion. The dock-yard gates had been judiciously closed and secured ; but the people belonging to them had already substituted the three-coloured, for the white cockade. The galley-slaves, in number 800, were, for the most part, unchained, and seemed to view, with the eyes of freemen, the devastation that was about to be committed on the national property. Upon these men the guns of the tender, and of a gun-boat, were forthwith pointed ; and they remained quiet.

During this period, shot and shells, from Malbousquet and the neighbouring hills, were falling around ; and, although occasioning no material interruption to Sir Sidney's little party, tended, very happily, to keep in subjection the slaves, as well as in their houses, the republicans belonging to the town. As night approached, the enemy, in great numbers, descended the hill, and opened a fire, both of musketry and cannon upon the British : this was replied to, by discharges of grape-shot from a gun-boat, advantageously moored.

About 8 p. m. the Vulcan fireship, Captain Charles Hare, towed by the boats, entered the basin, and was placed, in a masterly manner, across the tier of men-of-war ; her guns, which were all well shotted, being pointed in the direction best calculated to keep the enemy in check. At 10 p. m. the trains leading to the different magazines and storehouses, were, on a preconcerted signal, ignited ; as was the fireship, although, by the accidental bursting of the priming, her commander nearly lost his life.

The flames ascended in terrific grandeur ; and the Vulcan's guns, on being heated, discharged their contents, for the last time, against the enemies of their country. The rapid spread of the fire, while it almost overpowered, by its heat, some who knew no danger in their duty, laid open to view, by its light, all who were aiding in the doubly perilous service. The enemy, having now distinct objects to point at, opened his batteries from every quarter ; when, suddenly, a tremendous explosion, unexpected by all, awed into silence both the besiegers and the attacked.

Again the heavy firing commenced, and the painful discovery was made that the Spaniards, in their premature retreat from a service which they had omitted to perform, had, instead of scuttling, set fire to, the Iris frigate, which contained several thousand barrels of powder. The explosion tore the Union gun-boat to atoms, and killed three of her crew, including the principal

officer: a second gun-boat was blown into the air; but, very providentially, all the crew were picked up alive.

The business at the arsenal completed, Sir Sidney and his brave followers proceeded towards the basin, in front of the town, in order to effect what the Spaniards had reported impracticable; but, in the mean time, the bottom had been laid across the narrow entrance, and the British were received with such repeated volleys of musketry, as compelled them to abandon the enterprise. They then proceeded to destroy two 74s lying in the inner road, filled with French prisoners. These had hitherto evinced a disposition to resist; but the conflagration around them, and particularly the late awful explosion, induced them to accept, with thanks, Sir Sidney's offer to land them in a place of safety. This was rather a hazardous undertaking, as the prisoners were by far more numerous than the British: it was, however, effected; and the Héros and Thémistocle contributed their share to illumine the magnificent scene.

Having now effected as much as they were able, and more than, considering how ill they had been seconded, and how obstinately opposed, could possibly have been expected from them, Sir Sidney and his little party were preparing to rejoin their friends outside, when, a second powder-vessel, the frigate Montréal, exploded close to them, with a concussion greater even than the first. The tender and the three boats, although within the sphere of the falling timber, which made the water foam around them, received, extraordinary as it must appear, not the slightest injury.

Exhausted in strength, so much so, indeed, that the men fell upon their oars, the British stood slowly out towards the fleet; heeding little, after their last narrow escape, the few ill-directed shot that were fired at them from forts Balaguier and Aiguillette.

As well as we can collect from the official accounts published on the subject, the following were the British naval officers, who accompanied Sir Sidney Smith in his perilous undertaking: Captains Charles Hare and William Edge; Lieutenants Charles Tupper, John Gore, John Melhuish, Richard Holloway, Matthew Wrench, Thomas F. Richmond, Ralph Willett Miller, John Stiles, Charles Dudley Pater, Robert Gambier Middleton, Henry Hill, Joseph Priest, James Morgan, and Francis Cox; master, George Andrews; surgeon, William Jones; midshipmen, John Eales, Richard Hawkins, Thomas Cowan, William Knight, Henry Matson, Paul H. Valliant, and Mr. Young, who was killed. Among the officers wounded in Fort Mulgrave on the 17th, we find the name of Lieutenant Thomas Goddard and Midshipman John Wentworth Loring.

The commencement of the conflagration of the shipping had been the signal for evacuating the town; and, under the able management of Captains Elphinstone, of the Robust, late governor of Fort Lamalgue, Hallowell, of the Leviathan, and

Matthews, of the *Courageux*, the whole of the troops embarked, and were on board the fleet by daylight on the morning of the 19th, without the loss of a man. What then must we think of an account which states thus? “*L’arrière-garde ennemie, taillée en pièces et poursuivie avant d’atteindre ses vaisseaux vers lesquels elle fuyait, tombe et périt dans la mer.*”* The *Robust* was the last ship that quitted the harbour; and, although, fired at repeatedly, was not struck by a shot.

The *Courageux* having, in consequence of getting aground off Cape Corse, been hove down in the basin, was warped out without any rudder. The rudder, however, was afterwards brought off, slung alongside the launch and other boats, and was shipped in the road. The British fireship, *Conflagration*, which appears also to have been undergoing some repairs, could not be got away in time, and, in order that she might not fall into the hands of the enemy, was burnt.

Although the land is not the element on which seamen are expected to shine, the exigency of the case required, that a great proportion of them should act on shore at Toulon. Whether as artillerists in the batteries, or musketeers in the field, they contributed their aid, always with cheerfulness, and never without effect. Their skill and bravery in action, not less than their strength and activity in the many laborious duties incident to a service so full of difficulties and dangers as the one they had engaged in, afforded a theme of praise and admiration to all who had seen their exertions, and witnessed their undaunted courage.

Those who recollect (and who can forget?) the massacres that stained republican France will be gratified to learn, that 14,877 men, women, and children, of the loyal Toulonese, received an asylum on board the British ships. The *Princess-Royal*, of 98 guns, bearing Rear-admiral Goodall’s flag, had on board, at one time, 4000, and the *Robust* 3000, of these unhappy people.

But melancholy was the fate of those left behind. Many, in their way to the shore, were cut in two by the balls which were falling around them; others, overcome by their fears, fancied the hurried steps they heard behind were those of their pursuers; and some rushed, preferring instant death to infuriated vengeance, with their infants clinging to their breasts, into the waves and perished. Some thousands of others remained in the town, in the hopes that their age, sex, or political insignificance, would shield them from the bayonets of the soldiers, their *countrymen*. Vain hope!—a decree of the Committee of Public Safety had doomed the whole of them to destruction;† and the

* *Dictionnaire Historique*, tome iv., p. 135.

† “Ainsi les troupes républicaines entrèrent victorieuses dans Toulon, le 23 Décembre, 1793. La mort de tous ses habitans fut ordonnée par le comité de salut public, avec la démolition de la ville.”—*Dict. Hist.*, tome iv., p. 136.

Toulonese deputies, Fréron, and Moysé Bayle, worthy of such masters, were not to be moved by the entreaties even of Dugommier himself.

The speech of this general deserves to be recorded: "Deputies, doubtless there were in this town, traitors who delivered it to the English; but the most criminal among them have fled. If there be any guilty men, who have been so bold as to await the national vengeance, time will point them out: they will suffice to establish your justice, as well as to appease the animosities which civil war produces. If you punish to-day, every passion will select its victims. Look at this town, deserted and laid waste! Whom would you immolate? Old people, women, and children, who never bore arms against us?"*

As a proof of the slight effect produced by this address of the French general, the monster Fréron, in a letter to his colleague, dated January 1, says: "We have required from the surrounding departments 12,000 masons, to demolish and raze the city. Every day since our arrival we have cut off 200 heads." Of the total number of ill-fated Toulonese, who were massacred by their republican countrymen, no record has been preserved, or, at least, none has appeared in print. We are not, however, wholly without the means of judging; for the French writers say that, when the British entered Toulon, the town contained 28,000 souls, and that, in a few weeks after the British quitted it, there were but 7000 left.

Therefore, taking the number that escaped on board the British fleet at 15,000, we may consider that at, and during a few weeks subsequent to, the recapture of Toulon, nearly 6000 of the wretched inhabitants, men, women, and children, perished by the sword, musket, or guillotine, or plunged into the sea and were drowned in their endeavours to escape from the demoniac rage of an infuriated soldiery.†

It is now time to see what were the national advantages, in a military point of view, which were lost to France or gained to England, by the seizure of Toulon. The French vessels that were in the port when the British entered, were, according to

* "Représentans, sans doute il y eut dans cette ville des traîtres qui l'ont livrée aux Anglais; mais les plus grands coupables ont fui. S'il est des hommes criminels qui aient osé attendre la vengeance nationale, le tems vous les fera connaître; lui seul peut éclairer votre justice, et calmer les haines qu'enfantent les guerres civiles. Si vous punissez aujourd'hui, toutes les passions choisiront leurs victimes. Voyez cette ville déserte et désolée! Qui allez-vous immoler? Des vieillards, des femmes, et des enfans, qui ne portèrent jamais les armes contre nous."—*Dict. Hist.*, tome iv., p. 136.

† That the rage of the troops was as indiscriminate as it was violent, will appear by the following anecdote: "Deux cents républicains de Toulon étant allés au-devant de l'armée triomphante pour la féliciter, furent impitoyablement massacrés par l'avant-garde, et les soldats coupèrent les oreilles des morts, et les attachèrent à leurs chapeaux."—*Histoire Abrégée de la Révolution Française*, tome iii., p. 336.

the official accounts of the time, disposed of in the manner explained in the following table :

Disposal of the Ships and Vessels that composed the French force at Toulon, August 28, 1793.	SHIPS OR VESSELS OF, GUNS,										Total.		
	120	80	74	40	32	26	24	20	18	16		14	
Burnt, or otherwise destroyed	-	3	14	2	5	-	-	2	-	1	-	27	
Brought away {	1	-	2	2	3	2	1	3	-	-	1	15	
													by the British
by the Allies	-	-	-	-	1	-	-	1	1	-	-	3	
Total {	1	3	16	4	9	2	1	6	1	1	1	45	
													lost to the French
													left to the {
at Toulon	1	1	5	-	-	-	-	-	1	-	-	8	
French {	-	-	4	-	-	-	-	1	-	-	-	5	
sent to Brest, &c.													
Grand total	2	4	25	4	9	2	1	7	2	1	1	58	

The fourteen 74s, described in this table as burnt, are meant to include one that was on the stocks ; and the first two 40-gun frigates were also building. The five 74s, represented as left to the French at Toulon, include the Alcide, stated to be "unfit for service;" but which ship was afterwards in an engagement at sea. The Alcide, and three of the four remaining 74s, namely, the Censeur, Guerrier, and Souverain, as well as the Dauphin-Royal (afterwards Sans-Culotte) 120, and Languedoc (afterwards Victoire) 80, had been intrusted to the Spaniards to burn; but the latter (treacherously as it would appear) left them untouched, and in possession of the French.

Information, of a date subsequent to that of the official despatch, lessened the number of vessels supposed to have been destroyed. The fire had not reached, or at least not materially injured, the 80-gun ship, Tonnant, nor the Heureux, Commerce-de-Bordeaux, Mercure, and Conquérant, 74s; neither did the 74, nor either of the two frigates on the stocks, take the fire to any extent. Both these frigates, one named Minerve, and the other Justice, were launched in September, 1794. The 74-gun ship was launched about the same time: her name was not, however, as generally supposed, Spartiate, but Barras. The frigates, Sérieuse, Courageuse, and Iphigénie, and the brig Alerte, also escaped unhurt. With respect to the buildings on shore, it was afterwards ascertained, that the grand magazine had escaped the ravages of the flames, the smaller storehouses only having been consumed.

The powder-ships Iris and Montréal had been British frigates: the latter, of 681 tons, was captured by the French in 1779; the former, of 730 tons (originally an American frigate), in 1781. There had been at Toulon a third captured British frigate, the Richmond, of 664 tons; but she was sold or broken up a few months before the British entered the port.

In a French navy-list presented to the National Convention in the preceding March, many of the frigates at Toulon are

described as old and unserviceable: their destruction or capture, therefore, was not of any material consequence to either party. Of the fifteen ships brought off by the English, few were worth much to their new masters. The *Perle* and *Aréthuse* were fine frigates; and so was the *Topaze*. Scarcely any of the smaller vessels reached a British port but to be condemned or laid up. Even the *Puissant* 74 did not quit Portsmouth after she arrived there; and that superb and powerful ship, the *Commerce-de-Marseille*, never sailed forth as a cruiser in the service of England.

This ship measured 2747 tons. As the *Commerce-de-Marseille* was the largest, so was she the most beautiful ship that had hitherto been seen, and, notwithstanding her immense size, sailed and worked like a frigate. Her force was precisely that of the 120-gun ship in the table at p. 54, except that none of the ships at Toulon appear to have yet received any carronades. Captain Brenton (vol. iii., p. 153) is therefore decidedly wrong in giving the *Commerce-de-Marseille* long 18-pounders on the upper deck, and long 12s on the quarterdeck and fore-castle: her upper works, indeed, were almost too flimsy to bear 12s and 8s, the establishment of her class.

