



From a picture in the possession of Mr Arthur Esq York Place Portman Sq

The Rth Hon^{ble}
Rear Admiral
Duke of



Lord. Viscount &c.
of the Peer
Brenti

BIOGRAPHICAL MEMOIR OF
THE RIGHT HONOURABLE
LORD NELSON OF THE NILE *, K. B.

My Son, though alone, is brave; OSCAR is like a beam of the Sky! Come
ye dim ghosts of my Fathers, and behold my deeds in War: I may fall, but I
will be renowned! Where the danger threatens I rejoice in the Storm!

OSSIAN.

IT would prove an essential benefit to the history of our own, or any other Country, and at the same time would form an invaluable legacy for those who come after us, if some official, or national institution were created, purposely to record the Biography of those contemporaries who have distinguished themselves in their respective professions. Had the lives of great men been at all times recorded in or near their own times, while the means of obtaining authentic documents existed, we should not at this period have to regret the many instances of their Biography being so often imperfectly transmitted to posterity. Although the gallant exploits, and glorious death, of so great a man as Sir Edward Spragge, in Charles the Second's reign, procured his remains interment amid the British heroes in Westminster Abbey; yet neither tomb, monumental inscription, nor written testimony, indicate the place of his birth, the family whence he arose, nor the various services by which he attained preferment.

The distinguished subject of our present memoir, is the fourth son of the venerable Edward Nelson, rector of Burnham Thorpe †, in the county of Norfolk, now living; and Miss Catherine Suckling ‡, daughter of the Rev. Dr. Suckling, prebendary of Westminster. Horatio Nelson was born in the parsonage house of the said rectory, on the twenty-

* And of Burnham Thorpe, in the county of Norfolk—Duke of Brontë, in Sicily, Rear-Admiral of the Red.—His father's family came from Hilborough, in the county of Norfolk.

† Not far from *Burnham*, at a small village called *Cock-Thorpe*, three distinguished characters in the Navy were born, viz. Sir John Narborough, Sir Cloudesley Shovel, and Sir Christopher Mims.

‡ Grand-daughter of the late Sir Charles Turner of Warham, by his lady the sister of Sir Robert Walpole.

ninth day of September, 1758. The High School at Norwich enjoys the honour of having instilled the first rudiments of education into his aspiring mind; whence he was afterwards removed to North Walsham. At an early period of life he imbibed from his father such principles of religion and morality as rarely forsook him, when surrounded with those scenes of vice and temptation to which youth launched into the extensive line of naval duty are peculiarly subject. His parent also inculcated the principles of real honour, with that reliance on an over-ruling Providence, which no succeeding peril has been able to remove.—The sons of Clergymen *, who at different periods have entered into the British Navy, and so conspicuously distinguished themselves in Naval achievements, have unceasingly displayed innumerable examples of heroism, and been consequently advanced to the highest honours a grateful Country could bestow.

On the appearance of hostilities with Spain, relative to the Falkland Islands, in the year 1770, Mr. H. Nelson left the school at North Walsham, and at twelve years of age was received on board the *Raisonable*, 64 guns, by his maternal uncle Captain Maurice Suckling †. The subject of

* The innumerable instances that have occurred during the last two hundred years would exceed the limits of our work; it may therefore be sufficient to cite the following.—SIR FRANCIS DRAKE, was the son of the Reverend Mr. Drake, vicar of Upmore.—SIR JOHN BERRY who distinguished himself in the Dutch wars, during the reign of Charles the First, was son of the vicar of Knoweston and Molland, in Devonshire.—SIR PETER DENNIS, was the son of the Reverend Jacob Dennis. Sir Peter having died without issue on the twelfth of June, 1778, with the true spirit of benevolence which actuated him through life, bequeathed the sum of 23,000*l.* after the death of his sister, to the corporation of the Sons of the Clergy, and for the relief of the necessitous orphans, and widows dependent on that charitable institution.—LORD VISCOUNT HOOD, and his brother Admiral LORD BRIDPORT, are sons of the late venerable rector of Thorncombe, Devonshire.

† This gallant officer commanded the *Dreadnought* in the West Indies during the month of October, 1757; when in concert with Captain Forrest of the *Augusta*, and Captain Langdon of the *Edinburgh*, they engaged off Cape François seven French Ships: three of which were of the line, with one of 50, two of 44, and two of 30 guns: the *Dreadnought* had thirty-nine men killed and wounded. In April, 1775, Captain Suckling succeeded Sir Hugh Palliser as Comptroller of the Navy, the latter officer being at the same time advanced to a flag. In 1778 Captain Suckling was elected member for Portsmouth. He died in the month of July, 1778.

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altercation between the Courts of London, and Madrid, being adjusted, and the Reasonable paid off, our young mariner was sent by his uncle on board a West India Ship belonging to the house of Hibbert, Purrier, and Horton, under the care of Mr. John Rathbone, who had formerly been in the King's service with Captain Suckling, in the Dreadnought. Having returned from this voyage, Mr. Nelson was received by his uncle on board the Triumph, then lying at Chatham, in the month of July, 1772.

His voyage to the West Indies, in the merchant service, had given our young mariner a practical knowledge of seamanship ; but his mind had acquired, without any apparent cause, an entire horror of the Royal Navy. Captain Suckling beheld with anxiety the critical situation of his nephew ; and was soon convinced from the sentiment which the latter appeared to indulge in, *Aft the most honour, but forward the better man!* that his too credulous mind had acquired a bias utterly foreign to his real character. The firmness of Captain Suckling, assisted with a thorough knowledge of the human heart, proved in this early season of life, of inestimable value to his inexperienced nephew : and though it was many weeks before his prejudices could be overcome, or that he could reconcile himself to the service on board a King's Ship ; they at length, however, yielded to the influence of good example, and to those principles, which his worthy father had early and repeatedly enforced.

Captain Suckling at first attempted to recover the original bias of his nephew's mind, by working on the ambition, which in an eminent degree he possessed, of becoming a thorough bred seaman : a task that demanded considerable address. It was accordingly held out as a reward to the aspiring mariner, by his uncle, that if he attended well to his duty, he should be permitted to go in the Cutter, and decked longboat, which was attached to the Commanding Officer's Ship at Chatham : this operated on the mind of young Nelson as was expected ; and the consequence resulting from it was, that

by degrees he became an excellent Pilot for vessels of that class, which sailed from Chatham to the Tower of London; and also down the Swin Channel, and to the North Foreland. In each subsequent trial of navigating difficult passages, or dangerous coasts, he thus became gradually sensible of his own ability; and created that confidence within himself which essentially forms and establishes the undaunted mind.

During the month of April in the year 1773, in consequence of an application to Lord Sandwich, from the Royal Society, a voyage of discovery towards the North Pole was undertaken by the Honourable Captain C. Phipps, afterwards Lord Mulgrave: its object was to ascertain how far navigation was practicable towards the North Pole, to advance the discovery of a north-west passage into the South Seas, and to make such other astronomical observations, as might prove serviceable to navigation. Lord Sandwich having laid the request of the Royal Society before the King, the Race-Horse, and Carcase bomb ketches were ordered to be fitted out: the command of the former was given to Captain Phipps, and that of the latter to Captain Lutwidge*. Although instructions were issued that no boys should be received on board, yet the enterprising mind of Horatio Nelson, rather than submit to be left behind, anxiously solicited to be appointed Coxswain to Captain Lutwidge; who being struck with the unsubdued spirit which he displayed for so arduous an undertaking, was at length prevailed on to receive him in this capacity; and from that event a friendship commenced between these two Officers which has continued unabated to the present day. During the expedition Lord Mulgrave took particular notice of the youthful Coxswain, and formed that high opinion of his character, which his subsequent conduct has so justly merited. The two vessels, on the thirty-first of July, were in a most perilous situation off the Seven Islands†, from becoming

* Skeffington Lutwidge, Esq. now Vice-Admiral of the Red; commanding his Majesty's Ships and vessels in the Downs. A gallant officer, and a worthy man.

† A cluster of islands in the Northern Frozen Ocean, situated in lat. 80 deg. 34 min. N. and long 18 deg. 48 min. E.

suddenly fast amid immense fields of ice. These islands, and north-east land, with the Frozen Sea, formed almost a bason, having but about four points open for the ice to drift out at in case of a change of wind. The passage by which the Ships had come in to the westward had closed, and a strong current set in to the east, by which they were carried still farther from their course. The labour of the whole Ship's company to cut away the ice proved ineffectual; their utmost efforts for an whole day could not move the Ships above three hundred yards: in this dreadful state they continued for near five days, during which Mr. Nelson, after much solicitation, obtained the command of a four-oared cutter raised upon, with twelve men, constructed for the purpose of exploring channels, and breaking the ice: thus did his mind at this early period glow with fresh energy at the sight of danger.

As a proof of that cool intrepidity which our young mariner possessed even amid such dreary and foreboding scenes, the following anecdote is preserved by an officer who was present. In these high northern latitudes, the nights are generally clear: during one of them, notwithstanding the extreme bitterness of the cold, young Nelson was missing; every search that was instantly made in quest of him was in vain, and it was at length imagined he was lost: when lo! as the rays of the rising sun opened the distant horizon, to the great astonishment of his messmates, he was discerned at a considerable distance on the ice, armed with a single musket, in anxious pursuit of an immense bear. The lock of the musket being injured, the piece would not go off, and he had therefore pursued the animal in hopes of tiring him, and being at length able to effect his purpose with the butt end. On his return Captain Lutwidge reprimanded him for leaving the Ship without leave; and in a severe tone demanded what motive could possibly induce him to undertake so rash an action: the young hero with great simplicity replied, "*I wished, Sir! to get the skin for my Father.*"

On the tenth of August a brisk wind at north-north east, wrought their deliverance from so dreadful a state : finding it impracticable to penetrate any further, they returned to the harbour of Smeerenberg * ; having in the prosecution of their voyage reached 81 degrees, 36 minutes, north latitude ; and between the latitudes of 79 degrees, 50 minutes, and 81 degrees, traversed 17 degrees and an half of longitude ; that is from two degrees east, to 19 degrees, 30 minutes, east.

