

MEMOIRS

OF THE

LIFE AND GALLANT SERVICES

OF

Admiral Lord Nelson,

- Containing a full Statement of

THE VARIOUS BATTLES,

(*One Hundred & Twenty-four in Number*)

IN WHICH HE HAS BEEN ENGAGED;

AND THE

MELANCHOLY ACCOUNT OF HIS DEATH,

On the 21st of October, 1805.

Whilst Fighting for his King and Country.

"A Man he was—his Country's shield and pride—

"Who greatly liv'd, and crown'd with glory—died."



GLASGOW,

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L I F E
O F
L O R D N E L S O N .

HORATIO NELSON was the fourth son of Edward Nelson, Rector of Burnham Thorpe, in the county of Norfolk, and was born the 29th of September, 1758. The high school at Norwich having instilled the first principles of learning into his aspiring mind, he was removed to North Walsham. On the appearance of hostilities with Spain, relative to the Falkland islands, in 1770, he left the school at North Walsham, at the age of twelve years, to go on board the *Reasonable* of sixty-four guns, commanded by his maternal uncle, Captain Suckling. The dispute between the court of London and Madrid being adjusted, our young mariner was sent on board a West-India ship. Returning after a voage in 1772, his uncle received him on board the *Triumph*. He had acquired, in the merchant-service, a practical knowledge of seamanship; but had conceived an unaccountable prejudice against the naval service. That seemingly rooted aversion to the Navy, was, however, so successfully combated by Captain Suckling, that he at length became reconciled to the idea of service on-board a king's ship. In April 1773, a voyage of discovery was undertaken by Captain Phipps, afterwards Lord Mulgrave, towards the North Pole. On this occasion, instructions were issued; that no boys should

should be received on board; but the enterprising Horatio was so anxious to be of the party, that he solicited to be appointed cockswain to Captain Lutwidge; and his request was readily granted. The following anecdote may serve as a proof of the cool intrepidity which our young mariner possessed. In those high northern latitudes, the nights are generally clear: During one of them, notwithstanding the extreme bitterness of the cold, young Nelson was missing, and every search was instantly made in quest of him, and it was imagined he was lost; when, lo! as the rays of the rising sun opened the distant horizon, to the 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 piece having been injured, it would not go off; he had therefore pursued the animal in hopes of tiring him, and at length was able to effect his purpose with the butt end. Being reprimanded for leaving the ship without leave, the young hero replied, "I wished, Sir, to get the skin for my father." Returning to England, he obtained a berth in the Sea-Horse of twenty guns, and sailed in it with a squadron to the East-Indies. In this ship Mr. Nelson was stationed to watch in the foretop, and afterwards he was placed on the quarter-deck. In this vessel he visited almost every part of the East-Indies, from Bengal to Bussora. A series of ill health however, rendered it expedient for him to return to England; in consequence of which, the Captain caused him to be conveyed hither. On the 8th of April, 1777, Mr. Nelson passed his examination for the rank of Lieutenant, and the next day received his commission as second of the Lowestoffe, of thirty-two guns. The following anecdote concerning our hero, ought not to be suppressed. In a strong gale of wind, and a heavy sea, the Lowestoffe captured

tured an American letter of marque. The Captain ordered the first Lieutenant to board her, which he readily 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." In 1778 he was appointed third Lieutenant of the Bristol; from which, by rotation, he became the first. He obtained his post rank on the 11th of June, 1779, and was appointed to command the *Hinchinbroke*. In July, 1780, an expedition was resolved on for the destruction of Fort Juan, in the gulph of Mexico, when 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; which, according to the Major's declaration, was the principal cause of our success in reducing Fort Juan.

After a variety of service, in which nothing very material occurred, the *Boreas*, which he then commanded, was paid off, and he retired to the parsonage-house of Burnham Thorpe. In 1793, he was appointed to the *Agamemnon*, of sixty-four guns. At the siege of Calvi, in July and August, 1794, he behaved with great intrepidity, and justly merited the encomiums he received from the admiral, it was here that a shot from the enemy's battery, deprived him of the sight of his right eye. In December 1796, Captain Nelson hoisted his broad flag as Commodore, on board *La Minerve* frigate, and captured *La Sabina*, of forty guns, and two hundred and eighty men, commanded by Captain Don Jacobo Stuart. Commodore Nelson joined the Admiral, Sir John Jervis, off Cape St. Vincent, on the 14th of
February,

February, just in time to communicate the intelligence relative to the force and state of the Spanish fleet, and to shift his pennant on board the Captain, of seventy-four guns, commanded by Captain Miller.