The *Pompée* 74 was a remarkably fine ship, of 1901 tons, and long remained (she was not broken up until 1817) an ornament to the British navy. The *Scipion*, also, would have been an acquisition; but, in November, while lying at anchor in Leghorn roads, she caught fire and blew up: happily, however, no lives were lost. Most of the French ships brought off from Toulon were manned wholly (except as to having one British lieutenant) by French royalists. M. Farrand, who commanded the *Puissant*, received from the British government, for his gallant behaviour in defending his ship against the republican batteries, a pension of 200*l.* a year.

The following recapitulatory table exhibits an amended account of the manner in which the 58 French vessels, which Lord Hood, in his despatch, states to have been in the road and harbour of Toulon, when he arrived there in August, were disposed of at the evacuation of the port in the succeeding December:

Amended Statement of the Toulon Force, at Lord Howe's evacuation of the port, December 18, 1793.	SHIPS OR VESSELS OF, GUNS,								
	120	80	74	40	36	32	28	Corvettes.	Total
Burnt, or otherwise destroyed	-	1	8	1	-	2	-	2	14
Fitted out { by the British { servicl. ships { by the Allies { unsrveble do.	-	-	2	2	1	-	1	3	9
	1	-	1	-	2	-	1	2	7
	-	-	-	1	-	-	-	2	3
Total { lost to the French { left to the French	1	1	11	3	4	2	-	9	33
	1	3	14	1	3	-	-	3	25
Grand total	2	4	25	4	7	2	2	12	58

The frigate *Alceste*, the single one in the table described as fitted out by the allies, fell to the share of the Sardinians, by whom she was despatched on a cruise. In May, 1794, the *Alceste* encountered the French 36-gun frigate *Boudeuse*, and, after a long and well-fought action, was recaptured. The fourteen 74s left to the French include, of course, the four sent to the Atlantic ports with the refractory seamen.

Important as was the possession of Toulon, both to the commerce and the arms of Great Britain, the preceding details have shown, that the place was not abandoned until every effort, on the part of the British at least, had been exerted for its preservation. The extended circumference of the works, their temporary and detached nature, the comparative paucity of the garrison, and its multifarious and discordant character, rendered the whole of the defensive operations peculiarly critical and hazardous. Yet, like other enterprises of fair promise but unfortunate issue, the proceedings at Toulon were found fault with in every stage. The port should have been entered by force of arms, and not by a convention with the disaffected inhabitants; the captured ships should have been manned and sent to England; the town garrisoned by troops upon whom a reliance could be placed; and such of the ships and stores as could not be brought away at the final abandonment of the port, should have been wholly, not partially, destroyed.

What could 21 ships of the line, with two regiments on board, effect against a large and populous town, guarded by 21 ships of the line in the port (the four that were fitting are included, as, although not ready to proceed to sea, they might have acted in defence of the harbour), and by formidable land-batteries at all the flanking points of a narrow entrance? The main object was to render the French ships useless to the republic, and that was done by the convention which agreed to their qualified surrender.

Was not Lord Hood, on the very day he was allowed to enter the road of Toulon, joined by a Spanish fleet as powerful as his own? And, admitting the Toulonese had, would Don Juan de Langara have consented, that the French ships should be sent to England? Where were to be found men to navigate the prize ships? Lord Hood was compelled, as it was, to hire 1500 Maltese seamen, to fill up the deficiencies in his own ships' companies; nor, with the King of Spain for an ally, would it have been politic in the British admiral to have reduced his force, to any great extent, below that of Don Juan de Langara. It was not possible to foresee the disgraceful defection of the Spanish and Neapolitan troops, nor the refusal, on the part of the Emperor of Austria, to send the promised 5000 men from Milan.

With respect to reinforcements from England, the capture of Toulon was not known until September; and then, such was the variety of expeditions on foot, and so remote the distance from

Toulon, that a sufficient body of troops could scarcely have been assembled in time to have reached the spot previously to the evacuation. The destruction of the ships and magazines might certainly have been more complete; but here again the treachery of the Spaniards, and the pusillanimous flight of the Neapolitans, thwarted the plans of the British; and the only surprise is, that the latter, hurried and pressed as they were, effected as much as they did.

During the time that Toulon remained in possession of the allied forces, a very formidable insurrection existed in Corsica, and General Paoli, the leader of the insurgent party, sought the aid of the English, assuring Lord Hood that even the appearance of a few ships of force off the island would be of the most essential service to the popular cause.

Accordingly, in the month of September, a squadron, composed of the following line-of-battle ships and frigates, sailed from Toulon for Villa-Franca:

Gun-ship.

74	{ Alcide }	{ Commodore Robert Linzee.
	{ Courageux }	{ Captain John Woodley.
64	{ Ardent }	{ John Matthews.
		{ Robert Manners Sutton.

Gun-frigate.

32	Lowestoffe }	William Wolseley.
28	Nemesis }	Lord Amelius Beauclerk.

On his arrival off the latter port, Commodore Linzee, in conformity to the orders he had received, sent a letter on shore, containing the account of the restoration of monarchy at Toulon, as well as copies of the proclamations that had been addressed by Lord Hood to the inhabitants of the south of France. To this communication no answer was returned. The commodore then stood across to the island of Corsica, and showed his force off Calvi and San-Fiorenzo; meeting from the respective inhabitants no better reception than he had experienced at Villa-Franca, except that a few of the mountaineers came down and were supplied, at their request, with muskets and ammunition. His offers did not persuade, nor his force intimidate, the garrisons; although accompanied by an assurance that the latter, if desirous, should be conveyed to France.

The orders of the British commodore, in the event of a refusal on the part of the garrisons, were to attempt their reduction by force; or, should that appear too hazardous, to invest the places with his ships, and starve the inhabitants into a compliance. To blockade three such ports as Calvi, San-Fiorenzo, and Bastia, with three line-of-battle ships and two frigates, was impracticable; but Commodore Linzee, having been led to believe that the batteries of San-Fiorenzo could not, on account of the distance, co-operate with the tower and redoubt of Forneilli, situated about two miles in advance of the town, conceived he

might make an advantageous attack by sea on that formidable post.

It being necessary, previously to an attack upon Forneilli, to get possession of a tower that commanded the only secure anchorage in the gulf of San-Fiorenzo, the *Lowestoffe* and *Nemesis* frigates were detached upon that service. As soon as the *Lowestoffe*, which, in working up to Cape Mortella, had got far to windward of her consort, arrived within gunshot of the tower, she opened a fire upon it; then stood out, and, on tacking in again, repeated the fire. Just as the third broadside was about to be bestowed, a boat was seen to quit the shore, and pull in the direction of the town of San-Fiorenzo. Captain Wolseley immediately despatched two boats, with Lieutenants John Gibbs and Francis Charles Annesley and 30 men, to take possession of the tower.

The British landed without opposition; and, although the ladder leading to the entrance, which was by an opening about 20 feet up the wall of the building, had been carried off by the fugitives, the seamen, by means of some spars found on the spot, managed to gain admission. Three long guns, one 24 and two 18 pounders, were found mounted at the top of this extraordinary tower (named Mortella, after its inventor), but the powder had all been thrown into the well. On observing the *Lowestoffe's* success, the *Nemesis* bore away to the commodore with the intelligence, and the squadron soon afterwards entered the bay and came to an anchor. Owing, however, to some unexplained cause, Commodore Linzee delayed his attack on Forneilli until the garrison had made such preparations as compelled him to submit to a defeat in the manner we shall proceed to relate.

After failing, owing to the variableness of the wind, in repeated attempts to near the shore, the *Ardent*, during the night, warped herself into a situation from which she could not only annoy the redoubt, but cover the remainder of the squadron in its approach. On the 1st of October, at 3h. 30m. A.M., the *Ardent* opened her fire. At 4 A.M. the *Alcide* advanced to her station, but, getting too close to the *Ardent*, and being embarrassed by an unexpected flaw of wind, was with difficulty towed clear of some dangerous rocks. In the mean while, the *Courageux* pushed under the *Alcide's* stern, and covered her from the fire of the redoubt; against which, both the *Courageux* and *Ardent* kept up an unremitting fire. Soon afterwards the *Alcide* gained a station from which she could act; but, although the three ships continued their efforts until 8h. 15m. A.M., no visible effect was produced on the redoubt. The commodore therefore made the signal to discontinue the attack, and the three ships hauled out of gunshot.

At this time the *Courageux* and *Ardent*, having been unexpectedly opposed to a raking fire from the town of San-Fiorenzo, had borne the brunt of the action (the former had been four times

on fire by hot shot), were a good deal damaged, and had sustained a loss, the one, of her first lieutenant (Ludlow Sheills) and one seaman (in the act of cutting a redhot shot out of the ship's side) killed, and her second lieutenant (William Henry Daniel) and 12 seamen wounded; the other, of one midshipman (John Martin) and 13 seamen killed, and 17 seamen wounded. The Alcide, having failed in her efforts to close, had sustained but a slight damage in hull, masts, or rigging. A 24-pound shot fell into the cutter as she was towing the ships clear of the rocks, and went through the bottom, but did not hurt a man. Soon afterwards, a redhot shot struck the Alcide's ninth lowerdeck port from forward, carried it away, came in on the lower deck, broke the sweep, and fell on the after grating. One of the sailors, with a wet swab, took it up, and threw it overboard. The Alcide's loss amounted to only nine seamen wounded, three of them mortally. The enemy's force consisted of one 4, two 8, and thirteen 24 pounder guns, nine of which were mounted at the town, and six heavy mortars. The failure was attributed partly to a mistake as to the range of those nine 24-pounders, and to a want of co-operation on the part of General Paoli's adherents, who had undertaken, simultaneously with the attack from the sea, to storm the posts from the land; but the chief cause of the failure, undoubtedly, was the tardiness of Commodore Linzee in commencing the attack.

While the British fleet lay at Toulon, Lord Hood occasionally sent small detachments in quest of the remaining ships of the Toulon fleet, still, according to information received, cruising in the Mediterranean seas. On the morning of the 5th of October the British 74-gun ships Bedford, Captain Robert Mann, and Captain, Captain Samuel Reeve, with the 14-gun brig-sloop Speedy, Captain Charles Cunningham, arriving on this mission off the port of Genoa, discovered lying within the mole the French 36-gun frigate Modeste, likewise two armed tartans, vessels that generally carry two long 12-pounders as prow-guns, and two long 6-pounders abaft, with a complement of about 70 men.

The French factions at Leghorn and Genoa, by their sway over the inhabitants, having entirely changed the character of those ports, and repeated remonstrances on the subject having been made in vain by Lord Hervey, the British minister at Leghorn, it was resolved, by a council of British naval officers, that, notwithstanding the assumed neutrality of the port, they would seize the French frigate and tartans.

Accordingly, the ships stood in, and the Bedford warped herself close to the frigate. Early in the afternoon, she having veered her cable, dropped close alongside of, and boarded the Modeste. The crew, 275 in number, making some opposition to the striking of their colours, were fired on by the Bedford's marines, and lost, in consequence, one man killed, and eight

wounded. Several of the French sailors leaped overboard, but were saved by the boats of the Captain, as she approached the frigate on the opposite side.

The Speedy's boats, in the mean while, boarded the two tartans, one of which, being strongly manned, slightly resisted; whereby her principal officer and one of her seamen were wounded. None of the British were hurt in either attack. The Modeste and tartans were brought safe off, and the frigate was purchased for the use of the British navy.

It being ascertained that another French ship, the 38-gun frigate *Impérieuse*, was lying in Spezzia bay, situated about a degree to the eastward of Genoa, the Captain 74 proceeded thither in search of her. On the afternoon of the 11th the Captain reached the entrance of the cove in which the *Impérieuse* had run for shelter, and, early on the following morning, the 12th, was towed in and moored close to the French frigate, as well as to the battery of Santa-Maria. At 8 a. m. the Captain's boats, without any opposition from the fort, boarded and took possession of the frigate, which they found had been scuttled and abandoned by her crew. In the course of that and the following day, the British succeeded in weighing the *Impérieuse*; and the latter, under the name of *Unité* (there being an *Impérieuse* already in the service), became a fine 36-gun frigate in the service of her captors.

LIGHT SQUADRONS AND SINGLE SHIPS.

Although Brest, Lorient, Rochefort, and Toulon, until the recent enlargement of Cherbourg, were the only ports in which France usually did, or perhaps conveniently could, construct and equip her ships of the line, yet there were many other ports, such as Havre, Cherbourg, St.-Malo, Nantes, Bordeaux, and a few others, from which she sent out, singly, and in squadrons, frigates of a very superior class, to make reprisals, upon the commerce of her enemies, and prevent, if possible, any similar depredations upon her own. From those ports, also, issued forth innumerable private-armed vessels; some of which, belonging to Bordeaux, equalled frigates in size and force. It is under the head of "Light (that is frigate) squadrons and single ships," that we purpose to notice, as far as our researches will enable us, every case in which vessels, other than a fleet of line-of-battle ships (their movements falling under a preceding head), meet and engage; or between which, from the relative situation of the parties, as to force and other circumstances, an action might reasonably have been expected. Deeming it unnecessary that the locality, or site, of the different encounters should interfere with their chronological order, we shall, in this head of narrative, take the date only as our guide.