The vessels on their arrival in England being paid off, in the month of October, 1773, Mr. Nelson hearing that a Squadron was fitting out for the East Indies, exerted his interest to be appointed to one of the Ships. He longed to explore the torrid, as well as the frigid zone ; and nothing less than such a distant voyage could satisfy the ardour of his mind, and his thirst for maritime knowledge. He was soon placed in the *Sea-Horse*, of 20 guns, with that lamented veteran, the renowned Captain Farmer †. In this Ship Mr. Nelson was stationed to watch in the fore-top ; whence, in time, he was placed on the Quarter Deck.

During the period Mr. Nelson served in the *Sea-Horse*, he visited almost every part of the East Indies from Bengal to Bussora. His continued ill health at length induced Sir Edward Hughes, who had always manifested to Mr. Nelson the utmost kindness, to send him to England in the *Dolphin*, of 20 guns, Captain James Pigot ‡. This officer's humane attention was instrumental in saving the life of a youth who afterwards rendered such essential service to his Country. The *Dolphin* being paid off at Woolwich on the twenty-fourth of September 1776, Mr. Nelson received, on the twenty-sixth of the same month, an order from Sir James

* On the coast of Spitzbergen, in lat. 79 deg. 44 min. N. and long. 11 deg. 43 min. E.—The variation of the compass here has been observed to be 19 deg. 53 min. W.

† Captain Farmer commanded the *Quebec* in 1779, when he so gallantly engaged a French frigate of superior force upwards of three hours, until at length his own Ship took fire ; when refusing to quit his Ship, and being desperately wounded, the *Quebec* blew up with a dreadful explosion.

‡ Now a Vice-Admiral of the Red.

Douglas, then commanding at Portsmouth, to act as Lieutenant of the Worcester, 64 guns, Captain Mark Robinson *, who was under sailing orders for Gibraltar, with a convoy; and he was at sea with convoys until the second of April, 1777—most of the time in very boisterous weather.—Though Mr. Nelson had not yet attained his nineteenth year, Captain Robinson placed the greatest confidence in his skill and prudence; and was often heard to say that he felt equally easy during the night, when it was Nelson's watch, as when the oldest officer on board had charge of the Ship.

Mr. Nelson passed the professional ordeal as Lieutenant, on the eighth of April, 1777; and the next day received his commission as second of the Lowestoffe, 32 guns, Captain William Locker †; in this Ship he arrived at Jamaica; but finding that even a frigate was not sufficiently active for his glowing mind, he solicited an appointment to the command of a Schooner, tender to the Lowestoffe; and in this small vessel eagerly availed himself of the opportunity of becoming a complete pilot for all the intricate passages through the Keys (Islands) situated on the northern side of Hispaniola. During Mr. Nelson's continuance in the Lowestoffe, as Second Lieutenant, a circumstance occurred; which, as it strongly presaged his character, and conveys no invidious reflection on the Officer to whom it alludes, deserves to be here recorded.

In a strong gale of wind, and an heavy sea, the Lowestoffe captured an American letter of marque. The Captain ordered the First Lieutenant to board her, which he accordingly

* Captain Mark Robinson was a meritorious and distinguished officer—He led the rear division of the Fleet in Admiral Keppel's action of the twenty-seventh of July, 1778.—In Admiral Graves's action off the Chesapeake, the fifth of September, 1781, the Shrewsbury, which he commanded, was the Ship that led into action, and suffered more on that day, than any other in the line—fourteen of the crew were killed, and fifty two wounded; Captain Robinson was among the latter, and lost his leg early in the action: he never served afterwards, and was put on the list of superannuated Rear-Admirals.

† The present Lieutenant-Governor of Greenwich Hospital; who possesses a mind richly stored with valuable naval anecdote, and an extensive professional Knowledge.

attempted, but was not able to effect, owing to the tremendous sea running. On his return to the Ship, Captain Locker exclaimed, *Have I then no officer who can board the prize?* On hearing this the Master immediately ran to the gang-way in order to jump into the boat; when Lieutenant Nelson suddenly stopped him, saying, *It is my turn now; if I come back, it will be yours.* Hence we perceive the indications of that intrepid spirit which no danger could ever dismay or appal; and also an early propensity for deeds of hardy enterprise. In the subsequent events of his glorious life, which we trust for the sake of his Country will continue many years, the reader will observe with pleasure, that whatever perils or difficulties Horatio Nelson had to encounter, they only called forth a greater energy of mind to surmount them.

Soon after the arrival of Rear-Admiral Sir Peter Parker at Jamaica, in the year 1778; he appointed Lieutenant Nelson third of the Bristol, his Flag Ship; from which, by rotation, he became the first; and under Sir Peter Parker's flag in the Bristol concluded his services in the rank of a Lieutenant. On the eighth of December, during the above year, he was appointed on that station Commander of the Badger brig; in which he was soon ordered to protect the Mosquito Shore, and the Bay of Honduras, from the depredations of American privateers. Whilst on this service he so completely gained the grateful respect of the settlers, that they unanimously voted him their thanks; and sensibly expressed their regret when he quitted the station. Whilst Captain Nelson commanded the Badger, his Majesty's Ship Glasgow, Captain Thomas Lloyd, came into Montego Bay, Jamaica, where the former was at that time lying at anchor; in about two hours after her arrival, the Glasgow took fire from a cask of rum: by the unceasing exertions and presence of mind of Captain Nelson, the whole crew were saved from the flames.

Captain Nelson obtained his Post rank on the eleventh of June, 1779; and during the nine years he had been in the service, had by keen observation, and incessant application to every part of his duty, not only become an able officer, but

had also laid the foundation of being a most able pilot. To attain this was from the first his constant ambition. Nature had given him an uncommon quickness of perception, with a ready fund of resource : nor did he suffer talents of so much value to be bestowed in vain.—The first Ship to which Captain Nelson was appointed, after his advance to Post rank, was the *Hinchinbroke*. On the arrival of Count D'Estaing at Hispaniola, with a numerous fleet, and army, from Martinico, an attack on Jamaica was immediately expected : in this critical situation of the island, Captain Nelson was entrusted, both by the Admiral and General, with the command of the batteries at Port Royal. This was deemed the most important post in Jamaica, as being the key to the naval force of the town of Kingston, and to the seat of government at Spanish Town.—During the month of January, 1780, an expedition being resolved on for the reduction of Fort Juan *, on the River St. John, in the Gulph of Mexico, Captain Nelson was appointed to command the Naval department, and Major Polson the military : in effecting this arduous service, Captain Nelson displayed his usual intrepidity : he quitted his Ship, and superintended the transporting of the troops in boats one hundred miles up a river, which none but Spaniards, since the time of the Buccaneers, had ever navigated. Major Polson bore ample testimony to General Dalling of his brave colleague's exertions, as well as gallantry, in this service ; who after storming an outpost of the enemy, situated on an island in the river, constructed batteries, and fought the Spaniards with their own guns : to Captain Nelson's conduct the principal cause of our success in reducing Fort Juan was ascribed ; in which were found one brass mortar of five inches and an half, twenty pieces of brass ordnance mounted, besides swivels, ten or twelve iron ditto dismounted, with a proportionable quantity of military stores.

From the extreme fatigue Captain Nelson endured on this expedition, his health became visibly impaired : being soon

* Fort Juan, on the River St. John, leads to the rich and opulent city of Granada, on the Lake Nicaragua.

afterwards appointed to the Janus, 44 guns, at Jamaica, he took his passage thither in the Victor sloop, to join his Ship: On his arrival, Sir Peter Parker kindly prevailed upon him to live at his Penn, where Captain Nelson received every attention and medical assistance: but his state of health was so rapidly declining, that he was obliged to return to England in his Majesty's Ship Lion, commanded by the Honourable William Cornwallis; through whose care, and attention, his life was again preserved*.

In the month of August, 1781, Captain Nelson was appointed to the command of the Albemarle; when his delicate constitution underwent a severe trial, by being kept the whole of the ensuing winter in the North Seas. In April, 1781, he sailed with a convoy for Newfoundland, and Quebec; under the orders of Captain Thomas Pringle: during a cruise off Boston, he was chased by three Ships of the line, and the Iris frigate: as they all beat him in sailing, and were coming up very fast, he had no chance left, but to trust to Providence, and his own experience in pilotage, by running his Ship amongst the shoals of St. George's Bank. This had the desired effect, as it alarmed the line of battle Ships, who in consequence quitted the pursuit: the frigate, however, persevered in the chase; and at sun-set having approached within little more than gun-shot, Captain Nelson ordered the main-topsail of his little frigate to be laid to the mast †; when the enemy immediately tacked, and stood to rejoin her consorts.

Captain Nelson sailed from Quebec, with a convoy to New York, in the month of October 1782; at which place he joined the fleet under the command of Sir Samuel Hood; and in November sailed with him to the West Indies, where he continued actively employed until the Peace. Captain Nelson was soon afterwards ordered to England;

* He was eleven weeks at Bath, after his return, before he recovered the use of his limbs.

† In other words *bringing-to*, for the purpose of giving battle to an approaching enemy.

being directed in his way to attend his Royal Highness Prince William Henry on his visit to the Havanna. At his arrival in England, the Albemarle was paid off at Portsmouth, July the thirty-first, 1783.—During the autumn of this year, Captain Nelson went to France, where he continued until the spring of the year 1784; when he was appointed to the command of the Boreas frigate, 28 guns, and was ordered to the Leeward Islands.

This station opened a new scene to the officers of the British Navy. The Americans, when Colonists, possessed almost the whole of the trade from America to our West India Islands; but on the return of peace, they forgot that they were then to be considered as having no more privileges in this trade than foreigners. The governors and custom-house officers, however, pretended that by the Navigation Act the Americans had a right to trade; consequently all the West-Indians favoured the same opinion, as tending so greatly to their interest. Captain Nelson considered the subject in a different point of view; and was not to be dismayed whilst enforcing the maritime laws of his Country, as the executive Officer on that station: he therefore with firmness intimated to the Governors, and Officers of his Majesty's Customs, as well as the Americans, what he conscientiously imagined to be his duty; and in a few days afterwards seized several of the American vessels that were found under the above predicament. This brought the odium and animadversion of all parties upon him; and he in consequence became so persecuted an officer from one island to another, that he could not venture to leave his Ship. Conscious rectitude, however, supported his great mind on this trying occasion; and when the business came to be investigated at home, he had the happiness to be supported by Government. An act of parliament has since confirmed the correctness of Captain Nelson's proceedings; as a Captain of a man of war is in duty bound to support the maritime laws of his Country by virtue of his admiralty-commission alone, without taking upon himself the official duty of a custom-house officer.