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. By a 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 one hundred and thirty-six 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.

The commodore's ardour would not permit him to remain an inactive spectator of this scene. He therefore, as if by magic-impulse, accompanied the party in this attack; and 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 Nicholas; and the enemy sorely annoyed with musketry the British who had boarded 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!* and success in a few minutes crowned the enterprise.

In 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 27th of May he shifted his flag to the *Thefeus*, and was appointed to command the inner squadron at the blockade of Cadiz. During this service his personal courage was remarkably conspicuous. In the attack on the Spanish gun-boats, on the 3d of July, 1797, he was boarded in his barge; on board of which, was only his usual complement of ten men, and the cockswain, accompanied by Captain Freemantle. Don Miguel Tyreson, who commanded the Spanish gun-boats, in a barge rowed by twenty-six oars and thirty men, made a most desperate effort to overpower Sir Horatio Nelson and his brave companions. The conflict was long and doubtful, and they fought hand to hand with their swords. Eighteen of the Spaniards being killed, the commandant and all the rest wounded, the Rear-admiral with his gallant barge's crew, succeeded. Sir John Jervis concludes his letter to the Admiralty, dated the 5th of July, 1797, containing an account of this achievement in the following words: "Any praise
" of mine will fall very short of his (Admiral Nelson's) merit!" Though the enterprise against Santa Cruz did not succeed, his Majesty's arms acquired great lustre, as greater intrepidity was never shewn by both officers and men. In this attack Sir Horatio Nelson lost his right arm by a cannon-shot; and 246 gallant officers, marines, and seamen, were killed, wounded, and drowned.

On his first appearance at court, his Sovereign received him in the most gracious manner, and expressed his regret, that his state of health, and mutilated person would doubtless deprive the nation of his future services. Sir Horatio replied, with a dignified emphasis, "May it please your Majesty,
" I can never think that a loss which the perform-
" ance

“ance 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 of 1000l. per annum, 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 then actually been engaged against the enemy upwards of *One Hundred and Twenty Times!*

Great, however, as had previously been the services of this gallant seaman, it was in the year 1798 that a victory of the most important and glorious description entitled him to still more distinguished laurels. The government of France had sent an expedition into Egypt, and it became that of Britain to use every effort to render it successful. In order to convey to our readers the most distinct idea possible of the merits of this action, we shall quote from a respectable publication (the Naval Chronicle) the narrative of an officer concerned.—
“Sir Horatio Nelson had been detached by Earl St. Vincent into the Mediterranean with the Vanguard, of 74 guns, the rear-admiral’s flag-ship, the Orian and Alexander of 64 guns, the Emerald and Terpsicore frigates, and the Bonne Citoyenne sloop of war. Nothing material occurred to the Squadron from the day it sailed from Gibraltar, which was on the 9th of May, till the 22d, when being in the gulph of Lyons, at two A. M. a most violent squall of wind took the Vanguard, which carried away her topmasts, and at last her foremast, and separated the fleet.

The British Squadron was then not many leagues distant from the French fleet under Bonaparte, which had on that very day set sail from Toulon.

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The squadron bore up for Sardinia, the *Alexander* taking the *Vanguard* in tow, and the *Orian* looking out a head to endeavour to get a pilot, for the purpose of gaining St. Pierre's road. On the 24th, with very great difficulty, we reached that anchorage; on the fourth day from our anchoring, we had received such a repair that he did not think it necessary to sail to Naples or any other port.

The squadron reached the rendezvous on the 4th of June and on the following day was joined by *La Mutine*, Captain Hardy, who was charged with orders to the Admiral, and who brought the highly acceptable intelligence that Captain Trowbridge had been detached with ten sail of the line, and a fifty-gun ship, to reinforce us. June 6. The squadron was spread, anxiously looking out for the expected reinforcement. By a vessel spoke with on that day, we were informed that several sail then in sight were Spanish ships richly laden; but prize-money was not the object of the admiral. The *Alexander*, being on the look-out, stopped one of those ships; finding she had on board eighty or ninety priests, driven by the French persecutions and cruelties from Rome, he thought it would be an act of humanity to permit the ship to pursue her voyage; and he accordingly released her, and rejoined the admiral.