On the 13th of March, the British 16-gun brig-sloop *Scourge*, Captain George Brisac (but mounting then only eight 6-pounders,

with a crew of 70 out of her complement of 90 men and boys), being a few leagues to the westward of Scilly, fell in with, and after a three hours' action captured, the French privateer Sans-Culotte, of 12 guns (eight long 8-pounders, and four English carronades, 12-pounders), with a complement of 81 men; of whom nine were killed, and 20 wounded, the Scourge escaping with only one man killed, and one wounded.

England herself appears to have been the first to commence active operations on shore, in the war declared against her by France. Early in the month of March, 3000 of the foot guards, under the command of His Royal Highness the Duke of York, were sent to assist, conjointly with a large body of Hanoverians and Hessians, the loyal portion of the inhabitants of Holland in expelling the French from their country. Fortunately for our labours, we have only to record so much of the details as will exhibit a successful instance of the gallantry of British seamen.

On the night of the 15th of March, a detachment from the crew of the British 32-gun frigate Syren, Captain John Manley (who commanded the small squadron that formed the naval part of the expedition), lying at anchor at the Maese, off the Dyke, embarked, under the orders of Lieutenant John Western, on board of three gun-boats, and, taking advantage of the calm and fog that prevailed, pulled across to the French forts, five in number, which had been erected to bombard Willemstadt, a fortress situated on a small island in the Hollands Diep, about 30 miles east of Helvoetsluys. So animated and destructive a fire was kept up by the British, that their force became trebled in the eyes of the French, and the latter abandoned their works and fled.

The Governor of Willemstadt, the brave General Count Boetzelæer, having had no intimation of the intended attack in his behalf, was surprised at the firing, and received Lieutenant Western, on his landing, the next morning with heartfelt thanks. The latter, in the course of the day, was gratified at seeing the Dutch soldiers enter the town, with the cannon which he and his little party had compelled the French to abandon.

On the 21st, as this enterprising young officer was in the act of levelling one of the 12-pounders in his gun-boat, against the enemy's intrenched camp at the Noord post on the Moordyke, a musket-ball passed through his head. On the 24th the Duke of York attended the remains of Lieutenant Western (the first British officer, as it appears, who lost his life in the war) to the church of Dordrecht, and ordered a monument, with a suitable inscription, to be erected to his memory.

The subsequent events of the year, in Holland and the Netherlands, were wholly of a military nature; except that, on the 31st of October, a British squadron, composed of two frigates, a sloop, and a floating-battery (the Redoubt, mounting twenty 68-pounder carronades), under the orders of Rear-admiral John

Macbride, in the 32-gun frigate *Quebec*, successfully cooperated with a detachment of the British army, commanded by General Sir Charles Grey, in expelling the French from the important posts of Ostende and Nieuport, and compelling them to retire upon Dunkerque.

Painful would be the task of recording an interchange of destructive firing between two ships of one and the same nation: it is not, however, to confirm, but to contradict, a statement of the kind, that the names of two English ships are here introduced. A work, which, being ostensibly written by a naval officer, ought to be of very high accreditation on naval subjects, contains the following statement: "On the night of the 11th of April (1793), the *Bedford*, of 74 guns, Captain Robert Mann, and *Leopard*, of 50 guns, Captain John Maude, fell in with each other off Scilly: the night being extremely dark, they either mistook or did not distinctly see each other's signals, and commenced a smart action. Unfortunately, the mistake was not discovered until several men were wounded on both sides."*

The fact is, that neither ship was off Scilly on the night in question; nor were the two ships within several hundred leagues of each other. Neither did they at any other time, or at any other place, exchange a shot. It is ascertained, also, that the *Bedford*, and it is believed that the *Leopard*, never had such an accident befall her. Moreover, no traces can be found of any two English ships of war having met and engaged, out of which a statement, so discreditable to both, could possibly have arisen.

On the 14th of April, in latitude $41^{\circ} 43'$ north longitude 25° west, the British squadron under Rear-admiral Gell, already mentioned as bound to the Mediterranean, and which consisted of the

Gun-ship.			
98	<i>St. George</i> ...	{	Rear-admiral (b.) John Gell, Captain Thomas Foley,
74	{ <i>Ganges</i>	"	Anth. Jas. Pye Molloy,
	{ <i>Edgar</i>	"	Albermarle Bertie,
	{ <i>Egmont</i>	"	Archibald Dickson,
Gun-frigate.			
38	<i>Phaëton</i>	"	Andrew Snape Douglas,

chased two sail in the north-west. The frigate soon overtook one of them, which proved to be the *San-Iago*, a large Spanish galleon, under French colours. Dropping a boat as she passed, the *Phaëton* left this vessel to be taken possession of by the *Ganges*, then coming up, and stood on in pursuit of the headmost enemy's ship. At the end of two hours the latter was also captured, and proved to be the French privateer *General-Dumourier*, of 22 long 6-pounders and 196 men, conveying to a port of France the richly-laden ship, which, eleven days before,

* Schomberg, vol. ii., p. 231.

her commander and crew had considered themselves so fortunate in having fallen in with.

For greater security, the *Dumourier* had since transhipped to herself 680 cases, containing each 3000 dollars, together with several packages, of the reputed value, in the whole, of upwards of 200,000*l.* sterling. The galleon was from Lima, bound to Spain, and had on board a cargo of an immense value. Both the *Dumourier* and *San-Iago* arrived, before the end of the month, in safety at Plymouth; and the latter ship and her precious lading, after a tedious litigation, were condemned as prize to the captors. This condemnation of a recaptured ship, however it might have been legally correct under the peculiar circumstances of the case, caused a great stir at Madrid, and was one of the principal causes of the war, which afterwards broke out between Great Britain and Spain.

On the 13th of May, at 5 P. M., latitude 42° 34' north, and longitude 13° 12' west, the British 12-pounder 32-gun frigate *Iris** Captain George Lumsdaine, while standing to the southward, with the wind at north-north-east, discovered a strange sail in the north-east quarter. The *Iris* immediately hauled to the wind, and gave chase. At 6 P. M. she hove-to for the strange ship, which appeared to be a French national frigate. At 6 h. 30 m. P. M. an action commenced, and continued, without interruption, until 8 P. M.; when the *Citoyenne-Française*, as the stranger proved to be, hauled on board her fore and main tacks, and shot ahead, clear of her opponent's guns. At 8 h. 15 m. P. M.,

* Class *H* in the first Annual Abstract. As the force of British frigates will be frequently referred to, we have here drawn up a table of the long guns established upon the different classes, preserving the same letters of reference as are used in the Annual Abstracts.

CLASS in the Annual Abstracts.		Maindeck.	Qr.deck.	Forecastle.	Total Guns.	Net Complement.
		No. Pds.	No. Pds.	No. Pds.		
<i>Z. and A.</i>	38 gun frig.	28 18	6 9	4 9	38	277
<i>B. and C.</i>	36 "	26 "	6 "	4 "	36	257
<i>D.</i>	" "	26 12	6 6	4 6	"	247
<i>E. and F.</i>	32 "	26 18	4 9	2 9	32	257
<i>G. and H.</i>	" "	26 12	4 6	2 6	"	217
<i>I.</i>	28 "	24 9	4 "	— —	28	197

It will be remarked that classes *Z. A.* and *C.* have ten 9s upon their quarterdeck and forecastle, instead of eight 9s and two 12s, as in the first annual abstract. The fact is, the 12s were exchanged for 9s soon after they were ordered. This, however, is of little consequence, as the introduction of carronades effected an entire change in the quarterdeck and forecastle armament of almost every ship in the British navy.

just as the *Iris* was about to make sail in pursuit, her foremast, main topmast, and mizenmast, went over the side. On seeing this, the *Citoyenne-Française*, whose masts, though much cut by shot, were all standing, hauled to the wind, and escaped.

After a contest in which neither ship had been captured, each usually parts in uncertainty as to the name, if not the force, of her late antagonist. Such was the case here. On the arrival of the *Iris*, in five days afterwards, at Gibraltar, it was reported that the ship which she had engaged was the French 36-gun frigate *Médée*, belonging to Toulon. The plausibility of the statement, having gained it credence at Gibraltar, sent it, stripped of every mark of doubt, to England. Here it appeared in the London journals as a positive fact, with the addition, that the *Médée* had arrived, in a shattered state, at Bordeaux.* Captain Schomburg, also, in his "Naval Chronology" (vol. ii., p. 253), has introduced the action of the *Iris* and *Médée*, as one about the existence of which there never had been the slightest doubt.

It nowhere appears in the French journals, that the *Médée* had any engagement in 1793, or ever anchored in the river Bordeaux: she was either in, or on her way to the West Indies. On the other hand, the letter of a citizen Vincent represents, that on the same day, hour, and place, as, according to the *Iris*'s log, that ship engaged a French frigate, the *Citoyenne-Française*, a French frigate also, except as to ownership, † engaged an English frigate, mounting the same number of guns as the *Iris*. The two accounts agree tolerably well, as to the duration of the action, and the relative position in reference to the wind, of the combatants. Nor is it very difficult to conceive, that citizen Rigal should have mistaken the *Iris*'s marines, in their red coats, for "troops;" ‡ nor that citizen Vincent, when ready to commit to paper the oral communication of citizen Rigal, should write "beaupré" instead of "mât d'artimon." Moreover, the *Citoyenne-Française* did actually arrive at Bordeaux in a shattered state, as was said of the *Iris*'s opponent. Under all the circumstances, therefore, we may consider it as proved, beyond a doubt, that the *Citoyenne-Française*, and not the *Médée*, was the ship engaged by the *Iris*.

Out of 217 men and boys (admitting her net complement to have been on board), the *Iris* lost four seamen killed, her first lieutenant, master (Mr. Magee, mortally), and 30 seamen and marines wounded. The complement of the *Citoyenne-Française*

* A large drawing in oil was made of the action, and one of the combatants is the "French frigate *Médée*." Had the picture not remained in the possession of the gentleman for whom it was taken, the windows of the different print-shops in the metropolis would have given additional currency to the mistake.

† The one belonging to the nation; the other to a private individual.

‡ See Appendix, No. 7.

could not have been less than 250 men and boys; of whom she appears to have lost Captain Dubedat, and 15 officers, seamen, and marines, killed, and 37 wounded. The ship, it is probable, had been one of the 32-gun frigates sold out of the French service at the reduction in 1783; several of which carried 12 and 8 pounders on the main deck, and measured from 800 to 850 tons: the *Iris* measured 688 tons.

Coupling, with so equal a force as evidently existed between these two frigates, the extent of the damage and loss sustained by the British frigate, we must admit that the officers and crew of the French ship deserve credit for the precision of their fire. Had they been as resolute in continuing, as they were bold in commencing, the action, the crippled state of the *Iris* renders it doubtful on which side victory would have ultimately perched. The affair not reaching that crisis, the *Citoyenne-Française** hauled up, singly, for the nearest French port, and the *Iris* resumed her course before the wind; the latter much indebted, no doubt, to a continuance of the favourable weather, for arriving in safety at Gibraltar, the port of her destination.

On the 27th of May, at about 1 A. M., Cape Finisterre bearing south, 58° east, distant 125 leagues, the British 12-pounder 32 gun frigate *Venus*, Captain Jonathan Faulknor, and the French 36-gun frigate *Sémillante*, mounting 40 guns,† Captain Gaillard, descried each other. At 3 h. 30 m. A. M. the *Venus* tacked; and at 4 A. M. the *Sémillante*, having bore down to reconnoitre the stranger, passed to windward of her. The *Sémillante* soon afterwards hoisted a blue flag on the mizen-peak, and fired two guns to leeward, in quick succession. Upon this, the *Venus* hoisted her colours, and returned a shot to one which the *Sémillante* had just before fired to try her adversary's distance. At 4 h. 30 m. A. M. the *Sémillante* tacked for the *Venus*, who kept her wind, and carried sail to get the weathergage; but the former, unwilling to give up that advantage, also kept her wind. At 7 h. 30 m. A. M. the *Sémillante* fired a few random shot, and at 8 A. M. dropped nearer to the *Venus*; when the latter opened her fire, and a warm cannonade ensued. The two ships gradually neared each other until 10 A. M., when they were scarcely half a cable's length asunder.

The *Sémillante*, by this time, had lost her first and second officers, and had her masts, yards, sails, rigging, and hull, much

* This ship's name does not again appear, except as having captured a British merchantman towards the end of 1794. She is then called "la frégate la *Citoyenne-Française*."—*Moniteur*, 12 Dec. 1794. This strengthens the supposition, that she had once belonged to the national marine.

† Armed precisely as No. 7 in the table at p. 54. In the first edition of this work we had classed all these ships as 32-gun frigates, according to their original denomination in the French service; but, finding that almost every one of them, at the commencement of the war of 1793, took on board four additional 6-pounders, these ships here stand classed as 36s; in which we are borne out by most of the lists published in French works.

damaged by shot; and her guns for the last half-hour, had made no return to the vivid fire kept up by the *Venus*. In this state, the *Sémillante*, very naturally, strove to disengage herself from the combat. On observing her opponent's intention, the *Venus* trimmed her sails as well as she was able, and, ranging up alongside, gave the *Sémillante* a well-shotted broadside; then dropped a little astern, and was in the act of again shooting ahead to repeat her fire, when she discovered to leeward a large ship under French colours. The *Sémillante*, as if recognising the stranger, bore up to join her; while the *Venus*, whose cross-jack yard, gaff, and main rigging, were entirely shot away, and whose masts, yards, sails, and rigging, in general, were much cut and injured, hauled as close to the wind, as her crippled state would permit. Thus ended the action; and at that moment, according to the testimony of the master of an English merchantman, who was then on board the *Sémillante*, the latter had five feet water in her hold.