From the month of July (1786) until that of June, in the following year, Captain Nelson continued with the command at the Leeward Islands; when at length he sailed for England: during the preceding winter, Prince William Henry visited this station in the Pegasus frigate, to which his Royal Highness had been appointed Captain. The conduct of Captain Nelson, as Commanding Officer, gained him the esteem and friendship of the young Prince, which has since increased with advancing years.—In the month of March, 1787, Captain Nelson married the truly amiable FRANCES HERBERT NESBIT *, widow of Doctor Nesbit, of the island of Nevis, daughter of William Herbert, Esq. Senior Judge, and niece to Mr. Herbert, President of that Island: the bride was given away by Prince William Henry.

The Boreas frigate being paid off at Sheerness on the thirtieth of November, 1787, Captain Nelson retired, to enjoy the consolation of domestic happiness, at the parsonage-house of Burnham Thorpe, which his father gave him for a place of residence: where imitating Xenophon in the arrangement of his little farm at Scillus, Captain Nelson passed the interval of peace, in rural occupation, and solitude. From the age of twelve years to the time occupied at this retreat, no period occurs in the life of Horatio Nelson, for the mind to pause; all previous to this, and since that period, has been a continued succession of events arising from professional duties, amid a complication of peril, and unprecedented emergencies. He now enjoyed the opportunity of strengthening, by frequent reflection, the experience he had obtained; combining the various ideas which a quick, yet sound observation had collected; and improving that knowledge of himself, and of human nature, so essential to those, who are called on by their Country to command with firmness, and to obey without a murmur: like the celebrated

* This Lady had a son by her first marriage, who has been advanced to Post rank, with the command of the Thalia, 36 guns. He served under his father-in-law with credit during the whole of the present war.

Roman * who retired into the Country to enjoy its calm repose, Captain Nelson might declare, that he *had been many years on earth, but had lived only four for himself.*

In the year 1790, during the Spanish armament occasioned by the dispute † relative to Nootka Sound, Captain Nelson left his retirement to offer his services ; but his endeavours to get employed were ineffectual.—On the thirtieth of January, 1793, a day ever to be remembered in our annals, and which the page of Naval history will now mark with more peculiar regard, this distinguished character again came forward to appear with new lustre, and to arrest the progress of anarchy. He was appointed to the *Agamemnon* ‡, 64 guns, in a manner the most grateful to those feelings, which had been hurt at the inefficacy of his former application ; and was soon placed under the orders of that great man and excellent officer Lord Hood ; then appointed to command in the Mediterranean.

The unbounded confidence which the noble Admiral always reposed in Captain Nelson, manifests the high opinion which Lord Hood then entertained of his courage and ability to execute the arduous Services with which he was entrusted : if batteries were to be attacked ; if Ships were to be cut out of their harbours ; if the hazardous landing of troops was to be effected, or difficult passages to be explored ; we invariably find Horatio Nelson foremost on each occasion, with his brave Officers, and his gallant Crew of the *Agamemnon* §. It was well observed in the Mediterranean at this time, that before Captain Nelson quitted his old Ship, he had not only

* SIMILIS, under Trajan.

† For particulars of this dispute, and the base and cruel behaviour of the Spaniards, vid. Nav. Chronicle, Vol. II. page 409.

‡ During the time Captain Nelson had the command of the *Agamemnon*, and previous to the commencement of hostilities with Spain, he put into Cadiz to water ; and on beholding the Spanish fleet, exclaimed, *These Ships are certainly the finest in the world : thank God ! the Spaniards cannot build men !*

§ The greater part of the *Agamemnon*'s crew were raised in the neighbourhood of Burnham Thorpe.

fairly worn her out *, but had also exhausted himself, and his Ship's company. From habits of active service, however, his originally delicate constitution continued to support great fatigue ; though his strength was visibly impaired previous to Lord Hood's coming to England.

At Toulon, and the celebrated victories achieved at Bastia, and Calvi, Lord Hood bore ample testimony † to the skill, and unremitting exertions of Captain Nelson : during the memorable siege of Bastia, he superintended the disembarkation of troops and stores ; and commanded a brigade of seamen, who served on shore at the batteries, having Captains Hunt, Sericold, and Bullen under his orders ; in the execution of which duty, Captain Nelson gave eminent, and repeated proofs, both of skill as a Commander, and of personal intrepidity.

At the siege of Calvi (July and August 1794) he also distinguished himself in a conspicuous manner, when commanding an advanced battery of seamen on shore ; and Lord Hood, on that ‡ occasion, as on every other, gave him a just tribute of applause. It was at this siege that Captain Nelson lost the sight of his right eye, by a shot from the enemy's battery striking the upper part of that which he commanded ; and driving, with prodigious force, some particles of sand against his face.

The following letter which he received, during the siege of Calvi, from Lord Hood, inclosing the resolutions of the two

* When the AGAMEMNON came into Dock to be refitted, at the beginning of October, 1796, there was not a mast, yard, sail, nor any part of the rigging, but was obliged to be repaired—the whole being so cut to pieces with shot : her hull had long been kept together by cables served round.

† Vol. II. pages 42, 43. 304.

‡ Lord Hood, in his official letter, says, " The journal I herewith transmit from Captain Nelson, who had the command of the seamen, will shew the daily occurrences of the siege ; and whose unremitting zeal and exertion I cannot sufficiently applaud, or that of Captain Hallowell, who took it by turns to command in the advanced batteries twenty-four hours at a time ; and I flatter myself they, as well as the other officers and seamen, will have full justice done them by the General ; it is therefore unnecessary for me to say more upon the subject."

Houses of Parliament, was highly flattering to Captain Nelson's feelings, and shews the estimation in which his services were then held :

" SIR,

" *Victory, off Calvi, Aug. 8, 1794.*

" Having received his Majesty's commands, to communicate to the respective Officers, Seamen, Marines, and Soldiers, who have been employed in the different operations which have been successfully carried on against the enemy in Corsica, a resolution of the two Houses of Parliament ; which I have the honour herewith to inclose ; and desire you will make known to all in the *Agamemnon*, and such other Officers and Seamen, as are with you, and were employed at Bastia, the sense that is entertained of their spirited and meritorious conduct."

Lord Hood having left the Mediterranean in the month of October, 1794; Admiral (now Lord) Hotham, on whom the command devolved, honoured Captain Nelson with equal confidence : he again distinguished himself in the actions with the French fleet of the thirteenth and fourteenth of March, and also on the thirteenth of July, 1795. Captain Nelson was afterwards appointed by Admiral Hotham to co-operate with the Austrian General, De Vins, at Vado Bay, on the coast of Genoa ; in which service he continued during the whole time Admiral Hotham retained the command, until the month of November ; when the latter was superseded by SIR JOHN JERVIS.—In April, 1796, the Commander in Chief so much approved of Captain Nelson's conduct, that he was directed to wear a distinguishing pendant ; and in May he was removed from his old and favourite Ship the *AGAMEMNON*, to the Captain, 74 guns ; after having buffeted the former about, in every kind of service, during three years and an half : on the eleventh of August a Captain was appointed under him.

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From the month of April until October, 1796, Commodore Nelson was constantly employed in the most arduous service, viz. the blockade of Leghorn, the taking of Port Ferrajo, with the Island of Caprea ; and lastly in the evacuation of Bastia : whence having convoyed the troops in safety to Porto Ferrajo, he joined the Admiral in St. Fiorenzo Bay, and proceeded with him to Gibraltar.

During the month of December, 1796, Commodore Nelson hoisted his broad pendant on board *La Minerve* frigate, Captain George Cockburne, and was dispatched with that Ship, and *La Blanche*, to Porto Ferrajo, to bring the Naval stores left there to Gibraltar; which the fleet at that time much wanted. On the passage thither, in the night of the nineteenth of December, 1796, the Commodore fell in with two Spanish frigates; he immediately attacked the Ship which carried the poop-light, and directed the *Blanche* to bear down to engage the other; at forty minutes past ten at night, the Commodore brought his Ship to close action, which continued, without intermission, until half past one; when *La Sabina* *, of 40 guns, 28 eighteen-pounders on her main-deck, and 286 men, commanded by Captain Don Jacobo Stuart, struck to *La Minerve*. Captain Preston in *La Blanche* silenced the Ship he had engaged; but could not effect possession, owing to three more Ships heaving in sight.

Commodore Nelson's letter to Sir John Jervis, respecting the above Action, dated December the twentieth, 1796, may be considered as a noble example of that generous and modest spirit, which pervades the minds of great men: he assumes no merit to himself, but gives the whole to Captain Cockburne, his Officers, and crew.

—“ You are, Sir, so thoroughly acquainted with the merits of Captain Cockburne, that it is needless for me to express them: but the discipline of *La Minerve* does the highest credit to her Captain, and Lieutenants, and I wish fully to express the sense I have of their judgment, and gallantry. Lieutenant Culverhouse, the First Lieutenant, is an old officer of very distinguished merit; Lieutenants Hardy †, Gage, and Noble, deserve every praise which gallantry, and zeal, justly entitle them to; as does every other Officer, and man in the Ship.

* *La Sabina* had one hundred and sixty-four men killed, and wounded: she lost her mizen mast during the Action, with the main, and fore-masts. *La Minerve* had seven killed, and thirty four wounded; all her masts were shot through, and her rigging much cut.

† This same excellent officer commanded the *Mutine* brig, on the first of August, 1798—and was afterwards Captain of the *Vanguard*.

"You will observe, Sir, I am sure with regret, amongst the wounded, Lieutenant James Noble, who quitted the CAPTAIN to serve with me; and whose merits, and repeated wounds received in fighting the enemies of our country, entitle him to every reward a grateful nation can bestow."