On the 8th at noon, we had the happiness to discover from the mast head ten sail, and it was not long before we recognised them to be British ships of war, standing upon a close line of battle, with all sails set. Private signals were exchanged, and before sun-set the so-much-wished-for junction was formed, an event which was certainly facilitated by the great professional ability, judgement, and zeal of Captain Trowbridge. The Admiral had received no instruction what course he was now to steer, and no certain information respecting the destination
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of the enemy's fleet; he was left, therefore, entirely to his own judgement. He had the happiness, however, to find, that to the Captains of his Squadron he had no necessity to give directions, he being in constant readiness for battle. The Admiral knew that the enemy had sailed with a N. W. wind, which naturally led him to conclude that their course was up the Mediterranean. He steered with the fleet off Corsica, which he reached on the 12th of June. Having made the Roman coast, we were rejoined by *La Mutine*, without gaining any intelligence. The Admiral now determined to steer towards Naples. We saw Mount Vesuvius on the 16th, and detached Captain *Frowbridge*, in *La Mutine*, to obtain what information he could from Sir William Hamilton. He returned with a report only that the enemy were gone towards Malta. The Admiral now lamented that even a day had been lost by visiting the Bay of Naples, and determined by the shortest cut to make the *Faro di Missina*, which the fleet passed through on the 29th, with a fair wind. Here we gained intelligence from the British consul that Malta had actually surrendered. We had now hopes of being able to attack the enemy's fleet at Goza, but on the 22^d of June, *La Mutine*, at day-light in the morning, spoke a Genoese brig from Malta, which gave intelligence that the French had sailed from thence on the 18th, with a fresh gale at N. W. The Admiral now made the signal to bear-up and steer to the S. E. with all possible sail. At this time we had no certain means of ascertaining that the enemy were not bound up the Adriatic.

On the 29th of June we saw the Pharos tower of Alexandria, and continued nearing the land with a press of sail, till we had a distinct view of both harbours; and to our general surprise and disappointment, we saw not a French ship in either. On
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the 4th of July, we made the coast of Caramanea: steering along the south side of Candia, carrying a press of sail both night and day, with a contrary wind. On the 18th we saw the island of Sicily, when the Admiral determined to enter the dangerous part of Syracuse, and immediately proceeded to get in water, &c. with all possible expedition. This was the first opportunity that the Vanguard had of receiving water on board from the 6th of May; so that not only the stock of that ship, but of several others of the squadron, was very nearly exhausted. On the 21st the squadron again put to sea. We received vague accounts while at Syracuse, that the enemy's fleet had not been seen in the Archipelago nor the Adriatic, nor had they gone down the Mediterranean: the conclusion then seemed to be, that the coast of Egypt was still the object of their destination. On our return to Syracuse, the circumstance of our steering up to the northward, while the enemy kept a southern course for Alexandria, makes it obvious, that our chance of falling in with them was still less than before. On the 25th of July we left Syracuse, still without any positive information respecting the enemy; but it occurred to the Admiral that some authentic intelligence might be obtained in the Morea. We steered for that coast, and made the Gulph of Coron on the 20th.

Upon the information obtained by Captain Trowbridge at Coron, the Admiral determined again to visit Alexandria, and carried all sail, steering for that place, which he had the pleasure to descry on the first of August, at noon: but not as before, it now appearing full of vessels of various kinds; and we soon had the satisfaction of seeing the French flag flying on-board the squadron, at sight of the enemy; and the pleasure which the Admiral himself felt was perhaps more heightened than that of any other man, as he had now a certainty by which he could

could regulate his future operations. It had been his practice during the whole of his cruize, to have his Captains on board the Vanguard, where he would fully develope to them his whole ideas of the different and best modes of attack, whatever their position or situation might be by day or night: It cannot here be thought irrelevant to give some idea of what were the plans Admiral Nelson had formed, and which he explained to his Captains with such perspicuity, as to render his ideas completely their own. To the naval service at least they must not only prove interesting but useful: Had he fallen in with the French fleet at sea, that he might make the best impression on any part of it that should appear the most vulnerable, or the most eligible for attack, he divided his forces into three sub-squadrons, viz.