As a British 32-gun frigate, the *Venus* was an anomaly in point of armament, mounting 24 instead of 26 long 12-pounders on the main deck; which, with eight long 6 pounders and six carronades, 18-pounders, on the quarterdeck and forecastle, gave her a total of 38 guns. Her complement, excluding the *Widow's men*, was 231, fourteen more than the establishment of her class. Not having a marine on board, and being 20 seamen short, the *Venus* commenced action with only 192 men and boys. Of these she had two seamen killed, her master, and 19 seamen wounded. The loss on board the *Sémillante* (whose force has already been stated), out of a crew of at least 300, amounted to 12 officers, seamen, and marines, killed, and 20 wounded.

Some accounts represented the *Venus's* opponent to have been either the *Engageante* or the *Proserpine*; the one a 12, the other an 18 pounder frigate.* But such statements, however plausible, rested on no better foundation than rumour. A letter, extracted from the *Moniteur* of June 8, 1793, identifies the *Sémillante*, beyond all doubt, as the ship engaged by the *Venus*.†

COMPARATIVE FORCE OF THE COMBATANTS.

		VENUS.	SEMILLANTE.
Broadside-guns . . .	{ No.	19	20
	{ lbs.	222	279
Crew	No.	192	300
Size	tons	722	940

Making some allowance for the disparity in point of crew, we may consider these as a tolerably well-matched‡ pair of com-

* Schomberg's Naval Chronol., vol. ii., p. 232, and Gold's Naval Chronicle, vol. i., p. 219.

† See Appendix, No. 8.

‡ In calling these ships *well-matched*, Mr. James does not do ample justice to Captain Faulknor or his brave crew, by the statement above; the French threw a heavier broadside by 57 lbs, had 108 men more than the English, and the *Sémillante* was the more powerful ship by 220 ton!—*Editor*.

batants; and it, undoubtedly, was a well-fought battle. Had the second French ship, (for, although the French commander's letter mentions no strange vessel, yet the fact, being noted in the log-book of the *Venus*, does not admit a doubt,) and which ship was subsequently ascertained to have been the 36-gun frigate *Cléopâtre*, Captain Jean Mullan, delayed her appearance for about half an hour, the probability is, that the *Sémillante*, having suffered most in the action, would have become the prize of the *Venus*. The *Cléopâtre* crowded sail after the latter; but the *Venus* being far to windward, and having a smooth sea and a commanding breeze, got clear off; rejoining, at 3 P. M. on the 29th, her consort, the 36-gun frigate *Nymphe*, from whom, two days previous to the action, she had parted company in chase.

The following account of the meeting between the *Hyæna* and *Concorde* is extracted from Captain Schomberg's naval work: "In May, the *Hyæna*, of 24 guns, and 160 men, commanded by Captain William Hargood, being on a cruise off *Hispaniola*, fell in with *La Concorde*, French frigate, of 40 guns and 320 men. After a severe and spirited conflict, in which the *Hyæna* was dreadfully shattered, her first lieutenant, and many of her crew, killed and wounded, Captain Hargood was obliged to surrender."*

The *Hyæna* being a ship of no more than 522 tons, mounting twenty-two long 9-pounders on her main deck, and two long 6-pounders, and six or eight ill-constructed useless carronades, 12-pounders, on her quarterdeck and forecastle, with a complement (she being on the peace establishment) of only 120 men and boys, while the *Concorde* was a regular French 40-gun frigate, mounting, like No. 5 in the table at p. 54, 44 guns in all, an obstinate resistance, on the part of the former, would have reflected the highest honour on the officers and crew of the British vessel; but, unfortunately, Captain Schomberg's account is erroneous in all the more important particulars. The circumstances of the case were these. On the 27th of May, early in the morning, when about two miles off Cape Tiburon, the *Hyæna* was discovered and chased by the *Concorde*, the advanced frigate of a French squadron, composed of the *Eole* and *American* 74s, and three or four frigates, some of which then, or very soon afterwards, were in sight from the *Hyæna*'s masthead. As soon as she discovered the character of her pursuers, the *Hyæna* put before a light air of wind, but, being unable to make way against a heavy head sea, was rapidly gained upon. As the *Concorde* approached her on the quarter, the *Hyæna* fired a few of her maindeck guns, and then, without waiting, it would appear, to receive any fire in return, hauled down her colours to the French frigate.

On the 11th of October, 1793, on board the Cambridge guardship, in *Hamoaze*, Captain Hargood and his officers were

* Schomberg, vol. ii., p. 257.

tried by a court-martial, and honourably acquitted; the sentence stating, that "every means had been used to prevent the *Hyæna* from being captured." In the first edition of this work, it was not mentioned that the *Concorde* was the advanced ship of a squadron. Two circumstances led to that omission: the neglect of Sir William Hargood to transmit the promised "particulars of the action and cause of the capture of his Majesty's ship *Hyæna*," and the very imperfect information furnished by a subordinate at a public office, even after he had received from his chief the most positive directions to make a full extract from the official document in his charge.

On the 17th of June the British 12-pounder 36-gun frigate *Nymphe*, Captain Edward Pellew, sailed from Falmouth on a cruise. Having, in his way up the Channel, arrived nearly abreast of the Start point, Captain Pellew ran out to the southward in the hope of falling in with one of the two French frigates which, a week or two before, the *Nymphe* and *Venus* had chased into Cherbourg, and which were known to be the *Cléopâtre* and *Sémillante*, already noticed in the action between the latter and the *Venus*. On the next day, the 18th, at 3h. 30m. A.M., the Start point bearing east by north, distant five or six leagues, a sail was discovered in the south-east quarter. At 4 A.M. the *Nymphe* bore up in chase under all sail; the stranger, which, by a singular coincidence, was the French frigate *Cléopâtre*, carrying a press of canvass, either to get away, or to prepare for action.

At 5 A.M., finding that the *Nymphe* had the advantage in sailing, the *Cléopâtre* hauled up her foresail and lowered her topgallantsails, bravely awaiting the coming up of her opponent. At about 6 A.M., the *Nymphe* approaching near, the *Cléopâtre* hailed her; but Captain Pellew, not hearing distinctly what was said, replied only by the usual "*Hoa! hoa!*"* an exclamation instantaneously followed by three cheers from the crew of the *Nymphe*. Captain Mullan, upon this, came to the gangway, and, waving his hat, exclaimed, "*Vive la nation!*" and the crew of the *Cléopâtre*, at the same time, put forth a sound which was meant for an imitation of the cheers of the British.

At 6h. 15m. A.M., the *Nymphe* having reached a position from which her foremost guns would bear on the starboard quarter of the *Cléopâtre*, Captain Pellew, whose hat, like that of the French captain, was still in his hand, raised it to his head,

* Osler, in his *Life of Captain Pellew* (the first Lord Exmouth), gives the following account of this extraordinary rencontre: "At 6 o'clock the ships were so near that the captains mutually hailed. Not a shot had yet been fired. The crew of the *Nymphe* now shouted 'Long live King George,' and gave three hearty cheers. Captain Mullan was seen to address his crew briefly, holding a cap of liberty, which he waved before them. They answered with acclamation, shouting, 'Vive la république.' The cap of liberty was then given to a sailor, who ran up the main rigging and screwed it on the mast-head."

the preconcerted signal for the *Nymphé's* artillery to open. A furious action now commenced, the two frigates still running before the wind, within rather less than hailing distance of each other. At about 6h. 30m. the *Cléopâtre* suddenly hauled up eight points from the wind; and, before 7 A. M., her mizenmast (about 12 feet above the deck) and her wheel were shot away.

In consequence of this double disaster, the French frigate, at about 7 A. M., paid round off, and shortly afterwards fell on board of her antagonist, her jib-boom passing between the *Nymphé's* fore and main masts, and pressing so hard against the head of the already wounded mainmast, that it was expected every instant to fall; especially, as the main and spring stays had both been shot away. Fortunately, however, for the *Nymphé*, the jib-boom of her adversary was carried away, and her own mainmast preserved.

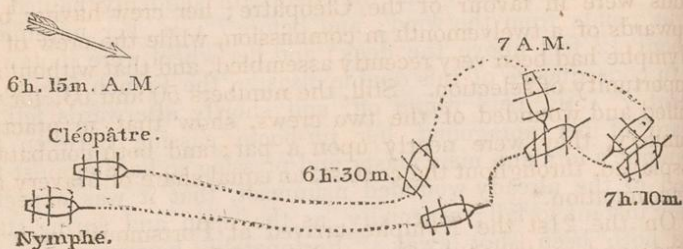
After this, the two frigates fell alongside, head and stern, but were still held fast, the *Cléopâtre's* larboard maintopmast-studdingsail boom-iron having hooked the larboard leech-rope of the *Nymphé's* main topsail. Here again was danger to the mainmast. In an instant a maintopman, named Burgess, sprang aloft, and cut away the leech-rope from the end of the main yard; and, as an additional means of getting the ships apart, Lieutenant Pellowe, by Captain Pellew's orders, cut away the best bower anchor.

During these important operations, no relaxation had occurred, on the part of the British at least, in the main purpose for which the two ships had met. Soon after they had come in contact in the manner we have related, the *Cléopâtre* was gallantly boarded by a portion of the *Nymphé's* crew; one man of whom, at 7h. 10m. A. M., hauled down the republican colours, after the action had continued 50 minutes.* The firing now ceased; and it was just as the last of 150 prisoners had been removed into the *Nymphé*, that the two ships separated.†

* Captain Pellew, in a letter to his brother, says, "We dished her up in 50 minutes."

† Mr. James has not given the account of this action with his accustomed accuracy, and leaves the reader to imagine that it was not till long after the *Cléopâtre* had run stern on to the *Nymphé* that she was boarded and carried by the English. Mr. Osler, whose work is compiled from Lord Exmouth's own notes, gives the following account: "The *Cléopâtre* (from the loss of her mizenmast and wheel) being thus rendered unmanageable, came round with her bow to the *Nymphé's* broadside, her jib-boom pressing hard against the mainmast. Captain Pellew, supposing that the enemy were going to board, ordered the boarders to be called to repel them; but the disabled state of the *Cléopâtre* was soon evident, and he at once gave orders to board her. *Immediately* the boarders rushed on the fore-castle, a division of them, headed by Mr. Ball, boarding through the main-deck ports, fought their way along the gangways to the quarter-deck. The republicans, though much superior in numbers, could not resist the impetuosity of the attack. At 10 minutes past 7 they had all fled below or submitted, and the pendant of the *Cléopâtre* was hauled down."—*Osler's Life of Exmouth*, p. 85.

In order to render more intelligible our details of the manœuvres of the combatants in this celebrated frigate-action, we here subjoin an explanatory diagram :



The *Nymphé* mounted the same maindeck guns as *D* in the table at p. 91, with two long 6-pounders, and eight carronades, 24-pounders, on the quarterdeck and forecastle; total, 40 guns. The loss on board the *Nymphé* was tolerably severe. Out of a crew of 240 men and boys, she had her boatswain (Tobias James), one master's mate (Richard Pearse), three midshipmen (George Boyd, John Davie, and Samuel Edfall), 14 seamen, and four private marines killed, her second lieutenant (George Luke), two midshipmen (John A. Norway and John Plaine), one lieutenant of marines (John Whittaker), 17 seamen, and 6 private marines wounded; total, 23 killed, and 27 wounded.

The loss on board the *Cléopâtre*, in killed and wounded together, out of a crew, as certified by her surviving officers, of 320 men and boys, amounted to 63. Among the wounded were included the ship's three lieutenants; and, among her killed, was the truly gallant Captain Mullan. A round shot had torn open his back, and carried away the greater part of his left hip. It is related that, having the list of coast-signals adopted by the French in one of his pockets,* Captain Mullan, during his short agonies, drew forth a paper, which he imagined was the right one (but which really was not), and died biting it to pieces. Here was a trait of heroism! And yet no French writer, as far as we can discover, has recorded the fact.

COMPARATIVE FORCE OF THE COMBATANTS.

		NYPHÉ.	CLÉOPÂTRE.
Broadside-guns	{ No.	20	20
	{ lbs.	322	286
Crew	No.	240	320
Size	tons.	938	913

The *Cléopâtre* was armed the same as her classmate, No. 7, in the table at p. 54, except in having 28 instead of 26 long 12s, and eight instead of ten long 6-pounders.