On the twenty-ninth of January, 1797, Commodore Nelson sailed in *La Minerve*, from Porto Ferrajo, on his return to join Sir John Jervis; having on board Sir Gilbert Elliot (now Lord Minto), late Viceroy of Corsica, with Lieutenant Colonel Drinkwater, and others of Sir G. Elliot's suite; after reconnoitring the principal ports of the enemy in the Mediterranean, the Commodore arrived at Gibraltar a few days after the Spanish fleet had passed through the Straits from Carthage. Impatient to join Sir John Jervis, the Commodore remained only one day at Gibraltar; and on the eleventh of February, in proceeding thence to the westward to the place of rendezvous, he was chased by two Spanish line of battle Ships, and fell in with their whole fleet off the mouth of the Straits. The Commodore fortunately effected his escape, and joined the Admiral off Cape St. Vincent, on the thirteenth of February; just in time to communicate intelligence relative to the force, and state of the Spanish fleet; and to shift his pendant on board his former ship the Captain, 74 guns, Ralph W. Miller, Esq. Commander.

Commodore Nelson had not removed from *La Minerve*, to the Captain, many minutes, when on the evening of the same day, the signal was thrown out for the British fleet to prepare for action; the Ships were also directed to keep in close order during the night.

As the Gazette Letters afford but an imperfect idea of the exploits of Commodore Nelson on this memorable day; we shall, in addition to the valuable manuscript already * published, refer to such documents as throw considerable light on his brilliant achievements of the fourteenth of February.

* Vol. II. page 520. *Remarks relative to myself in the Captain.*

An officer * who was on board the Lively repeating frigate, commanded by Lord Viscount Garlies, has since published a letter to a friend, which was originally intended for a private circle : this gentleman had an opportunity of observing the manœuvres of both fleets ; and by comparing his own minutes afterwards, with those of others, and conversing with the principal characters, he has been enabled to give the public, a most correct and interesting account of this glorious Action ; which is illustrated with eight plans, shewing the different positions of the two fleets.

When Sir John Jervis on the fourteenth of February had accomplished his bold intention of breaking the Enemy's Line, the Spanish Admiral, who had been separated to windward with his main body, consisting of eighteen Ships of the line, from nine Ships that were cut off to leeward, appeared to make a movement, as if with a view to join the latter. This design was completely frustrated by the timely opposition of Commodore Nelson, whose station in the rear of the British line afforded him an opportunity of observing this manœuvre : his Ship, the Captain, had no sooner passed the rear of the enemy's Ships that were to windward, than he ordered her to wear, and stood on the other tack towards the enemy.

In executing this bold, and decisive Manœuvre, the Commodore reached the sixth Ship from the enemy's rear, which bore the Spanish Admiral's flag, the SANTISSIMA TRINIDAD, of 136 guns ; a Ship of four decks, reported to be the largest in the world. Notwithstanding the inequality of force, the Commodore instantly engaged this colossal opponent ; and for a considerable time had to contend not only with her, but with her seconds ahead and astern, each of three decks. While he maintained this unequal combat, which was viewed with admiration, mixed with anxiety, his friends were flying to his support : the enemy's attention was soon directed to the Culloden, Captain Troubridge, and in a short time after to the Blenheim, of 90 guns, Captain Frederick, who opportunely came to his assistance.

* Lieutenant Colonel Drinkwater, who was Secretary at War at Corsica, author of the Journal of the Siege of Gibraltar. Having accompanied Sir Gilbert Elliot on his passage to England in La Minerve, from Porto Ferrajo to Cape St. Vincent, they were afterwards removed into the Lively ; and through Sir G. Elliot's particular solicitation the Frigate was allowed to wait the result of the Action. This interesting narrative is published by Johnson, St. Paul's Church-yard.

The intrepid conduct of the Commodore staggered the Spanish Admiral, who already appeared to waver in pursuing his intention of joining the Ships cut off by the British fleet ; when the Culloden's timely arrival, and Captain Troubridge's spirited support of the Commodore, together with the approach of the Blenheim, followed by Rear-Admiral Parker, with the Prince George, Orion, Irresistible, and Diadem, not far distant, determined the Spanish Admiral to change his design altogether, and to throw out the signal for the Ships of his main body to haul their wind, and make sail on the larboard tack.

Not a moment was lost in improving the advantage now apparent in favour of the British squadron : as the Ships of Rear-Admiral Parker's division approached the enemy's Ships, in support of the Captain (Commodore Nelson's Ship) and her gallant seconds, the Blenheim and Culloden, the cannonade became more animated and impressive. In this manner did Commodore Nelson engage a Spanish Three Decker, until he had nearly expended all the ammunition in his Ship ; which had suffered the loss of her fore-top-mast, and received such considerable damage in her sails and rigging, that she was almost rendered *hors du combat*. At this critical period, the Spanish Three Decker having lost her mizen-mast, fell on board a Spanish two decker of 84 guns, that was her second : this latter Ship consequently now became the Commodore's opponent, and a most vigorous fire was kept up for some time, by both Ships, within pistol shot.

It was now that the Commodore's Ship lost many men, and that the damages already sustained, through the long and arduous conflict which she had maintained, appearing to render a continuance of the contest in the usual way precarious, or perhaps impossible. At this critical moment, the Commodore, from a sudden impulse, instantly resolved on a bold and decisive measure ; and determined, whatever might be the event, to attempt his opponent sword in hand :—the boarders were summoned, and orders given to lay his Ship on board the enemy.

Fortune favours the brave ! nor on this occasion was she unmindful of her favourite, Ralph Willett Miller*, the Commodore's Captain, so judiciously directed the course of his Ship, that he laid her aboard the starboard quarter of the Spanish eighty-four ;—her spritsail yard passing over the enemy's poop, and hooking in her mizen shrouds : when the word to board being given, the officers and seamen, destined

* This gallant officer afterwards lost his life in the *Thesus*, under Sir Sydney Smith, by the explosion of some shells on the quarter deck. He was in the battle off the Nile, where he gained great honour.—Vid. Nav. Chronicle Vol. II. page 580.

for this perilous duty, headed by Lieutenant Berry *, together with the detachment of the sixty-ninth regiment commanded by Lieutenant Pearson, then doing duty as marines on board the Captain, passed with rapidity on board the enemy's Ship ; and in a short time the San Nicholas was in the possession of her intrepid assailants. The Commodore's ardour would not permit him to remain an inactive spectator of this scene. He was aware the attempt was hazardous ; and he thought his presence might animate his brave companions, and contribute to the success of this bold Enterprise : he therefore, as if by magic impulse, accompanied the party in this attack ; passing from the fore chains of his own Ship, into the enemy's quarter gallery, and thence through the cabin to the quarter deck ; where he arrived in time to receive the sword † of the dying Commander, who had been mortally wounded by the boarders.

He had not been long employed in taking the necessary measures to secure this hard earned conquest, when he found himself engaged in a more arduous task. The Stern of the Three Decker, his former opponent, was placed directly amidships of the weather-beam of the prize, San Nicolas ; and, from her poop and galleries, the enemy sorely annoyed with musquetry the British, who had boarded the San Nicolas. The Commodore was not long in resolving on the conduct to be adopted upon this momentous occasion : the two alternatives that presented themselves to his unshaken mind, were to quit the Prize, or instantly board the Three Decker. Confident in the bravery of his seamen, he determined on the latter. Directing therefore an additional number of men to be sent from the Captain on board the San Nicholas, the undaunted Commodore, whom no danger ever appalled, headed himself the assailants in this new attack ; exclaiming, WESTMINSTER ABBEY ! OR GLORIOUS VICTORY !

Success in a few minutes, and with little loss, crowned the enterprise. Such indeed was the panic occasioned by his preceding conduct, that the British no sooner appeared on the quarter-deck of their new opponent, than the Commandant advanced ; and asking for the BRITISH COMMANDING OFFICER, dropped on one knee, and presented his sword ; apologising at the same time for the Spanish Admiral's not appearing, as he was dangerously wounded. For a moment Commodore Nelson could scarcely persuade himself of this second instance of good fortune ; he therefore ordered the Spanish Commandant, who had the rank of a Brigadier, to assemble the officers on the quarter deck, and direct means to be taken instantly for

* Now Sir Edward Berry ; Lord Nelson's Captain in the Vanguard in the battle off the Nile.

† This sword the Commodore afterwards presented to the city of Norwich.

communicating to the crew the surrender of the Ship. All the Officers immediately appeared; and the Commodore had the surrender of the San Joséf duly confirmed, by each of them delivering his sword.

The Coxswain of the Commodore's barge (John Sykes, since dead) had attended close by his side throughout this perilous attempt. To him the Commodore gave in charge the swords of the Spanish Officers, as he received them; and the undaunted Tar, as they were delivered to him, tucked these honourable Trophies under his arm, with all the coolness imaginable. It was at this moment also, that a British sailor, who had long fought under the Commodore, came up in the fullness of his heart; and excusing the liberty he was taking, asked to shake him by the hand; to congratulate him upon seeing him safe on the quarter deck of a Spanish Three Decker.

This new Conquest had scarcely submitted, and the Commodore returned on board the San Nicholas, when the latter Ship was discovered to be on fire in two places. At the first moment appearances were alarming; but the presence of mind, and resources of the Commodore and his Officers, in this emergency, soon got the fire under.

A signal was immediately made by the CAPTAIN for boats to assist in disentangling her from the two prizes; and as she was incapable of further service until refitted, the Commodore again hoisted his pendant for the moment, on board La Minerve frigate; and in the evening shifted it to the Irresistible, Captain Martin; but as soon as the Captain was refitted, he re-hoisted his pendant on board the latter Ship.

For such distinguished gallantry on the fourteenth of February, he received the insignia of the Bath, and the gold medal, from his Sovereign; and was also presented with the freedom of the city of London in a gold box.

In the month of April, 1797, Sir Horatio Nelson hoisted his flag, as Rear-Admiral of the Blue, and was detached to bring down the garrison of Porto Ferrajo. On the twenty-seventh of May, he shifted his flag from the Captain, to the Theseus, and was appointed to the command of the inner squadron at the blockade of Cadiz. During this service his personal courage, if possible, was more conspicuous than at any other period of his former services. In the attack on the Spanish gun-boats (July the third, 1797) he was boarded in his barge; with only its usual complement of ten men, and the coxswain, accompanied by Captain Freemantle.