Vanguard	Orion	Culloden
Minotaur	Goliath	Theseus
Leander	Majestic	Alexander
Audacious	Bellerophon	Swiftsure
Defence		
Zealous		

Two of these sub-squadrons were to attack the ships of war, while the third was to pursue the transports, and to sink and destroy as many as it could.

It is almost unnecessary to explain his projected mode of attack at anchor, as that was minutely and precisely executed in the action which we now come to describe. These plans, however, were formed two months before an opportunity presented itself of executing any of them, and the advantage now was, that they were familiar to the understanding of every Captain of the fleet. The enemy's fleet was first discovered by the Zealous, Captain Hood, who immediately communicated, by signal, the number of ships, sixteen, lying at anchor in line of battle,

in a bay upon the larboard bow, which we afterwards found to be Aboukir Bay. The Admiral hauled his wind that instant, made the signal to prepare for battle, as it was his intention to attack the enemy's van and centre, as they lay at anchor, and according to the plan before developed. As all the officers of our Squadron were totally unacquainted with Aboukir Bay, each ship kept sounding as she stood in. The enemy appeared to be moored in a strong and compact line of battle, close in with the shore, their line describing an obtuse angle in its form, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van.

The position of the enemy presented the most formidable obstacles; but the Admiral viewed these with the eye of a seaman determined on attack; and it instantly struck his eager and penetrating mind, that where there was room for an enemy's ship to swing, there was room for another of ours to anchor. The Goliath and Zealous had the honour to lead inside, and to receive the first fire from the van ships of the enemy, as well as from the batteries and gun boats with which their van was strengthened. These two ships, with the Orion, Audacious, and Theseus, took their stations inside the enemy's line, and were immediately in close action. The Vanguard anchored the first on the outer-side of the enemy, and was opened within half pistol-shot to Le Spartiate, the third in the enemy's line. In standing in, our leading ships were unavoidably obliged to receive into their bows the whole fire of the broad sides of the French line, until they could take their respective stations; and it is but justice to observe, that the enemy received us with great firmness and deliberation, no colours having been hoisted on either side, nor a gun fired, till our van ships were within half gun shot. At this time the necessary

fary number of our men were employed aloft in furling sails, and on deck in hauling the braces, &c. preparatory to our casting anchor. As soon as this took place, a most animated fire opened from the Vanguard, which ship covered the approach of those in the rear, which were following in a close line. The Minotaur, Defence, Bellerophon, Majestic, Swiftsure, and Alexander, came up in succession, and passing within hail of the Vanguard, took their respective stations opposed to the enemy's line. All our ships anchored by the stern, by which means the British line became inverted from van to rear. Captain Thomson, of the Leander, of fifty guns, most judiciously dropped his anchor athwart hause of Le Franklin, raking her with great success, the shot from the Leander's broad-side which passed that ship all striking L'Orient, the flag-ship of the French commander in chief. The action commenced at sunset, which was at thirty-one minutes past six P. M. with an ardour and vigour which it is imposible to describe. At about seven o'clock total darkness had come on; but the whole hemisphere was, at intervals, illuminated by the fire of the hostile fleets. At ten minutes after nine, a fire was observed on board L'Orient, the French Admiral's ship, which circumstance Captain Berry immediately communicated to the Admiral, who, though suffering severely from a wound, was concerned for the danger of so many lives, and ordered Captain Berry to make every practicable exertion. The cannonading was partially kept up to leeward of the centre till about ten o'clock, when L'Orient blew up with a most tremendous explosion. An awful pause and death-like silence for about three minutes ensued, when the wreck of the masts yards, &c. &c. which had been carried to a vast height, fell down into the water, and on board the surrounding ships. After this awful scene, the firing recommenced with the ships to leeward of the
centre

centre till twenty minutes past ten, when there was a total cessation of firing for about ten minutes; after which, it was revived till about three in the morning, when it again ceased. The severe wound which Sir Horatio Nelson received in this battle 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. On being carried into the cock-pit, where several of his gallant crew were stretched with their shattered limbs, and mangled wounds, the surgeon 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 Rev. Mr Comyns, and begged of him to remember him to Lady Nelson; and having appointed his friend the brave Hardy, Commander of the Mutine brig, to the rank of Post Captain in the Vanguard, he then with the utmost composure resigned himself to death.

The wound, however, 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.