The British vessel, according to this statement, possessed, in

* Osler mentions, that this gallant French officer took out his *commission* by mistake, and expired in the act of devouring it.

aggregate weight of metal, a trifling superiority of force; but in number of men she was a fourth inferior. If length of service and nautical experience are to be taken into the account, the odds were in favour of the *Cléopâtre*; her crew having been upwards of a twelvemonth in commission, while the crew of the *Nymphé* had been very recently assembled, and that without any opportunity of selection. Still, the numbers 50 and 63, for the killed and wounded of the two crews, show that, in practical gunnery, they were nearly upon a par; and both combatants displayed, throughout the contest, an equal share of bravery and determination.*

On the 21st the *Nymphé* arrived at Portsmouth with her prize; and, on the 29th, Captain Edward Pellew, along with his brother, Captain Israel Pellew, who happened to be on board the *Nymphé* during the action, was introduced by the Earl of Chatham to George III. His late majesty was thereupon pleased to confer on one brother the honour of knighthood, and, on the other, the rank of post-captain. The *Nymphé*'s first lieutenant, Amherst Morris, received, also, from the Board of Admiralty, the step that was his due; and the second and third lieutenants, George Luke and Richard Pellowe, appear likewise to have distinguished themselves. The *Cléopâtre*, being a fine little frigate, was purchased by the British government; and, under the name of *Oiseau* (a *Cleopatra* being already in the service), became a cruising 36 of the 12-pounder class.

Towards the end of July the British 12-pounder 32-gun frigate *Boston*, Captain George William Augustus Courtenay, cruised off New York, in the hopes of intercepting the French 36-gun frigate *Embuscade*,† Captain (de vais.‡) Jean-Baptiste-François Bompert, lying at anchor in that harbour; and who, during her last cruise, had captured or destroyed upwards of 60 British vessels. On the appearance of the *Boston* off the port, Captain Bompert mistook her for the *Concorde*, a frigate under

* It is seldom we read in a Paris newspaper a paragraph announcing the capture of a French ship of war, couched in such terms as these: "Les Anglais nous ont enlevé dernièrement la superbe frégate la *Cléopâtre*. Elle a été prise par une frégate d'égal force."—*Abréviateur Universel*, Juillet 16, 1793.

† Armed precisely as No. 7 in the table at p. 54, except in having two instead of four brass carronades. The *Embuscade* has been described (Brenton's *Nav. Hist.*, vol. i., p. 460) as a "French frigate of the large class, or what was called an 18-pound ship." Captain Brenton's mistake, as we shall hereafter show, arose from the inaccuracy of an official despatch.

‡ It appears necessary to mark this distinction, it not being customary in the French as in the British navy, to assign one order of captains to the command of post-ships and another to the command of sloops of war. With the French, a "capitaine de vaisseau," or captain of a ship of the line, frequently, as in the case of M. Bompert, commands a frigate; but it is not the general practice (indeed we are not aware of an instance, except occasionally in a flag-ship) for a "capitaine de frégate" to command a ship of the line.

his orders, then cruising in those seas. He accordingly sent his first lieutenant (a Bostonian by birth), and a boat's crew of 12 men, with orders to the commander of the supposed *Concorde*, to proceed immediately in quest of a certain pirate-ship, and, on capturing her, to hang the whole crew. As he approached the *Boston*, the American doubted, from the neat appearance of her rigging, whether or not she was a French ship: he lay on his oars awhile, until the master of a pilot-boat that had come alongside assured him she was a French man-of-war, he having passed under her stern, and seen none but French sailors on board.

The fact is, that Captain Courtenay, desirous to deceive both the French captain and the Americans (whose communicativeness he knew), as to the national character of his ship, had placed upon the quarterdeck those among his officers and crew that spoke a little French; and the loud jabbering of these, as they hung over the taffrail, produced its full effect upon the Americans in the pilot-boat. Lieutenant Whitnow, satisfied that the ship in sight was the one he was in search of, pulled straight towards her, and, with his men, was made a prisoner.

On Captain Courtenay's expressing to the lieutenant of the *Embuscade*, a desire to meet that ship at sea, the latter assured him of Captain Bompert's readiness to accede to his wishes; and promised that, if Captain Courtenay would allow him to write to his captain, by the pilot-boat then in sight, the *Embuscade*, in the course of a few hours, should be outside the Hook. This was done; and Captain Courtenay sent, at the same time, a verbal message to Captain Bompert, proposing to meet the *Embuscade*, and stating, that the *Boston* would wait for her three days. The pilot-master, being scrupulous about delivering the message, caused a written copy of it to be posted up in one of the public coffee-rooms of the city. It soon reached the French captain; and the *Embuscade*, after a council of the officers had been called, got under way, and stood out to sea.

On the afternoon of the 30th, while the *Boston* was anxiously awaiting the expected rencontre, 12 sail appeared in the south-east; and which, according to the report of the *Embuscade's* lieutenant, were a French squadron of two 74-gun ships (*Eole* and *America*), four frigates, and six corvettes, bound to New York from Port-au-Prince, but last from the Chesapeake. At sunset they were distant about ten miles, and soon afterwards disappeared from the *Boston*; who, at this time, was about four leagues off the Long Island shore. The presence of a formidable French squadron was not very flattering to Captain Courtenay's hopes, let his combat end as it might: however, he stood pledged to give the meeting, and was resolved, as we shall presently see, not to degrade the flag under which he served.

On the 31st, at 3 A.M., a ship, apparently large, was descried coming down before the wind, in the direction of north-east by east. The *Boston* immediately cleared for action. At 3 h

30 m. A.M. the strange ship passed about three miles and a half to windward, making signals with false fires. At 3h. 50 m. A.M. the ship was discovered to be a frigate, under French national colours. The Boston now hoisted the same colours; whereupon the stranger ran up at her peak a blue flag with a white cross, and thus made herself known as the Embuscade.

At 4 A.M. the latter wore to the eastward, and the Boston set her mainsail; as did also the Embuscade. At 4h. 45 m. A.M. the Boston tacked, hauled up her mainsail, hauled down the French, and hoisted English colours; and was passed by the Embuscade, at about a mile and a half distance. At 5 A.M. the Boston again tacked; when the Embuscade bore up, and at 5h. 5 m. A.M. ranged along the former's larboard and weather side. The Boston thereupon fired her larboard guns; which were promptly answered by the starboard ones of the Embuscade, as the latter lay with her main topsail to the mast. The Boston then wore, and, on coming to on the starboard tack, laid her main topsail to the mast also; and an animated fire was kept up by both ships. At this time the high land of Neversink, in the Jerseys, bore north-west, distant four leagues.

At 5h. 20 m. A.M. the cross-jack yard of the Boston was shot away; and at 5h. 45 m. A.M. her jib and fore-topmast staysail, with the stays themselves, as well as all the braces and bowlines, met the same fate; consequently, she had no further command of those sails. At 6h. 10 m. A.M. her main topmast, and the yard with it, fell over on the larboard side, and the mizen derrick was shot away. At 6h. 20 m. A.M. Captain Courtenay, and Lieutenant James Edward Butler, of the marines, while standing at the fore-part of the quarterdeck, were killed by the same cannon-ball. At this time, too, the mizen, mizen topmast, and mizen staysail, were shot away: the mizen-mast was also expected, every moment, to go by the board, and the only two lieutenants, John Edwards and Alexander Robert Kerr, were below, wounded; the latter with the temporary loss of sight in one, and with total blindness in the other, of his eyes, and the former by a contusion in the head, which rendered him senseless. At 6h. 40 m. A.M., finding that the crew were in some confusion for the want of officers to give orders, Lieutenant Edwards, although still suffering greatly from the stunning effects of his wound, came on deck, and took command of the ship.

At 6h. 40 m. A.M. the Embuscade dropped a little astern, with the view of putting an end to the battle at once, by a raking fire; and which the Boston, having no use of her sails, with difficulty wore round in time to avoid. On coming to on the larboard tack, the Boston could not use many of her guns, because the wreck of the main topmast lay over them. Thus circumstanced, with her principal officers dead or disabled, the British frigate put before the wind, under all the sail she could set; and at 7h. 7 m. A.M. the Embuscade, who, to all appear-

ance, was nearly as crippled as herself, stood after her. At 8 A.M., however, when about four miles off, the French frigate brought to with her head to the eastward, and was soon lost sight of by the Boston.

Besides the long-gun establishment of her class, as particularized at *H* in the table at p. 91, the Boston mounted six of those useless *monkey-tailed* 12-pounder carronades; making her guns in all 38. Her net complement was 217 men and boys; but, having sent away in a prize her third lieutenant and 12 seamen, she had actually on board no more than 204. Out of this number, she lost her gallant commander, the lieutenant of marines, and eight seamen and marines killed, her two remaining lieutenants (already named), one master's mate, two midshipmen (whose names we are unable to give), and 19 seamen and marines (the chief of them badly) wounded; total, 10 killed and 24 wounded.

The Embuscade was armed like her class-mate, No. 7, in the table at p. 54, except in having but two instead of four carronades. Her established complement was not above 280 or 300; but Captain Bompert, while lying in New York, had augmented the number to 340, and his ship's company, for effectiveness, far exceeded the generality of French crews of the same numerical strength. Deducting the 13 absentees on board the Boston, 327 remain: out of which number, according to the New York papers of the day, the Embuscade had 50 killed and wounded.

COMPARATIVE FORCE OF THE COMBATANTS.

		BOSTON.	EMBUSCADE.
Broadside-guns	No.	19	19
	lbs.	210	240
Crew	No.	204	327
Size	tons	676	906

This long and close-fought action was viewed, from beginning to end, by crowds of American citizens, standing on the Jersey beach. The superior size of the Embuscade attracted the notice of every one; and few among the spectators, on observing the Boston haul off, were so prejudiced as not to admit that, to all appearance, the British frigate had no hopes left of bringing the combat to a favourable termination. That the Boston had not neglected any means of doing so, will appear by the following account of the quantity of powder and shot expended by her in the action:

	No.		No.
Powder	36 half-barrels	Double-headed shot	50
Round shot, 12 and 6 pdrs.	842	Musket balls	500
Grape shot in cases	72	Pistol balls	150
Case shot	70	Cartridges, in all	474

Although none of the Embuscade's masts fell during the con-

test, on her arrival at New York the French frigate had to take all of them out; and her yards, rigging, and hull must also have been considerably injured, or the *Embuscade*, doubtless, would have continued the chase, in order to consummate her victory. The *Embuscade* lay at New York, from the 2d of August to the 9th of October, getting in her lower masts, and repairing the damages she had sustained by the *Boston's* fire.

The *Boston*, after losing sight of the *Embuscade*, had a very narrow escape. She was about entering the Delaware to refit in that river, when the pilot gave information, that two French frigates (believed to have been the *Concorde* and *Inconstante*) were lying at anchor opposite Mud Fort. No time was to be lost, and the British frigate, discharging the pilot, hauled up for St. John's, Newfoundland; where, on the 19th, the *Boston* arrived in safety.

On account of the acknowledged gallantry of Captain Courtenay in the engagement with the *Embuscade*, the late king was pleased to settle on his widow a pension of 500*l.* and on each of his two children 50*l.* per annum. Captain Bompert, some time after his return to New York, was also rewarded for his good conduct, by being appointed to the *Jupiter* 74, recently arrived from St. Domingo.

The following is the account of the death of Captain Courtenay, as it appears in a contemporary work: "The action soon began, and continued with great bravery on both sides, until the iron hammock-rail of the quarterdeck being struck by a shot, a part of it took Captain Courtenay on the back of the neck, and he fell, but no blood followed: the first lieutenant caused the body to be immediately thrown overboard, lest, as he said, it should dishearten the people; and after this precaution hauled away from the enemy, who had no inclination to follow him."* All we can say to this extraordinary statement is, that our account was taken chiefly from the *Boston's* log-book, and that we have not the least reason, from subsequent inquiries, to believe it to be incorrect. The officer, Lieutenant John Edwards, thus severely treated, after acting a short time in command of the *Pluto* sloop, whose commander, the present Vice-admiral Sir James Nicoll Morris, had been posted into the *Boston*, resumed his station on board of the latter, went to England in her in extreme ill-health from his contusion, was made a commander on the 22d of June, 1795, and died as such, from the effects of his old wound, on the 15th of January, 1823; the very month, if not the very day, on which the book, containing this serious charge against him, both as an officer and a man, appeared before the public.

About the middle of October the British 18-pounder 36-gun frigate, *Crescent*, Captain James Saumarez, sailed from Spithead

* Brenton, vol. ii., p. 461.

on a cruise. Having received information that two French frigates, stationed at Cherbourg, had made several valuable captures, and that one of them usually quitted the port in the evening, stood across the Channel during the night, and returned the next morning, with what prizes she had picked up, Captain Saumarez, on the night of the 19th, ran close off Cape Barfleur, and there awaited this frigate's return.

Just as the day dawned the *Crescent*, standing on the larboard tack, with the wind off shore, descried a ship and a large cutter coming in from the seaward: she immediately edged away for the two strangers, and, in a little while, ranged up on the larboard and weather side of the ship, which was the French 36-gun frigate *Réunion*, Captain François A. Dénian.

A close and spirited action now ensued, in the early part of which the *Crescent* lost her foretopsail yard, and soon afterwards her fore topmast; but, putting her helm hard a-starboard, she came suddenly round on the opposite tack, and brought her larboard guns to bear. The *Réunion*, by this time, had lost her fore yard and mizen topmast, and became exposed, in consequence, to several raking fires from the *Crescent*. After a brave resistance of two hours and ten minutes, by which time she was utterly defenceless, the *Réunion* struck her colours; a measure the more imperative, as the British 28-gun frigate *Circe*, Captain Joseph Sydney Yorke, which, during the greater part of the action, had laid becalmed about three leagues off, striving her utmost to get up, was now approaching. The cutter, which was believed to be the *Espérance*, mounting 12 or 14 guns, had made off as soon as the firing commenced, and escaped into Cherbourg.