The Commander of the Spanish gun-boats, Don Miguel Tyrason, in a barge rowed by *twenty-six oars, having thirty men, including officers*, made a most desperate effort to overpower Sir Horatio Nelson, and his brave companions. The conflict was long, and doubtful, they fought hand to hand with their swords: his faithful coxswain JOHN SYKES was wounded in defending the Admiral; and twice saved his life, by parrying several blows that were aimed at him, and mortally wounding his adversaries. Eighteen of the Spaniards being killed, the Commandant and all the rest wounded, the Rear-Admiral, with his gallant barge's crew, succeeded in carrying this superior force.

Sir John Jervis, in his letter to the Admiralty, dated the fifth of July, 1797, says,

"The Rear-Admiral, who is always present in the most arduous enterprises, with the assistance of some other barges, boarded and carried two of the enemy's gun-boats, and a barge launch belonging to one of their Ships of war, with the Commandant of the flotilla.—*Rear-Admiral Nelson's actions speak for themselves; any praise of mine would fall very short of his merit!*"

During the night of the fifth of July, Sir Horatio Nelson ordered a second bombardment of Cadiz; which produced considerable effect on the town, and among the shipping.

On the fifteenth of July he was detached, with a small squadron*, to make a vigorous attack on the town of SANTA CRUZ, in the Island of Teneriffe. The Rear Admiral, on his arrival before the town, lost no time in directing a thousand men, including marines, to be prepared for landing from the Ships, under the direction of the brave Captain Troubridge† of his Majesty's Ship Culloden, and Captains Hood, Thomson, Freemantle, Bowen, Miller, and Waller, who very handsomely volunteered their services. The boats of the Squadron were accordingly manned, and the landing was effected in the course of a dark night. The

* Consisting of the Theseus, Culloden, Zealous, Seahorse, Emerald, Terpsichore, and Fox cutter:—the Leander afterwards joined.

† Since created, for his distinguished services, a Baronet.

party were in full possession of the town of Santa Cruz for about seven hours. Finding it impracticable to storm the citadel, they prepared for their retreat, which the Spaniards allowed them to do unmolested, agreeable to the stipulations made with Captain Troubridge.—Although this enterprise did not succeed, his Majesty's arms acquired by the attempt a great degree of lustre; and as the Rear-Admiral himself handsomely expresses it in his letter to Earl St. Vincent, *more daring intrepidity never was shewn, than by the Captains, Officers, and men, he had the honour to command.*—Sir Horatio Nelson in this attack lost his right arm by a cannon shot *; and no less than two hundred and forty-six gallant officers, marines, and seamen, were killed, wounded, and drowned.

The life of Sir Horatio Nelson was providentially saved by Lieut. Nisbet, his son-in-law, on this disastrous night: the Admiral received his wound soon after the detachment had landed, and while they were pressing on with the usual ardour of British seamen: the shock caused him to fall to the ground, where for some minutes he was left to himself; until Mr. Nisbet missing him, had the presence of mind to return; when after some search in the dark, he at length found his brave father-in-law weltering in his blood on the ground, with his arm shattered, and himself apparently lifeless. Lieutenant Nisbet having immediately applied his neck handkerchief as a tournequet to the Admiral's arm, carried him on his back to the beach; where, with the assistance of some sailors, he conveyed him into one of the boats, and put off to the Theseus under a tremendous, though ill-directed fire from the enemy's battery.

The next day after the Rear-Admiral had lost his arm, he wrote to Lady Nelson; and in narrating the foregoing transactions, says, “I know it will add much to your pleasure, in finding that your son Josiah, under God's providence, was instrumental in saving my life.”

* The same night at ten o'clock the Admiral's arm was amputated on board the Theseus; he immediately after began his official letter, and finished it by eleven.

The painful operation of amputating the arm being performed on board, in the night, by some mistake in taking up the arteries, the Rear-Admiral afterwards suffered the most excruciating pains, and was obliged to come to England for advice.

It was the thirteenth of December before the surgeons, who attended him, pronounced him fit for service.—On Sir Horatio Nelson's first appearance at Court, his Sovereign received him in the most gracious and tender manner; and when, with deep sensibility of condolence, the King expressed his sorrow at the loss the noble Admiral had sustained, and at his impaired state of health, which might deprive the Country of his future services; Sir Horatio replied with dignified emphasis,—“*May it please your Majesty, I can never think that a loss which the performance of my duty has occasioned; and so long as I have a foot to stand on, I will combat for my King and Country!*”

Previous to the issuing of a grant, which secured to this gallant Officer some public remuneration for the hardships he had endured, a positive custom required that a memorial* of service should be drawn up: one more brilliant never met the eye of the Sovereign of a brave nation. Sir Horatio had actually been engaged against the enemy upwards of ONE HUNDRED AND TWENTY TIMES!—and during the present war had assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes; and taken, or destroyed, near fifty sail of merchant vessels.

On the nineteenth of December, 1797, the Ship that was intended for Sir Horatio Nelson's flag not being ready, the Vanguard was for this purpose commissioned. On the first of April, 1798, he sailed with a convoy from Spithead; but at the back of the Isle of Wight, the wind coming to the westward, he was forced to return to St. Helen's. On the ninth, he again sailed, with a convoy to Lisbon; and on the twenty-ninth of April, joined Earl St. Vincent off Cadiz.

* Vol. I. page 29.

On the thirtieth of April, the day following, Sir Horatio Nelson was detached from Earl St. Vincent *, with the Vanguard †, Orion, and Alexander, of 74 guns each, the Emerald and Terpsichore frigates; and La Bonne Citoyenne sloop of war; and was afterwards joined by the brave Captain Troubridge of the Culloden, with ten sail of the line.

The subsequent actions of this great man's life, are traced in such indelible characters on the hearts of Britons, that they need little from his biographer but the grateful tribute of admiration and respect. The interesting Narrative of the proceedings of his Majesty's squadron under the gallant Admiral, from its first leaving Gibraltar to the conclusion of the glorious victory of the Nile, August the first, 1798, has been already inserted from the minutes of an officer of rank, who was present. To this some brief observations shall be added; with a correct detail of events subsequent to that glorious and ever-memorable day.

By my hopes—

This present Enterprise set off his head!

I do not think a braver gentleman,

More active, valiant, or more valiant young;

More daring, or more bold, is now alive

To grace this latter Age with Noble Deeds!

SHAKESPEAR.

The consummate judgment, with which the plan of attack was immediately formed and executed by Rear-Admiral Nelson, on an enemy's fleet moored in a compact

* Vol. I. page 43.

† List of the Officers who served under Rear-Admiral Sir Horatio Nelson in the Vanguard, at the glorious victory of the Nile.

Captain.

Sir Edward Berry.

Lieutenants.

1. Edward Galway.
2. Nathaniel Vassell—wounded.
3. William Standway Parkinson.
4. Henry Compton.
5. J. Aclay—wounded.
6. Bladen Capell.

Marines.

Captain.—William Faddy—killed.

Lieutenants.—1. Christopher Noble.

2. ——— Young.

3. Ivey Hare.

Master.—Wales Clod.

Chaplain.—Reverend Mr. Comyn.

Purser.—Alexander Sheppard.

Surgeon.—Michael Jefferson.

Adm. Sec.—Mr. J. Campbell—wounded.

line of battle; protected in the van by a battery, and flanked by four frigates, and many gun-boats; was worthy of the great and intrepid mind of this distinguished Officer. He deservedly received the most public * and eminent praise: his Majesty, in the speech from the throne, styles it—*This great, and brilliant victory!*

The French fleet was first discovered by Captain Samuel Hood of the *Zealous*; the action commenced at sun-set. The *Goliath*, Captain T. Foley, and the *Zealous*, Captain Hood, had the honour to receive the first fire of the enemy. The shores of the Bay of Aboukir were soon lined with spectators, who beheld the approach of the English, and the awful conflict of the hostile fleets, in silent astonishment.

Sir Horatio Nelson, as Rear-Admiral of the Blue, carried the blue flag at the mizen; but from a standing order of Sir John Jervis, the Commander in Chief, the Squadron wore the white, or St. George's † ensign in the action; and it is remarkable, that this occasioned the display of the Cross, upon the renowned, and ancient coast of Egypt.

A most animated fire was opened from the *Vanguard*, which Ship covered the approach of those in the rear: in a few minutes, every man stationed at the first six guns in the fore-part of the *Vanguard's* deck, were all down, killed or wounded; and one gun in particular was repeatedly cleared ‡. Sir Horatio Nelson was so entirely resolved to conquer, or to perish in the attempt, that he led into action, with six ensigns or flags, viz. red, white, and blue, flying in different parts of the rigging: he could not even bear to reflect on the possibility of his Colours being carried away by a random shot from the Enemy.

According to the information we have been able to collect from the Officers who were present, it appears, that the Flag Ship of Admiral Bruyes, *L'Orient*, was certainly subdued

* Debrett's Debates, 1798, vol. vii. pages 4, 43, 51, 60, 65.

† The St. George's ensign is white, with a red cross; the first quarter bearing the Union.

‡ One of the Midshipmen that fell in the *Vanguard*, had but just remarked the escapes he had experienced; when a shot came, and cut him in two,

before she blew up ; and we insert this, as an important fact ; it was even the opinion of many, that she had previously struck.

The severe wound which Sir Horatio Nelson received, was supposed to have proceeded from langridge shot, or a piece of iron : the skin of his forehead being cut with it at right angles, hung down over his face. Captain Berry, who happened to stand near, caught the Admiral in his arms. It was Sir Horatio's first idea, and that of every one, that he was shot through the head. On being carried into the cock-pit, where several of his gallant crew were stretched with their shattered limbs, and mangled wounds, the surgeon with great anxiety immediately came to attend on the Admiral. *No*, replied the hero, *I will take my turn with my brave followers !*—The agony of his wound increasing, he became convinced that the idea he had long indulged of dying in battle, was now about to be accomplished. He immediately therefore sent for his Chaplain, the Reverend Mr. Comyns, and begged of him to remember him to Lady Nelson ; and having signed a Commission appointing his friend the brave Hardy, Commander of the Mutine brig, to the rank of Post Captain in the Vanguard, Admiral Nelson took an affectionate leave of Captain Louis *, who had come by his desire on board ; and then with the utmost composure resigned himself to death.