The Admiral knowing that the wounded of his own ships had been well taken care of, bent his first attention to those of the enemy. He established a truce with the commandant of Aboukir, and through him made a communication to the commandant of Alexandria, that it was his intention to allow all the wounded Frenchmen to be taken ashore to proper
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hospitals, with their own surgeons to attend them. The humane activity and generous consideration of Captain Trowbridge were again exerted at this time for the general good. On the second the Arabs and Mamalukes, who, during the battle, had lined the shores of the bay, saw with transport that the victory was decisively ours, and on that and the two following nights, the whole coast and country were illuminated as far as we could see, in celebration of our victory."

In this ever memorable battle the English fleet consisted of 14 sail of Line of Battle Ships, and one frigate; that of France, of 13 sail and 4 frigates.

As some reward for the valour and discretion displayed by the admiral on this occasion, his own Sovereign bestowed upon him the honours of the peerage, by the title of Baron Nelson, of Thorpe, in the county of Norfolk, and of the Nile; and his Sicilian majesty created him Duke of Bronte, in Naples.

In the expedition placed under the orders of Sir, Hyde Parker, destined to break a league between the northern powers, known by the name of the *Armed Neutrality*, Lord Nelson acted a very conspicuous part. Early in the morning of the 11th of May, 1801, the admiral made the signal for seeing land; and on the 19th about noon, his ship made the Scaw, which was the first general rendezvous of the fleet.

On the 28th orders were given to prepare for battle; and Lord Nelson was appointed to lead the attack. The afternoon of the 29th was principally employed in preparing the ships for action. It had been a received opinion, that the possession of Cronenburg castle gave to the Danes an uncontrouled command of the passage of the Sound. On the morning of the 30th, the signal was made to weigh and form the order of battle. Lord Nelson was ordered to lead the van, while Sir Hyde Parker acted

ed with his division in the rear, as a corps de reserve. No one circumstance during the operations of this day contributed so efficaciously to their success as the silence of the Swedish batteries; and at half past ten every ship had passed the Sound.

Lord Nelson, with twelve ships of the line, all the frigates, bombs, fire-ships, &c. on the same evening of the 1st of April, anchored off Draco Point, to make his disposition for the attack, and wait for the wind to the southward.

In the morning of April 2, Lord Nelson made the signal for the Squadron to weigh and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, from twenty-six twenty-four pounders to eighteen eighteen-pounders, and one bomb-ship, besides schooner gun-vessels. These were supported by the Crown Islands, mounting eighty-eight cannon, and four sail of the line moored in the harbour's mouth, and some batteries on the island of Amac. The bomb-ship and schooner gun-vessels made their escape. The other seventeen sail, being the whole of the Danish line to the southward of the Crown Islands, after a battle of four hours, were sunk, burnt, or taken.

The loss in such a battle, was naturally very heavy. The total amount of the killed and wounded was stated at 943. Among the killed, besides Captain Riou, was Captain Moss of the Monarch, and among the wounded Sir Thomas B. Thomson, of the Bellona, who lost his leg.

The carnage on board the Danish ships was excessive. There not being on board their block-ships a single surgeon, when our people boarded them, they found hundreds bleeding to death. As soon as the fire of the Danish line slackened, and Lord Nelson perceived that the ships and batteries of the enemy were in his power, he went to his cabin, and wrote a letter to the Prince Royal. He received per-

mission

mission to land, and was received by the brave and generous Danes with the loudest acclamations, and treated by the accomplished Prince of Denmark with every mark of respect. The immediate consequence of their conference was an armistice, which soon led to an amicable convention. Lord Nelson, speaking to Col. Lindholm of this engagement, said, "I have been in 105 engagements (said he) in the course of my life, but that of to-day was the most terrible of all." Admiral Sir Hyde Parker, in his dispatches to the Admiralty said, "Were it possible for me to add any thing to the well earned renown of Lord Nelson, it would be by asserting that his exertions, great as they have hitherto been, never were carried to a higher pitch of zeal for his country's service."

An invasion having been threatened on the part of France, and a considerable number of small vessels collected along the coasts of the republic, particularly in the harbour of Boulogne, preparatory to such an attack, Lord Nelson had once more an opportunity of exerting his valour and talents.

On this undertaking he was invested with very extensive and unusual powers. During this enterprise he made repeated attacks; his successes, though small in themselves, were great and valuable in their aggregate amount; the enemy received an important check; and the individual valour of Britons was, perhaps, never more strikingly displayed.