Both ships were a good deal damaged in their sails and rigging; and the *Réunion*, besides losing her fore yard, mizen topmast, and main topgallantmast, had several shots in her lower masts, and a still greater number in her hull. Almost the only shot that entered the *Crescent*'s hull struck the apron, and set fire to the priming, of the fore-castle 9-pounder on the opposite, or unengaged side; which, going off, discharged its contents in the direction of some gun-boats coming out of Cherbourg.

The *Crescent*'s main-deck armament was that of her class, as given at *C* in the table at p. 91, and her quarterdeck and fore-castle guns were not, as we formerly stated, 14, but eight, caronades, 18-pounders, and two long 9-pounders, total 36 guns. Out of her 257 men and boys in crew, the *Crescent* had not a man hurt by the enemy's shot; but, in the very first broadside, one of her seamen had his leg broken by the recoil of the gun he was fighting.

The *Réunion*, in her long guns, was armed the same as the *Embascade*,* except in having eight instead of ten 6-pounders:

* See p. 102; also table at p. 54.

she also had six brass 36-pounder carronades ; making the total of her guns 40. The complement of the Réunion, according to the British official account, amounted to 320 men ; but the number deposed to by the French officers, to entitle the captors to head-money, was 300.* Of these the French frigate, according to the letter of Captain Saumarez, lost 120 in killed and wounded ; but, by another account, the loss on board the Réunion consisted of 33 officers, seamen, and marines killed, and 48 severely wounded.

COMPARATIVE FORCE OF THE COMBATANTS.

		CRESCENT.	RÉUNION.
Broadside-guns	{ No.	18	20
	{ lbs.	315	310
Crew	No.	257	300
Size	tons.	888	951

Neither the Réunion's six heavy carronades, nor the Crescent's eight light ones, were very efficient pieces : hence the difference in the maindeck guns of the two frigates gave a decided advantage to the Crescent. Under all the circumstances, therefore, it must be owned that, if the officers and men of the Réunion lacked skill, they were by no means deficient in courage. Many persons on the French shore witnessed the combat ; and the Réunion's concert in Cherbourg, believed to have been the *Sémillante*, made an attempt to go out to her assistance ; but a contrary tide and the failure of wind, aided perhaps by the knowledge that a second enemy's frigate was in the offing, detained her in port.

As a reward for his services on this occasion, Captain Saumarez, soon after his arrival at Portsmouth, received the honour of knighthood ; and, as a further proof how highly the Crescent's performance was rated, Sir James was presented by the city of London with a handsome piece of plate. In addition to the reward bestowed upon Captain Saumarez, the Crescent's first lieutenant, George Parker, as he justly merited, was promoted to the rank of commander. The second and third lieutenants present in the action were Charles Otter and Peter Rye. The Réunion was purchased by the British government, and added to the navy, under the same name as a cruising 12-pounder 36-gun frigate.

On the 22d of October, at 2 A. M., the British 64-gun ship *Agamemnon*, Captain Horatio Nelson, while cruising off Sardinia, saw five sail standing across her to the westward, close upon a wind. These were a French squadron commanded by Commodore Perrée, and consisting of the

* This discrepancy commonly arises from an excess of numbers in the French ship's rôle d'équipage ; a document to which the English captor naturally refers, in the first instance, for ascertaining the complement of his prize.

Gun-frig.	
40	Melpomène.
38	Minerve.
36	Fortunée.

Gun-frig.	
28	Mignonne.*
G.-bg.-corv.	
14	Hasard.

At 2 h. m. A. M. the strangers tacked, by signal of rockets, and were then about three miles on the Agamemnon's weather bow. At 4 A. M. the Agamemnon got within hail of a frigate, but, lest the latter should prove to be a Neapolitan or Sardinian, with a convoy, was careful not to fire into her. Receiving no answer, however, to the hail, and observing the frigate to be making sail, the Agamemnon fired a shot ahead of her. On this, the frigate crowded sail to get off, steering two points from the wind; and the Agamemnon, to prevent the frigate from getting before it, kept her about two points on the bow, chasing under every stitch of canvass. The four other vessels were now seen on the Agamemnon's quarter, steering after her and the frigate.

At daylight the frigate ahead hoisted French national colours, and began firing her stern-chasers. Occasionally, too, the frigate's superiority in sailing enabled her to give a yaw and fire her broadside; in return for which the Agamemnon could bring only a few of her foremost guns, now and then, to bear. While the breeze continued fresh, the 64 and frigate left the other ships far behind; but at 9 A. M., the two former having run into nearly a calm, the four ships in the north-west came up fast. To these, now plainly discovered to be two large and one smaller frigate, and an armed brig, the chase, evidently in a shattered condition, made signals: on which her friends stood for her, and she, hauling more up, was presently in the midst of them.

The Agamemnon, having her main topsail cut to pieces, main and mizen masts, and fore yard, badly wounded, and a great quantity of rigging shot away, could not haul her wind; and these four French frigates and brig-corvette, with the option, at any time before noon on that day, of bringing a British 64-gun ship to action, left her unmolested, and pursued their route.

The Agamemnon had only 345 men at quarters; and of these she lost one man killed and six wounded. The aggregate crews of the five French vessels amounted to at least 1100 men: what loss was sustained by the only ship among them, that came within reach of the Agamemnon's shot, cannot now be ascertained.

On the 24th the Agamemnon anchored in Cagliari Bay to repair her damages; and the French frigates proceeded to Mortella Bay. From this anchorage they might probably have been compelled to remove by the fire of the tower which, as is elsewhere stated, had been captured in the preceding month by the boats of the Lowestoffe;† but Commodore Linzee had since removed

* Named Fouchet in the published accounts. † See p. 86.

the guns into a tender which he chose to fit out. The consequence was, that the Corsicans, left in charge, had no alternative but to abandon the tower, and a party from the French squadron immediately landed and took possession of it.

On the 24th of October, at 9 h. 30 m. A. M., the British 12-pounder 32-gun frigate *Thames*, Captain James Cotes, being in latitude $47^{\circ} 2'$ north, and longitude $7^{\circ} 22'$ west, standing close hauled to the southward, with the wind at west-south-west, saw a sail bearing south; which sail, after hoisting a blue flag at the fore by way of signal, as it afterwards proved, to a brig that accompanied her, bore away large. The weather soon came on very thick, and did not clear up until 10 h. 15 m. A. M.; when the stranger, now seen to be a frigate, appeared on a wind standing for the *Thames*. The latter immediately cleared for action, and at 10 h. 30 m. P. M. the French 40-gun frigate *Uranie*, the frigate in sight, fired a gun to windward, and hoisted French national colours.

The two ships, having the same object in view, soon passed very near to each other, on contrary tacks; at which time the *Uranie* fired her broadside, and wore round on the opposite tack. An action now commenced, and was continued, with great spirit on both sides, until 2 h. 20 m. P. M.; when the *Uranie*, getting under the stern of the *Thames*, gave her two or three raking broadsides, and then attempted to board on the starboard quarter; but, on receiving through her bows a well-directed fire from six or seven of the *Thames's* maindeck guns, double-shotted, the *Uranie* threw all her sails aback, and hauled off to the southward. The British crew, on seeing this, gave three hearty cheers; but the *Thames* was in too crippled a condition to make sail in pursuit.

The *Thames*, whose force consisted only of her established long guns, 32 in number, had quitted England 30 men short of complement, and was obliged, in consequence, to take the marines from the 6-pounder to assist in working the 12s. Her loss in the action, out of a crew of 184 men and boys, amounted to 10 seamen and one private marine killed, her second lieutenant (George Robinson), master (George Norris), one master's mate (David Valentine), one midshipman (James Dale), 14 seamen, and five private marines wounded.

The *Uranie's* force in guns was exactly that of the French 40-gun frigate, in the table at p. 54, and her complement was stated to have been from 320 to 350. The constant stream of musketry, that poured from her during the whole of the action, renders it probable, that the highest of those numbers came nearest to the amount. The loss on board the *Uranie* does not appear; but it was believed to have been very severe, and to have included among the killed her captain, M. Tartue.

COMPARATIVE FORCE OF THE COMBATANTS.

		THAMES.	URANIE.
Broadside-guns	{ No.	16	22
	{ lbs.	174	403
Crew	No.	187	320
Size	tons.	656	1100

Opposed to so decided a superiority, it will not appear surprising that the Thames should have suffered to the extent now about to be detailed. Her three lower masts and bowsprit were shot through in several places; all her stays were shot away, as was all the main rigging, except a few shrouds, and they were rendered useless. The maintopmast rigging was even worse than the main rigging, and the topmast was shot through in three places. The maintopsail yard was shot away in the slings by a double-headed shot, and the yard-arms came down in front of the main yard; the slings, both iron and rope, and the geers of the main yard, were shot away, so that the yard hung by the trusses, about a third of the mast down; and the mainsail was cut to pieces, particularly the leech-ropes.

The foremast had received nearly the same damage as the mainmast, except that the slings of the fore yard were not all cut away, whereby the yard remained aloft: the foretopmast rigging, except a shroud or two, was all shot away; as were all the stays, back-stays, lifts, braces, ties, halliards, and other tackling. The bowsprit was shot through in several places; and all the bob-stays and bowsprit shrouds were cut by shot and langridge: the jib-stay and halliards had been shot away at the first broadside. The mizenmast was so injured, and the rigging so cut, that the gaff was obliged to be lowered, as soon as the action ended, to prevent the mast from going over the side; and the fore-part of the top was entirely shot away.

The hull of the Thames had received innumerable shots; the chief part of the gangways was shot away; the main deck in front of the mainmast was torn up from the waterway to the hatchways, and the bits were shot away and unshipped. Six shots had passed between wind and water on the starboard, and three on the larboard side. One gun on the quarterdeck, and two on the main deck, were dismantled; and almost all the tackles, and breechings were cut away. The loss on board the Thames, as we have just seen, amounted to 11 men killed, and 23 (two of them mortally) wounded. The surprise is that, after being so terribly mauled by shot, her loss was not treble what it proved.

The condition of the Uranie can be taken only from her appearance as she lay to, about two miles from her opponent, repairing her damages. Her masts, though all were standing, seemed to be greatly injured, as did her rigging and sails. Several men were seen over her sides, stopping shot-holes; and it was evident that she was pumping, with all her remaining strength.

The Thames could steer but one course, and that was right before the wind. Judging that the *Uranie* would certainly renew the contest, as soon as she was in a state to bear down, Captain Cotes commenced refitting the Thames, in order to receive her. The British crew had been so busied in their various duties, that they had scarcely bestowed a glance beyond their own ship; and at 4 p. m., when inquiries were made after the *Uranie*, not a person, either on deck or in the tops, could see any thing of her: and yet it did not appear possible that, under every advantage of sailing, she could have gained a distance to be completely out of sight.

Soon afterwards four sail made their appearance, and came up fast, under English colours. The wind had by this time freshened from the south-west; and the Thames, being without any after-sail, and having her runners all carried forward and crossed, to serve both as stays and shrouds, was not able to haul upon a wind. On this, one of the frigates ranged up under her stern, and gave her a broadside. The Thames then brought to, hailed that she was in a defenceless state from a previous action, and struck her colours to the French 40-gun frigate *Carmagnole*, Captain Zacharie-Jacques-Théodore Allemand, having in her company the 36-gun frigates *Résolue* and *Sémillante*, and 16 gun brig-corvette *Espiègle*. M. Allemand ordered Captain Cotes to send his boat on board the *Carmagnole*; but, the Thames not having any boat fit to take the water, nor even the means of hoisting one out, the *Carmagnole* had to send one of her boats to take possession of the prize.

The French commodore inquired particularly the description of the Thames's late opponent: it was given to him as minutely as possible. He then said that she was the *Uranie*, a frigate of his squadron, which, two days before, had gone in chase of a yellow-sided brig. He was informed that such a vessel, apparently either a Spanish packet or small brig of war, had been seen in her company: whereupon he expressed himself highly indignant at the captain of the *Uranie*; declaring, that the latter ought to have annihilated the Thames in half the time.

The Thames, being taken in tow by the *Carmagnole*, was conducted to Brest, where she arrived on the following day. Her surgeon had been removed from her on the preceding evening, and the wounded of her crew remained unattended for three days; at the end of which time they were transported to the hospital. The British officers and men were completely pillaged by the French crew, over whom the French officers had little or no control: it is, however, but fair to state, that the latter did all in their power to mitigate the sufferings of their prisoners.

Several of the officers late belonging to the Thames resided two years at Brest, and, naturally enough, made the most diligent inquiries after the frigate that had engaged them, but never could hear the least tidings of her. Coupling this circumstance with the *Uranie*'s sudden abandonment of the action, and

with the visible effects of the repeated broadsides of the Thames upon her hull, as she lay pumping in their view, the British officers could not but consider that the efforts of their ship, although not crowned with victory, had sent to the bottom an enemy's ship of greatly superior force.