When the surgeon came to examine the wound, it evidently appeared that it was not mortal : this joyful intelligence quickly circulated through the Ship. As soon as the painful operation of dressing was over, Admiral Nelson immediately sat down, and that very night wrote the celebrated official letter, that appeared in the Gazette †. He came on deck just time enough to behold the conflagration of L'Orient.

* Vol. I. page 287.—The anecdote inserted at this page, is perfectly correct, except in what relates to a boat being hoisted out from the Vanguard. Captain Berry hailed the Minotaur as she passed.

† Vol. I. page 63 beginning with "ALMIGHTY GOD has blessed his Majesty's arms in the late battle, by a great victory," &c.

The Bay of Aboukir was covered for a week with the floating bodies of the slain, exhibiting a most painful and horrid spectacle ; and though men were continually employed to sink them, many of the bodies, having slipped off the shot, again appeared on the surface. It was a great mercy to our brave countrymen, considering the excessive heat of the weather, that some pestilential disorder did not take place in consequence.

Captain Benjamin Hallowell, of the Swiftsure, who had ever been on terms of the most intimate friendship with Sir Horatio Nelson, finding his brother Officers eager to outvie each other in sending various presents to the Admiral, that had been made from the wreck of L'Orient, actually ordered his carpenter to make a Coffin, solely from the wreck, both as to wood and iron. His orders were punctually obeyed ; and one being finished with considerable elegance from the materials of L'Orient's main-mast, it was presented to the Admiral with an affectionate and polite letter *. Sir Horatio Nelson highly appreciated the present of his brave Officer ; and for some months had it placed upright in his cabin. At length, by the tears and entreaties of an old servant, the Admiral was prevailed on to allow its being carried below ; when he afterwards shifted his flag to the Foudroyant, and in expectation of meeting the French fleet, the Coffin was carefully conveyed on board ; where it now remains, and will probably accompany Lord Nelson to his grave.

The limits of our work only allow us, in the further prosecution of this interesting task, to give a correct summary of Lord Nelson's life subsequent to his glorious victory of the Nile.

On the twenty-second of September, 1798, he arrived at Naples, and was received as a deliverer by their Majesties and the whole kingdom. December the twelfth, the blockade of Malta took place, which has since continued without intermission : on the twenty-first his Sicilian Majesty, and family, embarked in the Van-

* This Letter we may probably at some future opportunity lay before our readers.

guard, and were carried to Palermo, in Sicily. In March he arranged a plan for taking the Islands in the Bay of Naples, and for supporting the Royalists who were making head in the kingdom : this succeeded in every part. In May he shifted his flag to the Foudroyant, being advanced to be Rear-Admiral of the Red ; and was obliged to be continually on his guard against the French fleet. In June and July, he went to Naples, and, as his Sicilian Majesty was pleased to say, *reconquered his kingdom, and placed him upon his throne.* On the ninth of August Lord Nelson brought his Sicilian Majesty back to Palermo, having been upwards of four weeks on board the Foudroyant. On the thirteenth, his Sicilian Majesty presented him with a sword most magnificently enriched with diamonds, conferred on him the title of Duke of Bronti; and annexed to it the feud of Bronti, supposed to be worth 3000*l.* per annum. On the arrival of the Russian Squadron at Naples, Lord Nelson directed Commodore Troubridge to go with the Squadron, and closely blockade * Civita Vecchia ; and to offer the French most favourable conditions if they would evacuate Rome, and Civita Vecchia ; which terms the French General Grenier complied with, and they were signed on board the Culloden : thus a prophecy made to Lord Nelson on his arrival at Naples was fulfilled, that HE SHOULD TAKE ROME BY HIS SHIPS.

The life of Lord Nelson forcibly illustrates the remark, which he has often been heard to make, *that PERSEVERANCE in any Profession will most probably meet its reward, without the influence of any contingent interest.* The noble Admiral, who has thus attained to such high honours in his profession ; may justly say to those, who love the Service, and like him have its honour continually at heart—Go ! AND DO THOU LIKEWISE !

In whatever light we consider the Character of this illustrious Mariner, its brilliancy dazzles the eye with an endless variety. It shews us what diligence may accomplish, and what indolence has often lost ; it gives new energy to the desponding mind, and supplies the persevering with fresh hope. Yet whilst we draw such conclusion we must remark, that LORD NELSON'S SEVEREST TRIAL IS YET TO COME ! his present elevation has drawn upon him, the eyes of all men ;

* A sea-port of Italy, in the patrimony of St. Peter, where the Pope's gallees were stationed.

and those of envy ever wakeful will steadily observe, whether the great Conqueror of the modern hydra, excels the demigod of Greece, by rising superior to the delusive snares of Prosperity.

Like Aristides, and his contemporary the Roman hero Cincinnatus, it is to be hoped, Lord Nelson will give equal proofs of justice, and moderation, when elevated to the highest stations of honour and power, as he did in the various vicissitudes of a perilous profession, and through the trying scenes of adversity. Thus tempering ambition with humility, and firmness with mildness, may the proud wishes of his country be in every respect accomplished ;

Still rising in a Climax, till the last,
Surpassing all, is not to be surpass'd. GRANVILLE.

Lord Nelson's character, and military exploits, may be put on a parallel with those of Agrippa, in a few words : *eminent merit, attended with remarkable modesty.* Like this Roman, he has been victorious in both hemispheres, and with the fleets of France and Spain. Like Agrippa also, Lord Nelson's glory has not been confined to one element. He has triumphed both by sea and land. Agrippa could boast of the splendid trophies of the rostral crown, and the sea-green standard ; Lord Nelson can likewise boast of similar honours *. The same figure with which Virgil † has so beautifully distinguished Agrippa in his description of a sea-fight, may be thus rendered and justly applied to Lord Nelson in the battle of the Nile—

Next with kind gales, the care of every god,
Nelson leads on his squadron through the flood.
A *Naval Crown* adorns the warrior's brows,
And fierce he pours, amid the embattled foes !

* Refer to Lord Nelson's arms at the end. *Navali rostrata corona.* The Naval Crown bestowed by the ancients, on such as had signalized their valour, in an engagement at sea, was set round with figures like the beaks of Ships. The Roman Admirals after their death, had their sepulchres ornamented with sculptured rostral crowns, and festoons of sea-weeds.

† *Parte aliâ ventis, et Diis Agrippa Secundis,*

Arduus, agmen agens ; cui, belli insigne superbum,

Tempora navali fulgent rostrata coronâ. ÆN. lib. viii. l. 68a.

The noble Admiral's humanity in private life has been long felt by the poor of Burnham Thorpe, and its vicinity. His firm and steady attachment to his friends has been no less conspicuous than his benevolence and bounty to the poor, so far as he possessed the means of rendering service. Lord Nelson's character in the humble and private walks of life, like that of his professional one, will excite equal admiration: as Delany said of Swift, "*They will both bear to be reconsidered, and re-examined with the utmost attention; and will always discover new beauties and excellencies, upon every examination. They will bear to be considered as the SUN; in which the brightness will hide the blemishes:—and whenever petulance, ignorance, pride, malice, malignity, or envy interpose to cloud or sully his Fame, I will take upon me to pronounce, that THE ECLIPSE WILL NOT LAST LONG.*"

PRESENTS to LORD NELSON for his Services in the Mediterranean,
between October the First, 1798, and October the First, 1799.

From his King, and Country, a Peerage of Great Britain, and the Gold Medal.	
From the Parliament of Great Britain, for his own life, and two next heirs, per annum, - - - - -	£. 2000
From the Parliament of Ireland, not exactly known, but supposed to be the same as given Earl St. Vincent, and Lord Duncan, per annum, - - - - -	1000
From the East India Company, - - - - -	10,000
From the Turkey Company, a piece of plate of great value.	
From Alexander Davidson, Esq. a Gold Medal.	
From the City of London, a Sword of great value.	
-----, to the Captains who served under his orders in the battle of the Nile; a Sword.	
From the Grand Signior, a Diamond Aigrette, or Plume of Triumph, valued at - - - - -	2000
From the same, a rich pelice, valued at - - - - -	1000
From the Grand Signior's Mother, a Rose, set with diamonds, valued at - - - - -	1000
From the Emperor of Russia, a Box, set with diamonds, and a most elegant letter, value - - - - -	2500

From the King of the Two Sicilies, a Sword richly ornamented with diamonds, and a most elegant and kind letter,	£. 5000
Also the Dukedom of Bronti, with an estate, supposed, per annum,	3000
From the King of Sardinia, a Box set with diamonds, and a most elegant letter,	1200
From the Island of Zante, a Gold Headed Sword and Cane, as an acknowledgment, that had it not been for the battle of the Nile, they could not have been liberated from French cruelty.	
From the City of Palermo, a Gold Box and Chain, brought on a Silver Waiter. Also the Freedom of the City of Palermo, which constitutes him a Grandee of Spain.	

The family of Nelson has been long resident in the county of Norfolk. His Lordship's grandfather was rector of Hilborough in that county, of which living the Nelsons for many years have been, and still are, the patrons. His father is the Reverend Edmund Nelson, Rector of Burnham Thorpe, and married May 11, 1749, Catherine, daughter of Maurice Suckling, D. D. Rector of Barsham in Suffolk, Woodton in Norfolk, and one of the Prebendaries of Westminster, by whom (who died December 24, 1767) he had issue eight sons and three daughters;—three sons and two daughters are now living.

1. Maudrice, born May 24, 1753; in the Navy Office; married, and no issue.

2. William, in holy orders, Rector of Hilborough; born April 20, 1757; married in November 1786, Sarah, daughter of the Reverend Henry Yonge, of Great Torrington, in Devonshire, cousin to the Right Reverend Philip Yonge (late Bishop of Norwich), and has issue a son and daughter—Charlotte Mary, born September 20, 1787; Horatio, born October 26, 1788.