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.*

In whatever light we consider the character of this illustrious mariner, its brilliancy dazzles the eye with an endless variety. It shows us what diligence may accomplish, and what indolence has often lost;
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it gives new energy to the disponding mind, and supplies the persevering with fresh hope.

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.

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 re-considered, 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.*"

When quite a child, and on a visit with his grandmother at Hilborough, Lord Nelson 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, *Misdam, I never saw FEAR!*"

Lord Nelson was born September 29th, 1758; married March 11, 1787, Frances Herbert, daughter

ter and coheir of Wm. Woodward, Esq. Senior Judge of the Island of Nevis, and relict of Josiah Nisbet, M. D. of Nevis aforesaid. His lordship had no issue.

We now proceed to the memorable battle which has put the seal to the Life and Glory of this great Patriot, Hero, and Man!

The following official letter was sent to the Lord Mayor, and also to Loyd's Coffee-house:

“ Admiralty-Office, November 6, 1805.

ONE O'CLOCK, A. M.

“ Lieutenant Lapenotiers, of the Pickle Schooner, arrived last night, with Dispatches from Vice-Admiral Collingwood, announcing,

A GLORIOUS VICTORY,
GAINED BY HIS MAJESTY'S FLEET,
OFF CADIZ,
UNDER THE COMMAND OF LORD
VISCOUNT NELSON.

&c. &c.

At one o'clock of the same day, the Park and Tower guns were fired in celebration of this splendid victory; and early in the evening the Gazette Extraordinary was published, containing the following particulars:

Admiralty-Office, November 6th, 1805.

DISPATCHES, of which the following are copies, were received at the Admiralty this day, at one o'clock A. M. from Vice-admiral Collingwood, Commander in Chief of his Majesty's ships and vessels off Cadiz.

*Euryalus off Cape Trafalgar,
October 22d. 1805.*

SIR, The ever to be lamented death of Vice-admiral Lord Viscount Nelson, who, in the late conflict with the enemy, fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners

sioners of the Admiralty, that on the 10th instant, it was communicated to the Commander in Chief, from the ships watching the motions of the enemy in Cadiz, that the combined Fleet had put to sea; as they sailed with light winds westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the Streight's entrance, with the British Squadron, consisting of twenty-seven ships, three of them sixty-fours, where his Lordship was informed by Captain Blackwood, (whose vigilance in watching and giving notice of the enemy's movements, has been highly meritorious) that they had not yet passed the Streights.

On Monday the 21st instant, at day-light, when Cape Trafalgar bore E. by S. about seven Leagues, the enemy was discovered six or seven miles to the Eastward, the wind about West, and very light: the Commander in Chief immediately made the signal for the fleet to bear up in two columns, as they are formed in order of sailing; a mode of attack his Lordship had previously directed, to avoid the inconvenience and delay in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which eighteen were French and fifteen Spanish) commanded in chief by Admiral Villeneuve; the Spaniards under the direction of Gravina, wore with their heads to the Northward, and formed their line of battle with great closeness and correctness; but as the mode of attack was unusual, so the structure of their line was new; it formed a crescent convexing to leeward—so that, in leading down to their centre, I had both their Van and Rear abaft the beam; before the fire opened, every alternate ship was about a cable's length to windward of her second a head and a-stern, forming a kind of double line, and appeared, when on their beam, to leave a very little interval between them; and this without crowding their ships. Ad-
miral

miral Villeneuve was in the Bucentaure in the centre, and the Prince of Asturias bore Gravina's Flag, in the rear; but the French and Spanish ships were mixed without any apparent regard or order of national Squadron.

As the mode of our attack had been previously determined on, and communicated to the Flag-officers, and captains, few signals were necessary, and none were made, except to direct close order as the lines bore down.

The Commander in Chief in the Victory led the weather column, and the Royal Sovereign, which bore my Flag, the lee.