In this hope, however, they were deceived. The name of the Uranie, immediately or soon after she arrived in port, was changed to Tortue. Our suspicion that such had been the case, we recorded in the first edition of this work. By referring to the proceedings instituted in the admiralty prize-court against the French frigate Tortue, captured by the Polyphemus in January, 1796, we have since found it expressly deposed by Captain Magendie and his two senior lieutenants, that, previously to the capture of the British frigate Thames, the Tortue, represented by them as mounting 44 guns, had been named Uranie. In consequence of that, we believe, the British admiralty, on receiving the Tortue into the service, changed her name to Urania.

On the 25th of November, at 1 A. M., the British 12-pounder 32-gun frigates Penelope, Captain Bartholomew Samuel Rowley, and Iphigenia, Captain Patrick Sinclair, cruising in the bight of Leogane, island of St.-Domingo, discovered in the west quarter, and immediately chased, the French 36-gun frigate Inconstante, from Port-au-Prince, bound to Petit-Trou. At 1 h. 30 m. A. M. the Penelope, who had far outrun her consort in the chase, got close alongside of the Inconstante; between whom and herself a smart cannonade commenced. In a short time the hammock-cloths of the Penelope on the engaged side caught fire, and 50 hammocks were destroyed before the flames could be extinguished. The action, nevertheless, still went on, and continued until the Iphigenia came ranging up on the French frigate's starboard quarter; when, at 2 A. M., the Inconstante hauled down her colours. The Penelope had one seaman killed, and one midshipman (John Allen) and six seamen wounded; the Iphigenia, no person hurt. The Inconstante, out of a crew of 300 men and boys, had her first lieutenant and six seamen killed, and her captain and 20 men (including three mortally) wounded. The prize was purchased for the navy, and registered, under her French name, as a 12-pounder 36.

On the 1st of December his Britannic majesty's packet the Antelope, Captain Curtis, being off Cumberland harbour, in Cuba, on her way to England, from Port-Royal, Jamaica, which port she had quitted three days previous, fell in with two French schooner-privateers, of formidable appearance. The packet immediately bore up for Jamaica, and was followed, under all sail, by the privateers. The Atalante, one of the two, outsailing her consort, continued the chase alone. During that and the following day, until 4 P. M., the packet rather gained upon her pursuer; but the wind suddenly failing, the latter took to her sweeps, and soon swept up alongside of the Antelope. After the

exchange of a few shots, the schooner sheered off. On the 2d, at 5 A. M., it still being calm, the *Atalante* again swept up, and, on reaching her opponent, grappled her on the starboard side. The privateer then poured in a broadside, and attempted, under cover of the smoke, to carry the *Antelope* by boarding; but the crew of the latter drove back the assailants with great slaughter.

Among the sufferers by the privateer's broadside, was the packet's commander, Mr. Curtis, who fell to rise no more; as did also the steward, and a French gentleman, a passenger. The first mate, too, was shot through the body, but survived. The second mate having died of the fever soon after the packet had sailed from Port-Royal, the command now devolved upon Mr. Pasco, the boatswain, who, with the few brave men left, assisted by the passengers, repulsed repeated attempts to board, made, at intervals, during the long period that the vessels remained lashed together. At last, the privateersmen, finding they had caught a tartar, cut the grapplings, and attempted to sheer off. The boatswain, observing this, ran aloft, and lashed the schooner's square-sail yard to the *Antelope's* fore shrouds. Immediately a well-directed volley of small arms was poured into the privateer, and the crew called for quarter. This, notwithstanding the *Atalante* had fought with the red or bloody flag at her mast-head, to indicate that no quarter would be shown by her, was granted, and possession was forthwith taken of the prize.

The *Antelope* mounted six 3-pounders, and had sailed with 27 hands; but she had lost four by the fever, and two were ill in their hammocks, consequently the packet commenced the action with only 21 men, exclusive of the passengers. Her total loss in the action was three killed, and four wounded. The *Atalante* mounted eight 3-pounders; and her complement was 65 men, composed of French, Americans, and Irish. Of these the first and second captains and 30 men were killed,* and 17 officers and men wounded. The *Antelope* now carried her prize in triumph to Annotta Bay, Jamaica; where the two vessels arrived on the morning succeeding the action.

The unparalleled bravery of one of the *Antelope's* passengers, a M. Nodin, formerly a midshipman in the French navy, deserves to be recorded. It is related of this young man, that he stood by the helm and worked the ship, armed with a musket and a pike, which he alternately made use of: that, when he perceived the *Atalante's* men climbing the quarters of the *Antelope*, he quitted the helm, and with the pike despatched such as

* The number of dead lying on the deck, when the schooner was taken possession of, amounted to 20. It is probable that none had, as conjectured, been thrown overboard: hence, admitting 16 to have been, as is stated, the number of privateersmen found unhurt, the schooner's complement, on commencing the action, would be 12 fewer than appears in the text.

came within his reach, returning at proper intervals to right the vessel; that, with the pike and musket, he killed or disabled several men, and continued his astonishing exertions for upwards of an hour and a quarter.*

COLONIAL EXPEDITIONS.

An enumeration of the principal colonies possessed by the several powers at war, as well as by those far from disinterested lookers-on, the neutral nations, may usefully precede the accounts which, under this head of the work, we purpose to give, but only, except where the navy is exclusively concerned, in a summary manner.

There were possessed in

NORTH AMERICA.

BY	{	Upper and Lower Canada; Settlements in Hudson's Bay; Provinces in Nova-Scotia and New Brunswick; Islands of Cape-Breton, Newfoundland, and St.-John, or Prince Edward; the Magdalen islands, and the Bermudas or Somers islands.
ENGLAND,		
FRANCE,	{	Small fishing islands of St.-Pierre and Miquelon, on the coast of Newfoundland.

WEST INDIES.

ENGLAND,	{	Island of Jamaica, Bahama islands, and the bay of Honduras, to leeward; and, to windward, Barbadoes, Grenada and the Grenadines, Antigua, St.-Vincent, Dominique or Dominica, St.-Kitt's, or St.-Christopher's, Nevis, Montserrat, and the Virgin islands.
HOLLAND,	{	Islands of Curaçoa and St.-Eustatia, and part of St.-Martin; Dutch Guiana, on the coast of Terra-Firma, contiguous to the river Oronoko, with the settlements of Surinam, Demerara, Berbice, and Essequibo.
SPAIN,	{	Islands of Cuba, Trinidad, Porto-Rico, and the east part of St.-Domingo; Mexico, Peru, East and West Florida, &c.; great part of the east coast of South America; the rich settlements of Monte-Video and Buenos-Ayres on the Rio de la Plata, and part of the coast from that river to Cape Horn.
PORTUGAL,	{	A large tract of country on the east coast of South America, including Pernambuco, Rio-Janeiro, St.-Salvador, and St.-Sebastian; and From Para to the Rio de la Plata.
DENMARK,	{	Islands of Santa-Cruz, St.-John, and St.-Thomas.
SWEDEN,	{	Island of St.-Bartholomew.
FRANCE,	{	Islands of Martinique, Guadeloupe, the Saintes, Désirade, Ste.-Lucie, Tobago, and Marie-Galante; also part of St.-Domingo and St.-Martin; French Guiana, or Cayenne, on the coast of Terra-Firma.

COAST OF AFRICA.

ENGLAND,	{	Fort-James, on the river Gambia; Sierra-Leone; Cape-Coast Castle.
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* The Jamaica House of Assembly, with its wonted liberality, as soon as the gallant conduct of the Antelope's officers and crew was made known, voted the sum of 500 guineas to be distributed among them.

HOLLAND,	{	Cape of Good Hope ; settlements of Amsterdam, Acra, and Delmine, on the coast of Guinea.
PORTUGAL,		Madeira ; the Azores or Western islands ; Cape de Verd islands ; island of St.-Thomas on the line ; Loango, St.-Paul, and a few other small trading forts.
DENMARK,	{	A few small trading forts.
FRANCE,		Sénégal, Gorée, &c.

EAST INDIES.

ENGLAND,	{	Greater part of the coasts of Malabar and Coromandel ; island of Pulo-Penang, and Bencoolen on the island of Sumatra ; chief part of New-Holland ; Andamin islands, in the bay of Bengal ; St.-Helena.
HOLLAND,		Batavia and several other settlements in the island of Java ; Samanap on the island of Madura, and Malacca on the peninsula of that name ; Masulipatam on the coast of Coromandel, and Cochin on the coast of Malabar ; Trincomalée, Pointe-de-Galle, and Columbo in the island of Ceylon ; factories of Porca and Quilon in the Travancore country ; Amboyana, Banda, Ternante, &c.
SPAIN,	{	Philippine islands, and settlement of Manilla in the island of Leuconia.
PORTUGAL,		Goa on the Malabar coast ; Macao at the mouth of the Tigris on the coast of China.
DENMARK,	{	Tranquebar, on the coast of Coromandel.
FRANCE,		Fort-Pondicherry on the coast of Coromandel ; factories of Mahé on the coast of Malabar ; of Chandernagore, up the Ganges, also of Karica, Yanam, and a few others ; island of Mauritius, or Isle-de-France ; Isle-Bourbon ; Foul-Point on the island of Madagascar.

NORTH AMERICA.

We shall now proceed in our narrative of colonial occurrences, taking the different stations in the order in which they have just been named ; North America, West Indies, Coast of Africa, and East Indies. In the station of North America is included that of Newfoundland ; at which island, or rather at St.-John's, its principal port, the British naval force, on the breaking out of the war, consisted of the 64-gun ship *Stately*, Captain J. S. Smith, bearing the flag of Vice-admiral Sir Richard King, the 32-gun frigates *Boston*, *Fox*, and *Cleopatra*, and four or five small sloops. The first act of hostility in this quarter was the capture of the small fishing islands of St.-Pierre and Miquelon, which had been taken from the French in 1778, and were injudiciously restored to them by the treaty of 1783.

Aware of the importance of these fishery islands, the British government, in a very few days after war had been declared, despatched orders to Halifax, Nova-Scotia, for their immediate seizure. In pursuance of those directions, Brigadier-general Ogilvie, with a detachment of the royal artillery, and 310 rank and file of the 4th and 65th regiments, embarked, on the 7th of May, in the British 28-gun frigate *Alligator*, Captain William Affleck, the Diligente armed schooner and three transports. On

the 14th, at daybreak, the Alligator and convoy made the island of St.-Pierre; and, it having been stated (although, as it proved, erroneously) that a French frigate was in the harbour, a division of the troops was landed about five miles to the westward of the town; after which, the ships made sail for the harbour. A summons for the surrender of the islands was sent to M. Danseville, the commandant, who demanded terms of capitulation, but, on these being refused, surrendered the islands of St.-Pierre and Miquelon at discretion. The battery consisted of eight 24-pounders, the garrison of between 80 and 100 men, besides about 500 armed fishermen; and the whole population of the two islands, of 1502 souls, including 761 for Miquelon. Eighteen small vessels laden with fish, and two American schooners containing provisions and naval stores, were taken in the harbour.

WEST INDIES.

The distance between Barbadoes and Jamaica, aided by the violent and steady force of the trade-wind, as it blows from one island to the other, having rendered it necessary to divide the British West Indies into two commands, or stations, we shall find it most convenient to conform to the same arrangement; especially, as the naval operations carried on upon either station are usually conducted by the admiral in command there, or by a detachment from his squadron. When the news of the war reached Barbadoes, the commander-in-chief on the station was Vice-admiral Sir John Laforey, who had his flag on board the 50-gun ship *Trusty*, Captain John Drew; which, with a small frigate and two or three sloops, was all the British force in that quarter.

The island of Tobago had been taken from the British in the late war, and the French were confirmed in the possession of it by the treaty of Amiens. It was therefore an object to retake it as speedily as possible. Accordingly, on the 12th of April, directions to that effect having been promptly forwarded, Major-general Cuyler, at the head of a detachment composed of 50 artillerymen, 418 of the 9th and 60th (4th battalion) regiments, and 32 marines, total 470 officers and men, embarked from Bridge-town, Barbadoes, on board the *Trusty*, 18-gun sloop *Nautilus*, Hind armed schooner, and *Hero* merchant-ship, and, on the 14th, arrived in Great Courland Bay, Tobago. On the same evening the troops were landed; and, on their approaching within two miles of the enemy's fort at Scarborough, a summons was despatched to M. Monteil, Lieutenant-colonel of the 32d regiment and commandant of the island. He refused to surrender, and an assault was resolved on.

On the 15th, at 1 A. M., the British proceeded to the attack, and under a heavy fire of round, grape, and musketry, succeeded, with their bayonets chiefly, in entering the enemy's works. The

conquerors, then, in noble violation of custom, admitted their captives to the privileges of prisoners of war. The British loss was three killed and 25 wounded; that of the enemy, as represented, 15 in killed and wounded. The force on the batteries appears to have been 21 guns, 11 of them 18-pounders. The amount of prisoners did not exceed 200; but it was conjectured, that full 100 armed inhabitants, besides several mulattoes and negroes, had, on the first rush of the British, escaped from the fort.