3. Horatio, the present Peer, born September 29, 1758; married March 11, 1787, Frances Herbert (descended from the Herberts, Earls of Pembroke and Montgomery), daughter and coheir of William Woodward, Esq. Senior Judge of the Island of Nevis, and relict of Josiah Nisbet, M. D. of Nevis aforesaid, by whom she had issue Josiah, a Captain in the Royal Navy. By Lord Nelson no issue.

The two daughters are both married, and have issue.

His Lordship is related to the noble families of Walpole, Cholmondeley, and Townshend, his mother being the grand daughter of Sir Charles Turner, Bart. of Warham in the county of Norfolk, and of Mary, daughter of Robert Walpole, Esq. of Houghton, and sister to Sir Robert Walpole, first Earl of Orford, and to Horatio first Lord Walpole of Wolterton, whose next sister Dorothy was married to Charles, second Viscount Townshend. His maternal ancestors, the Sucklings, have been seated at Woodton, in Norfolk, near three centuries.

ARMS.] The arms first granted to Lord Nelson, were, Or, a cross fretty sable, a bend gules surmounted by another engrailed of the field, charged with three bombs fired proper.

And for the crest, a wreath of the colours, the stern of a Spanish man of war proper, thereon inscribed, "San Josef."

SUPPORTERS.] On the dexter a sailor, armed with a cutlass and a pair of pistols in his belt proper, the exterior hand supporting a staff, thereon hoisted a Commodore's flag Gules. On the sinister a lion rampant regardant proper, in his mouth a broken flag-staff, therefrom flowing a Spanish flag, Or and Gules.

AUGMENTATION

ARMS.] A chief undulated argent, thereon waves of the sea, from which a palm tree issuant between a disabled Ship on the dexter, and a ruinous battery on the sinister, all proper.

CREST.] On a Naval Crown Or, the Chelengk, or plume of triumph, presented to him by the Grand Signior, with the motto, "Palmas qui meruit ferat."

SUPPORTERS.] In the left hand of the Sailor a palm branch, and another in the paw of the lion, both proper, with the addition of a tri-coloured flag and staff in the mouth of the latter.

ERRATUM, page 168, line 12, for Herbert, read Woollward.

N. B. Some interesting Extracts from Letters to a Friend, illustrative of Lord Nelson's character, with *Fac Similes* of his hand-writing, previous and subsequent to the loss of his right arm, will be given in our next number.

EXPLANATION

OF

THE ANNEXED EMBLEMATIC NAVAL PLATE.

ON directing our eye to the centre of the engraving, we see a naked arm represented (the left), holding a torch with a scroll containing the following motto, *Veni, vidi, vici* †. This arm is united to the St. George's flag, under which the hero of the Nile fought. An escutcheon is next introduced, with the cypher H. N. crowned and entwined with laurel, surrounded with the motto, *Digne vengeur des Rois* ‡. The trumpet of fame is placed above, the whole resting upon a cloud, and supported between two naval and military trophies.

This assemblage is emblematic of Rear-Admiral Sir Horatio Nelson, his squadron, and the glory they acquired in the battle of the Nile.

Two boats appear underneath, one having the device of *Vivat Nelson* ||, illuminated with a brilliant star named *the first of August*.

On board this vessel is represented a *fiere lion rampant*, holding in his left paw a trident, which he plunges into the heart of a detestable monster, called the *tri-coloured basilisk*; who makes a vain resistance on

* The above augmentation was granted by Royal Sign Manual, dated the fifteenth of November, 1798, and the motto was chosen by his Majesty.

† I came, I saw, I conquered.

‡ Worthy Avenger of Kings.

|| Long live Nelson.

board of the other vessel, being at the same time struck with the forked lightning, darted from the potent arm above: this causes a dreadful explosion, whence a black vapour arises as the vessel is in the act of sinking, displaying these words, *VAIN VIGILANCE*.

The whole of this is emblematic on the one part of the glorious victory on the first of August, combined with the valour, activity, and skill of the Admiral, and the Commanders and brave Crew of the respective Ships of his squadron. On the other part it denotes the complete defeat of the French squadron, in a position imagined to have been impregnable.

The river opening to the sea, by two branches, represents the mouths of the Nile, which form an island of the triangular figure of the fourth letter of the Greek alphabet, and thence called by the same name, *Delta*: which is described as covered with a crocodile. The contiguous shore appears planted with palm trees and other productions peculiar to Egypt, and marks the place where the memorable battle was fought.

The cannon, mortars, and other warlike instruments, scattered on the coast, represent the French batteries that flanked the French squadron, and which were destroyed by the British.

The assemblage of military and orchestra musical instruments, represented at the bottom of the picture, mark the universal joy which this victory diffused over the world, having the popular songs of *God save the King* and *Rule Britannia* annexed.

On the right appear *two obelisks*, ornamented with hieroglyphics and wreaths with devices, raised on the same base, on which there is represented in *basso-relievo* a distant view of *Alexandria*. These two obelisks rising from the same pedestal support a *globe* with the ancient hemisphere. Under the *globe*, and between the points of the two obelisks, there is represented the head of an *horse*, the emblem of *EUROPE*; there is also on one obelisk the *sun*, and on the other an *helmet*, *shield*, and *buckler*; the inscription applicable to the whole is in these words, *Sine sole nihil* *.

Below the horse is represented a *camel*, the emblem of *Asia*, placed between a vase of perfumes and a rose, with this inscription, *Bene olet* †.

Underneath is represented a *lion*, the emblem of *Africa*, with the inscription—*Battle of the Nile* under a naked arm (the left) darting an arrow, having the motto *Non eget arcu* ‡, is a bundle composed of a bow, quiver, and arrow, placed upright, with the device *Celeritas* §.

On the left are represented two columns, the pillars of *Hercules*, ornamented with wreaths; on the summit of one is a rock with cannon, denoting *Mons Calpe* or *Gibraltar*, on the other a monkey, denoting *Mons Abyla* on the opposite coast of *Africa*: they are placed on the

* Without the sun nothing flourishes.

‡ The bow is not requisite.

† It smells sweetly.

§ Celerity.

same pedestal which represents in basso relievo *Gibraltar* supporting the new hemisphere. Between the columns above is represented, 1st, An eagle, the emblem of the empire of Germany, astonished at what passes without its aid. 2d, The lyre of Apollo, emblem of the French monarchy, entwined with laurels, having this device, *Laurus ubique et plus ultra semper vivet* *. 3d, A large reptile, emblem of America, looking on between the two columns of Hercules, with admiration at the fame of Nelson, inspired with the same sentiments in this respect, which the other three quarters of the world are supposed to express, and as represented between the pyramids already explained.

The two groups below, representing the attributes of Neptune and Mercury, are emblematical of Navigation and Commerce, and point out the Mediterranean naturally situated at the spots which Gibraltar and Alexandria occupy as principal subjects in the scene.

The reader, by carrying his eye to the centre of the picture above the arm and flag, will observe represented two hands united in friendship, radiated, and placed under an antique crown on a cushion, between two palms and two leopards which defend them, with this inscription, *Fortuna coronat fidem* *. This is symbolic of the good faith which reigns between Great Britain and her Imperial Allies.

It is to be remarked, that the figures have their eyes directed on the principal object of the allegory : all their motions are denoted in a manner that marks and honours the loss Lord Nelson has received.

The border of this emblematic drawing is ornamented with shields, entwined with laurels, and containing the names of the Ships and Captains in the order of the line of battle. The prescribed order of battle begins on the left with the Culloden, &c.—over which line there is a shield, named 1st August, containing a star, and a sword, with the inscriptions, *Stella maris* for marine star, and *Gibeonis gladium*, the sword of Gibeon ; alluding to the scriptural passage, “ *And they took it on THAT DAY, and smote it with the edge OF THE SWORD, and all the souls that were therein he utterly destroyed.* ” The two pendants that crown the whole denote the two Ships that led into action on the memorable first of August, 1798, viz. the Goliath, Captain Foley, and the Zealous, Captain Hood. The Mutine brig is the last ; in the shield Mercury’s caduceus, or rod, is represented emblematic of this vessel being the only one allotted for dispatch.

Lord Nelson’s arms are put in this plate at the bottom. See description, page 189.—The portrait (which has also the arms) is taken from the only painting in this country, that represents Lord Nelson’s additional honours, viz. the plume of triumph—the patent of the dukedom of Bronti, &c. as worn at foreign Courts.

* The laurel every where continues green. The words *et plus ultra* allude sarcastically to the motto round the pillars of Hercules on the Spanish dollars, &c.
† Fortune crowns fidelity.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN CURGITE VASTO!

NO. XII.

LORD NELSON.

THE following letter was written by the venerable father of Lord Nelson, to the Rev. B. Allot, in answer to that gentleman's congratulations on the ever-memorable victory of the Nile :

" My great and good Son went into the world without fortune, but with a heart replete with every moral and religious virtue. These have been his compass to steer by ; and it has pleased God to be his shield in the day of battle, and to give success to his wishes to be of service to his Country. His Country seems sensible of his services ; but should he ever meet with ingratitude, his scars will cry out, and plead his cause—for, at the siege of Bastia, he lost an eye ; at Teneriffe, an arm : on the memorable fourteenth of February, he received a severe blow on his body, which he still feels ; and now a wound on the head. After all this, you will believe his bloom of countenance must be faded ; but the spirit beareth up yet as vigorous as ever. On the twenty-ninth of September he completed his fortieth year ; cheerful, generous, and good ; fearing no evil, because he has done none : an honour to my grey hairs, which, with every mark of old age, creep fast upon me."

The following curious letter from Lachavardiere, the French Consul at Palermo, gives a circumstantial account, in the French style, of Lord Nelson's engagement in the Mediterranean. It is highly animated, but much tinged with national partiality.

" *Naples, Sept. 20.*

At length, my friend, I am arrived at the place of my destination. I will not give you an account of my adventures during my journey ; they would be too long. It is sufficient to tell you, that I was taken by an English privateer, and that my brother-in-law and I escaped by a stratagem. We embarked again, but were obliged to put into the Island of Elbe, for fear of the barbarians, who had a flotilla in those seas, and who, if they had not taken, would at least have boarded and plundered us, and have laid us under the necessity of performing quarantine,

After being obliged to change my Ship three times, I arrived in Naples in a small felucca, which was frequently near being lost in a tempest.