The action began at twelve o'clock, by the leading ships of the columns breaking thro' the enemy's line, the Commander in Chief about the tenth ship from the Van, the second in command about the twelfth from the Rear, leaving the Van of the enemy unoccupied; the succeeding ships breaking thro' in all parts, astern of their leaders, and engaging the enemy at the muzzles of their guns; the conflict was severe; the enemy's ships were fought with a gallantry highly honourable to their officers; but the attack on them was irresistible, and it pleased the Almighty Disposer of all events, to grant his Majesty's arms, a complete and glorious victory; about three P. M. many of the enemy's ships having struck their colours, their line gave way; Admiral Gravina, with seven ships, joining their frigates to leeward, stood towards Cadiz. The five headmost ships in their Van backed, and standing to the southward, to windward of the British Line, were engaged, and the sternmost of them taken; the others went off, leaving to His Majesty's Squadron nineteen ships of the line, (of which two are first rates, the Santissima Trinidad, and the Santa Anna) with three flag-officers, viz. Admiral Villeneuve, the Commander in Chief, Don Ignatio Maria D Aliva, Vice-admiral, and the Spanish

nish Rear-Admiral Don Baltazar Hidalgo Cisneros.

After such a victory, it may appear unnecessary to enter into encomiums on the particular parts taken by the several Commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all was the same: when all exert themselves zealously in their country's service, all deserve, that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

The Achille a (French seventy-four) after having surrendered, by some mismanagement of the Frenchmen, took fire and blew up; two hundred of her men were saved by the tenders.

A circumstance occurred during the action, which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their Lordships; the Temeraire was boarded by accident, or design, by a French ship on one side, and a Spaniard on the other; the contest was vigorous, but, in the end, the combined ensigns were torn from the poop, and the British hoisted in their places.

Such a battle could not be fought without sustaining a great loss of men. I have not only to lament, in common with the British Navy, and the British Nation, in the fall of the Commander in Chief, the loss of a hero, whose name will be immortal, and his memory ever dear to his country; but my heart is rent with the most poignant grief for the death of a friend, to whom by many years intimacy, and a perfect knowledge of the virtues of his mind, which inspired ideas superior to the common race of men I was bound by the strongest ties of affection; a grief to which even the glorious occasion in which he fell, does not bring the consolation which perhaps it ought; his Lordship received a musket-bal-

in his left breast, about the middle of the action, and sent an officer to me immediately with his last farewell; and soon after expired.

I have also to lament the loss of those excellent officers, Captain Duff of the Mars, and Cooke of the Bellerophon; I have yet heard of none others.

I fear the numbers that have fallen will be found very great; when the returns come to me, but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

The Royal Sovereign having lost her masts, except the tottering foremast, I called the Euryalus to me, while the action continued, which ship lying within hail, made my signals, a service Captain Blackwood performed with great attention; after the action, I shifted my flag to her, that I might more easily communicate my orders to, and collect the ships, and towed the Royal Sovereign out to seaward. The whole Fleet were now in a very perilous situation, many dismasted, all shattered, in thirteen fathom water, off the shoals of Trafalgar; and when I made the signal to prepare to anchor, few of the ships had any anchors to let go, their cables being shot; but the same good Providence which aided us thro' such a day, preserved us in the night, by the wind shifting a few points, and drifting the ships off the land, except four of the captured dismasted ships, which are now at anchor off Trafalgar, and I hope will ride safe until those gales are over.

Having thus detailed the proceedings of the Fleet on this occasion, I beg to congratulate their Lordships on a victory which, I hope, will add a ray to the glory of his Majesty's crown, and be attended with public benefit to our country.

I am, &c.

(Signed)

C. COLLINGWOOD.

William Marsden, Esq.

The

*The Order in which the Ships of the British Squadron
attacked the Combined Fleets, on the 21st of October,
1805.*

VAN.	REAR.
Victory	Royal Sovereign
Temeraire	Mars
Neptune	Belleisle
Conqueror	Tonnant
Leviathan	Bellerophon
Ajax	Collossos
Orion	Achille
Agamemnon	Polyphemus
Minotaur	Revenge
Spartiate	Swiftsure
Britannia	Defence
Africa	Thunderer
Euryalus	Defiance
Sirius	Prince
Phœbe	Dreadnought
Naiad	
Pickle, Schooner	
Entreprenante, Cutter.	

(Signed)

C. COLLINGWOOD.

We trust that for ages to come, Nelson's name and memory will be a talisman of inspiration to the heart of every British Seaman. Above all, we trust that our young Naval Officers will form their warlike character on the model of an undegenerate Briton—this illustrious Model, whose whole Soul was an union of Wisdom and Intrepidity!

F I N I S.

GLASGOW,

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