In consequence of representations made by the royalists of Martinique to Rear-admiral Gardner, who had recently succeeded Rear-admiral Laforey, and to Major-general Bruce, the military commander-in-chief at Barbadoes, intimating, that even the display of a small British force would occasion a great number of the inhabitants to declare for the monarchy, Rear-admiral Gardner's squadron, consisting of the *Queen* 98, Captain John Hutt, bearing his flag, the *Duke*, of the same force, Captain the Honourable George Murray, the *Hector* and *Monarch* 74s, Captains George Montagu and Sir James Wallace, with one or two others, and a division of transports, having on board about 1100 British and 800 French royalist troops, proceeded off the island.

Between the 14th and 17th the troops were disembarked, under cover of the British ships, assisted by a French royalist 74-gun ship and 36-gun frigate; the latter the *Calypso*, and the former, late the *Phocion* (both ships having belonged to the republican navy), but now newly named the *Ferme*.

On the 18th the united forces moved forward, in two columns, to attack the two batteries which defended the town of St.-Pierre; and in which the governor of the island, General Rochambeau, was posted, with, as is alleged in the French accounts, only a few hundred troops. Unfortunately, some alarm having taken place among the royalists, the latter, in a mistake, fired on each other, and severely wounded their commander. This so disconcerted the men, that they turned upon their heels, and marched back to the post they had quitted. The British being, in point of numbers, as was conceived, considerably inferior to the republicans, marched back also; and, by the 21st, were again on board their ships. The knowledge of what treatment the royalists were likely to experience if they fell into the hands of the republicans, induced Major-general Bruce to hire vessels to bring them off; and Captain le Vicomte de la Rivière, putting himself and his 74 and frigate under the orders of the British admiral, saved a great number of his unfortunate countrymen. By this prompt measure, some hundreds of the loyal inhabitants, whites, browns, and blacks, escaped being massacred, and were afterwards distributed as settlers among the different islands. There were, however, as many as 2000 that remained. These were seized and confined as "aristocrats;"

and, if there was a "committee of public safety" in the island, met, without doubt, a similar fate to that which had befallen many thousands of their royalist brethren in Europe. Soon after the unfortunate issue of this expedition, Rear-admiral Gardner sailed for England, and the *Ferne* and *Calypso* joined the Spaniards at the island of Trinidad.

Previously to our quitting the Windward Islands, we must not omit to mention that on the 12th and 13th of August a dreadful hurricane raged there; that the islands of St.-Eustatia, St.-Christopher, and St.-Thomas, experienced the utmost of its violence; and that, besides the numerous plantations laid waste, several vessels and lives were lost, both at sea and on the different coasts.

The British naval commander-in-chief at Jamaica, when the war broke out, was Commodore John Ford, having his broad pendant flying on board the 50-gun ship *Europa*, Captain George Gregory, which ship, along with a few 12-pounder frigates, and some smaller vessels, composed the whole British force on this station. The troubles of St.-Domingo soon gave occasion for its employment. A Monsieur Charmilly, last from England, had succeeded in persuading his countrymen at Jérémie, in that fine island, to throw themselves upon British protection. Accordingly, M. Charmilly himself was deputed by the inhabitants of Grande-Anse, including the quarter at Jérémie, to carry to Major-general Williamson, the lieutenant-governor of Jamaica, the terms on which they were willing to capitulate. Among the articles, the whole of which were liberal, and many highly advantageous to the British, was one, that the mulattoes should have all the privileges enjoyed by that class of inhabitants in the British islands.

After the terms had been agreed to, and just as the expedition that was to see them enforced was on the eve of sailing, arrived a Major Carles, a French officer belonging to the town of Cape-Nicolas-Mole; and who, having been captured and carried into Nassau by a New-Providence privateer, had represented to Lord Dunmore, the governor, that the inhabitants of the Mole, if a certain number of troops could be landed for their support, would also surrender themselves to the arms of Great Britain. This representation had induced his lordship to send the major down to Jamaica; and the plan was considered by the governor and council as feasible.

With this double object in view, on the 9th of September, the British 50-gun ship *Europa*, Commodore Ford, and some of the smaller vessels on the station, took on board, at Port-Royal, along with Monsieur Charmilly and Major Carles, a detachment of British troops, composed of the 13th regiment, the flank companies of the 49th regiment, and a proportion of royal artillery, under the command of Lieutenant-colonel Whitelock, of the 13th; and the whole arrived, on the 19th of September,

off Jérémie. The troops, on their landing, were received by the inhabitants with every demonstration of joy and fidelity, and the British colours were hoisted under a royal salute, accompanied by the other ceremonies usual on such occasions.

Commodore Ford, in order, by a diversion, to add to Colonel Whitelock's security, despatched Captain Rowley, of the 32-gun frigate *Penelope*, with the *Iphigenia* and *Hermoine*, of the same force, to the Bay des Flamands, near St.-Louis, on the south side of the island, with orders to capture or destroy some French merchant-vessels that were stated to be lying there. Captain Rowley succeeded in bringing away ten, the chief of them laden with colonial produce. With respect to Major Carles, it had been resolved that he should proceed in a flag of truce to the Mole, to sound the inhabitants, and then return to Jamaica, in order to digest the plan of the enterprise. But Commodore Ford, learning at Jérémie that a speedy attack on the Mole was meditated by the republican party, determined to proceed there himself, to frustrate, if possible, the attempt.

On arriving, on the 21st, near the harbour of Cape-Nicolas-Mole, the commodore landed Major Carles, who, on the next day, made the signal agreed upon between himself and the commodore; and the latter, with the *Europa* and small vessels, approached, under proper caution, the formidable battery at the entrance. It was now ascertained that the blacks and mulattoes at Jean-Rabel, to the amount of 800 or 1000, were hourly expected to attack the town, and that the inhabitants were in the utmost despondency. No time was therefore to be lost, and Commodore Ford sent on shore a copy of the same capitulation that had been acceded to at Jérémie.

Soon after daylight the next morning this was returned duly executed,* and the *Europa* proceeded to the anchorage, where, after the proper forms had been gone through, the town of Cape-Nicolas-Mole, and its extensive dependencies, were surrendered to the arms of his Britannic Majesty.

Thus was seen the extraordinary spectacle of a French port, confessedly one of the finest harbours in the West Indies, guarded by batteries mounted with upwards of 100 pieces of heavy cannon, in the quiet possession of a 50-gun ship.

The marines of the *Europa*, about 58 in number, with Brevet-major Robinson at their head, were all the British force that was on shore; but Commodore Ford, very judiciously, held 200 seamen ready to land at a moment's warning. This precautionary measure continued, without relaxation, until the arrival from Jérémie, on the 28th, of the grenadier company of the 13th; and was not wholly laid aside till the arrival, on the 12th of the succeeding month, of the *Penelope* and *Iphigenia*, from Jamaica,

* With an additional article, agreeing to take into British pay the officers and men in garrison, and to allow the former the same rank which they had before held.

with five companies of the 49th regiment, under the command of Lieutenant-colonel Dansey, who succeeded Brevet-major Robinson as commandant of the district. The acquisition of these frigates enabled the commodore, by sending them off Port-au-Paix, to put a stop to an expedition, consisting of upwards of 5000 men, with which the republicans had intended to attempt the recapture of the town and batteries of the Mole.

Just at the close of the year, the parishes of Jean-Rabel, St.-Marc, Arcahaye, and Boncassin, on the north, and the province of Léogane, on the south side of the bight, surrendered to the British, upon terms similar to those which had been granted to Jérémie and Cape-Nicolas-Mole.

EAST INDIES.

The British naval force in the East Indies, at the beginning of the war, consisted of only a 64-gun ship, the *Crown*, lying at Madras, and one or two frigates and sloops at, or in the neighbourhood of, Calcutta, and was under the command of Commodore the Honourable William Cornwallis. An occurrence that happened in these seas, nearly a year and a half before the war became known there, must be cursorily noticed ere we commence upon the regular narrative.

During the prevalence of hostilities between the East India Company and Tippoo Saib, in 1790 and 1791, the principal assistance which, owing to the internal nature of the campaign, the British navy could render, was to watch the port of Mangalore on the Malabar coast, and prevent the French, who rather favoured the cause of Tippoo, from throwing in supplies. In the beginning of November, 1791, while Commodore Cornwallis, who had then his broad pendant on board the 38-gun frigate *Minerva*, and was accompanied by the 36-gun frigate *Phoenix*, Captain Sir Richard John Strachan, and *Perseverance*, Captain Isaac Smith, lay at anchor in the road of Tellicherry, a fort and anchorage situated a few leagues to the southward of Mangalore, the French 36-gun frigate *Résolue* got under way from Mahé, a French factory, about seven miles to the southward of Tellicherry, and, in company with two country coasting-vessels, steered towards Mangalore.

As soon as the French frigate and her small convoy arrived abreast of Tellicherry, the British commodore detached the *Phoenix* and *Perseverance* to search the vessels for contraband of war. The *Phoenix* having run alongside the *Résolue*, Sir Richard informed the French captain of the nature of his orders, and of his determination to execute them, and despatched immediately a boat with an officer to board the two vessels; which, in the mean while, the *Perseverance* had brought to.

The captain of the *Résolue* resisted this insult to the French flag, by firing first, as is alleged, at the boat, and then at the *Phoenix*. The latter, who must have expected and been prepared

for this crisis in the affair, was not slow in returning the compliment, and a close and smart action ensued. At the end of twenty minutes, however, the *Résolue*, being much cut up in hull, spars, and sails, and having sustained a loss of 25 men killed and 40 wounded, struck her colours to the two British frigates in company, with a loss to the frigate that had engaged her of six men killed and 11 wounded.

Now, it can no more be denied, that the French captain did his duty in resisting the search of his convoy, than that he most gallantly supported the honour of his flag, in delaying to haul it down until his loss had become so severe, and his chance of escape so utterly hopeless. Hopeless, indeed, except perhaps by flight, it was from the first; for, in addition to the unprepared state of his frigate, the *Résolue* carried only 12 and 6 pounders, while all three British frigates, the one in action, the second within gun-shot, and the third in sight, carried 18 and 9 pounders.

The search having been made, and no contraband of war found, Sir Richard was about proceeding to rejoin his commanding officer at anchor in the road, but the French captain declined to continue in charge of his surrendered ship. The *Résolue* was therefore taken possession of by the British, towed into the road of Mahé, and there left with yards and topmasts struck.

M. Saint-Félix, the commodore of the French squadron, arrived soon afterwards, in the 40-gun frigate *Cybèle*; and a correspondence, conducted with much anger on one side, and with temper and firmness on the other, ensued between the French and British commodores. M. Saint-Félix threatened further resistance, if any vessels under his orders were attempted to be detained.

It appears, however, that the *Cybèle* and *Résolue* afterwards got under way and put to sea, attended by the *Minerva* and *Phoenix*; who cruised with them several days, and also brought to some vessels under French colours without interruption. M. Saint-Félix subsequently despatched the *Résolue* on another service; and Commodore Cornwallis did the same with the *Phoenix*. The *Minerva* and *Cybèle* were thus left cruising together; but, although the two commodores kept each other's company for some days, we hear of no further altercation between them. The attack upon the *Résolue* occasioned, as may be supposed, some stir in France; but matters were then in too disturbed a state for the nation to take that notice of the transaction, which, in more settled times, would certainly have been the case.

Owing to the zeal and promptitude of Mr. Baldwin, his majesty's consul at Alexandria, information that war had been declared by France, and that all the British and Dutch vessels in the ports of the latter had been seized, reached Fort St.-George in Calcutta, on the 1st, and Fort-William in Bengal on the 11th of June. Measures were immediately adopted for taking posses-

sion of the different French factories in this quarter; and Chandernagore, Karica, Yanam, Mahé, and some others, yielded without resistance. Such was not the case, however, with Pondicherry. This important fortress, reputed to be in full as good a state of defence as when attacked at the breaking out of the last war, was, after every requisite preparation, besieged by Colonel Braithwaite, at the head of a powerful force.

On the 1st of August, the governor, Colonel Prosper de Clermont, was summoned to surrender, but refused; and the bombardment commenced, slightly on the 20th, and with full effect on the 22d. In less than two days, the enemy's guns were silenced, and he exhibited flags of truce on all the salient angles. Upon this the fire of the British ceased, and an officer from the fort presented himself, with a letter from Colonel Clermont, desiring to capitulate, and to be allowed 24 hours to reduce the terms into form. This was refused by Colonel Braithwaite, who demanded that the place should be surrendered at discretion by 8 A. M. on the 25th; until when, he replied, he would cease to fire, but not to work. A second deputation, however, disposed Colonel Braithwaite to accept of terms less rigorous, and, on the 23d, a capitulation was signed; which, while it considered the garrison, amounting to 645 Europeans and 1014 seapoys, as prisoners of war, secured the lives and properties of the inhabitants.

The loss sustained by the British amounted, of the Europeans, to 37 killed and 49 wounded, and of the natives, to 56 killed and 82 wounded. While the siege was carrying on, the British 38-gun frigate *Minerva*, Rear-admiral the Honourable William Cornwallis, assisted by three Indiamen, effectually blocked up the place by sea, chasing entirely off the coast the French frigate *Cybèle*, now commanded (owing, we suppose, to the change of dynasty) by Captain Pierre-Julien Throuart, and accompanied by three smaller vessels, supposed to have on board supplies and reinforcements for the garrison.