The moment of my arrival was not the most fortunate of my voyage—the French name is heard here with horror. The King is arming 80,000 men. The Cabinet either refuses to answer, or answers with insolence; the Notes presented by our Chargé des Affaires, La Chaissé, who is an excellent Republican. The French are forbid to enter the Country, and the most extravagant predilection prevails in favour of the English. The Republican agents daily expect to receive orders to depart. It is under these circumstances that I am about to demand my passport for Palermo.

The people of Sicily are still more incensed against us—our vessels are driven out of their ports—wherever the French appear, the populace pelt them with stones, and sometimes fire upon them. Not one French cockade is suffered. In a word, there only wants Frenchmen, in order to celebrate again Sicilian vespers.

The day before yesterday two English vessels arrived, and Nelson himself is expected to-morrow in a third. To give you some idea of the favour in which the enemies of our Country are held here, you must know, that with my own eyes I saw the King of Naples go more than two leagues to sea, to meet the English, to applaud and congratulate them. The two vessels which are arrived have brought two French Officers with them—one of them is Rear-Admiral Blanquet. They were both in the action of the first, second, and third of August. You may depend upon the correctness of the following account of that dreadful event.

Our fleet, after having effected a disembarkation, and having left the transports in Alexandria, went to anchor at Rosetta, about fifteen leagues from Alexandria. There they anchored about four leagues from land. On the first of August a signal was made for the English fleet being in sight. They reconnoitred our position, and seeing a considerable space between the shore and our vessels, they caused six of their Ships to pass between the shore and our fleet. It was then five o'clock in the evening; the English fleet was composed of fourteen Ships, and ours of thirteen.

At a quarter past five the firing commenced, when the fleets were in the following position: Our thirteen Ships were formed in a single line, six English Ships were between us and the land, seven others were on the opposite side, and the fourteenth having cut our line in half, hindered by that manœuvre six French vessels from taking a share in the action. The fleets cannonaded each other with the utmost vivacity the remainder of the day, and the whole of the night. When

the day appeared on the second, the advantage was equal. The Ships were within pistol-shot of each other, and every possible means of destruction were mutually used by both fleets. It was in this situation of affairs that Admiral Brueyes was wounded in the head and the hand, nevertheless he continued to command, till a cannon ball *cut him in two* : *he lived a quarter of an hour afterwards*, and would expire upon his deck. A moment afterwards the Captain of the Admiral's Ship, Captain CASSA BIANCA, formerly a Deputy, was mortally wounded by a splinter : this beautiful vessel then took fire, and every effort to extinguish it proved ineffectual. The young Cassa Bianca, a boy of ten years old, who during the action had performed prodigies of valour, refused to escape in a boat, being unwilling to leave his wounded father : nevertheless he afterwards put his father upon a mast which was thrown into the sea ; himself and the Commissary of the Fleet were upon it when L'Orient, of 120 guns, blew up with a most horrible noise, and destroyed these unfortunate persons. The explosion was so dreadful, that the town, which was four leagues distance, was shaken with it. The two squadrons thought for ten minutes they would be destroyed with the showers of fire, red-hot cannon, &c. which fell. For ten minutes they waited in silence the moment of their destruction : but Englishmen and Frenchmen were in the presence of each other, and again the cannons thundered, and the battle became more bloody than ever.

One circumstance is worth notice : while the Admiral's Ship remained, the French had the advantage, and an English Ship, of 74 guns, which was forced to run aground, had struck her colours : but the disorder which the blowing up of the Admiral's Ship occasioned, all the Officers being either killed or wounded ; Vice-Admiral Blanquet weltering in his blood from a wound which he received in the face ; the Captain of the Franklin, rendered incapable of fighting by having received three wounds ; Du Petit Thouars and another Captain killed ; all these circumstances soon changed the face of affairs. Several of our vessels without masts and without the capability of motion, and with their cannon dismounted, became a prey to the enemy. Nevertheless, on the third, the action still continued between some of our vessels and the English. On that day, the crew of the Timoleon, sooner than surrender, set fire to the vessel, and saved themselves.

This then is the result of the battle. The L'Orient, of 120 guns, is blown up ; the Timoleon, of 74, is burnt ; the William Tell is at Malta, with the frigates the Diana and the Justice ; the frigate L'Arthemise was burnt in the action ; and the Serieuse sunk, and the crew saved. All the crew of L'Orient were saved on shore. We are afraid that the Genereux, of 74, which retired with the William Tell,

is sunk in the Canal of Malta. Our nine other vessels are taken, viz. *Le Guerrier*, *Le Conquerant*, *Le Spartiate*, *L'Aquilon*, and *Le Peuple Souverain*, of 74 guns each; *Le Franklin*, *Le Tonnant*, *Le Mercure*, and *L'Heureux*. Three of these vessels were in so bad a condition, that the enemy burnt them in the roads. All the prisoners were sent to Alexandria, because the English were in want of provisions; they will be a useful reinforcement to the army. The loss of the English was 1000 killed and 1800 wounded, by their own account. NELSON is severely wounded in the head! Several of their vessels are in a very bad state.

The unfortunate issue of this action is attributed to two causes: first, the suffering the English to get between us and the land; and the second and principal one is, the having engaged at anchor. However that might be, the calamity has happened, and it must not be thought of any more. If the Government act properly, in my opinion, they will honour the memory of Admiral Brueyes, of young *Cassa Bianca*, and all those brave men who died fighting. It will do more, it will recompence the surviving Officers. Rome, after the battle of Cannæ, thanked Varro: but this is not like the battle of Cannæ; we have no Hannibal to encounter. The English squadron is cruising before Alexandria, where they wish to burn our transports; but we are assured they cannot effect it. Seven of their vessels are conducting the six French Ships to Gibraltar."

ANECDOTE OF LORD NELSON.

WHEN quite a child, and on a visit with his grandmother at Hilborough, he was invited by another boy to go bird's-nesting; as he did not return at the usual dinner hour, the old lady became alarmed, and dispatched messengers in different ways to search after him. The young rambles at length were discovered under a hedge counting over the spoils of the day, and the young Horatio was brought home. His relation began to scold him for being absent without her leave, and concluded with saying, "*I wonder FEAR did not drive you home.*" Horatio innocently replied, "*Madam, I never saw FEAR!*"

JUVENILE INTREPIDITY.

SIR CLOUDESLEY SHOVEL, when a boy in the Navy under the patronage of Sir John Narborough, hearing that Admiral express an earnest wish that some papers of consequence might be conveyed to the Captain of a distant Ship in action; young Shovel immediately undertook to swim through the line of the enemy's fire with the dispatches in his mouth: and this he actually performed.

JAMES THE SECOND was such an enemy to complicated movements in a State, that he transacted all the business of his Admiralty, with only the assistance of an head Clerk. He also comptrolled the accounts of his Treasurer, and narrowly inspected all the official departments. Parliament impeded public business, he therefore dissolved it. Corporations were troublesome, he therefore garbled them: he had neither Commander in Chief, nor Admiral of the Fleet; for he was both Captain General and High Admiral himself.

IN the year 1599, Queen Elizabeth appointed Sir Henry Palmer Comptroller of the Navy, with a salary of fifty pounds *per annum*: for his two Clerks an allowance was made of eight pence a day; and for his travelling expences he received four shillings *per day*.

A List of all the Captures made by Captain DAVID BRODIE, from the Commencement of the War with Spain in the Year 1739.*

By what Vessel the Capture was made.	Whether French, Spanish, &c.	Whether Merchant Vessel or Privateer.	Vessel's Name.	Masters' Names.	Agents.	
					Names.	Place of Abode.
Acorn Sloop	French	Privateer	L'Union	Jean Lacut	Patrick Ker	Jamaica.
Ditto	Ditto	Ditto	Vainqueur	Joseph Duhart	Macfarlane & Co.	Ditto.
Ditto	Spanish	Ditto	St. Antonio	Sebastian Uhera	Ditto	Ditto.
Ditto	English	Merch. Vess. retaken	Jolly Batchelor	Tho. Gastess	Ditto	Ditto.
Ditto	Ditto	Ditto	Charming Molly	Diego Gonsales	Ditto	Ditto.
Ditto	Ditto	Ditto	Lovely Betty	Manuel Mariano	Ditto	Ditto.
Ditto	French	Privateer	Petite Guava	Francis Renon	Ditto	Ditto.
Ditto	Dutch	Merch. Vess. retaken	Johanna and Maria	Jean Perisien	Ditto	Ditto.
Ditto	French	Privateer	Le Bacchus	Honoret Fougoux	Ditto	Ditto.
Ditto	Ditto	Ditto	Feroinand	Martin Forsaut	Ditto	Ditto.
Ditto	English	Merch. Vess. retaken	James and Sarah	Unknown, the Spaniards having run away when in the boat	Ditto	Ditto.
Ditto	Spanish	Merch. Vessel	Unknown	Deserted by her People	Ditto	Ditto.
Ditto	Ditto	Ditto	Jean Baptista	Jean Ganjean	Ditto	Ditto.
Ditto	French	Ditto	L'Alexandre	Charles Boucher	Ransomed.	
Ditto	Ditto	Ditto	Duc D'Alguillon	Thomas Marey	Captain Brodie.	
Ditto	Ditto	Ditto	La Neriade	Leonard Guilmet	Disposessed of charms by Cap. Thos Andrews, late of his Majesty's Ship Worcester, and no Account rendered of her.	
Ditto	English	Merch. Vess. retaken	Returned to the Owners	Jean Fourcad	Captain Brodie.	
Ditto	French	Privateer	Jasson	Francis Morat	Ditto.	
Ditto	Ditto	Merch. Vess.	La Furett	Alex. Fargoux	Ditto.	
Ditto	English	Merch. Vess. retaken	Martinique, or Pretty Betty	Sebastian Uhera		
Ditto	Spanish	Three Half Gallies	Destroyed	Juan Real.		
Ditto	Ditto	Half Gallies	Santa Cruz	The other ran ashore in the boat		
Ditto	French	Merch. Vess.	La Leger	Juan Biles	Burnt.	
Ditto				Jacque Dupin	Hume, Thomas and Kirk.	

(Signed)

D. BRODIE.