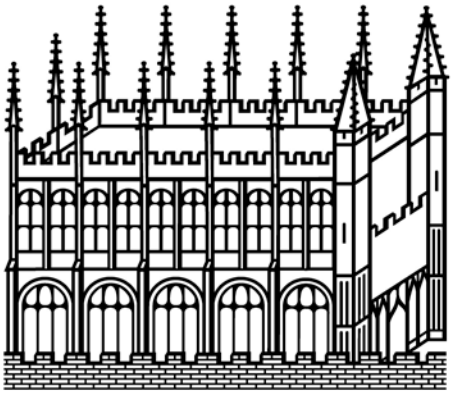


Bodleian Libraries

UNIVERSITY OF OXFORD

This book is part of the collection held by the Bodleian Libraries and scanned by Google, Inc. for the Google Books Library Project.

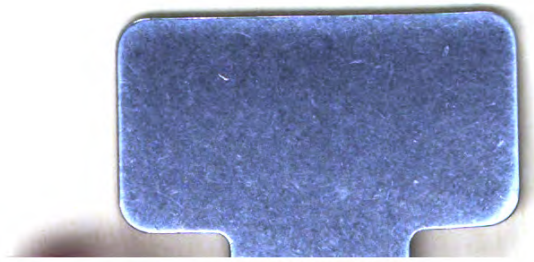
For more information see:

http://www.bodleian.ox.ac.uk/dbooks

This work is licensed under a Creative Commons Attribution-NonCommercial-ShareAlike 2.0 UK: England & Wales (CC BY-NC-SA 2.0) licence.

46.

1341.



THE

PAST AND FUTURE

OF

THE BRITISH NAVY.

BY

THE HON. E. PLUNKETT,

COMMANDER R.N.

Non illi imperium pelagi, sævumque tridentem,
Sed mihi MARTE datum.

LONDON:
LONGMAN, BROWN, GREEN, AND LONGMANS,
PATERNOSTER-ROW.
1846.

1341.

LONDON:
Printed by A. SPOTTISWOODE,
New-Street-Square.

CONTENTS.

INTRODUCTION - - - - - Page 1

CHAP. I.

View of the Maritime Resources of England, compared with those of France. — Comparison of the *Matériel* of the two Navies - - - - - 8

CHAP. II.

Frenchmen generally, notwithstanding the present inferiority of their Navy, look to that Service rather than the Army for future Successes. — Their Reasons for doing so worth Investigation. — The three Grounds on which the Confidence of France in her Navy rests - - 16

CHAP. III.

The first Ground on which Frenchmen rest their Hopes of Naval Success. — Its Reasonableness - - 24

CHAP. IV.

The second Ground on which Frenchmen rest their Hopes of Naval Successes, considered - - - 35

CHAP. V.

The third and last Ground of the Confidence entertained by France in the Future of her Navy - - - 53

CHAP. VI.

The same subject continued - - - - 80

CHAP. VII.

The Nature of our own Confidence in the Navy examined - - - - - Page 109

CHAP. VIII.

The Question of Invasion, and of Manning the Fleet in any sudden Emergency - - - - - 123

CHAP. IX.

Glance at a Fleet Manned in Haste, and with Undisciplined Crews - - - - - - 136

CHAP. X.

The Remedies for the Evils that might result from Delay in Manning the Fleet, and from having Untrained Crews, are in our own Power - - - - 155

CHAP. XI.

On Steam as a new Element in Naval Warfare - 169

CHAP. XII.

Conclusion - - - - - - 176

APPENDIX I. Memoir of Admiral Linois - - 197

APPENDIX II. List of General Actions between the British and French Fleets, attended by any Capture or Destruction of Line-of-Battle Ships from 1793 to 1815 - 202

APPENDIX III. List of French Frigates captured by British in single Fight, and of English captured by French - 203

APPENDIX IV. Proposed Remedy for the want of trained Seamen which would be experienced in the commencement of War - - - - - - 206

APPENDIX V. Extracts from an unpublished Pamphlet by a Flag Officer - - - - - 211

THE PAST AND FUTURE

OF THE

BRITISH NAVY.

INTRODUCTION.

A FEW words, not as preface, for that, no one would read; but, to explain the writer's views as to the paramount necessity of proportioning and adapting our naval organisation to the new era which has commenced in maritime affairs.

I do not allude to those changes, alone, which steam will make, though the introduction of that power will *accelerate* the operations of war almost as much as it has of travelling; but to the improvements both in the nature and use of naval ordnance,—improvements, which competent judges consider will make future actions at sea far more decisive and destructive than any thing we have heretofore experienced, or can

easily imagine. The introduction of shell-guns alone is likely to double the loss in *personnel*, and to make the total destruction of ships, by foundering or explosion, an ordinary occurrence in naval actions.

But this is only one of the many improvements which have brought the *matériel* of naval ordnance to a degree of perfection our predecessors dreamed not of. Let any one look at the heavy and well-appointed tiers of a line of battle ship's guns; what formidable batteries are there! Not a gun under a 32-pounder, and many 8-inch shell-guns. How perfect in all their appointments! How simple yet how scientific those tangent sights, by which a distant object is struck with such wonderful precision! How excellent the arrangement of all the stores, and how rapidly are those ponderous pieces of ordnance manœuvred by skilful hands!

"Surely there is nothing more to desire here," it will be said! No, not while the *personnel* corresponds to the *matériel* as now in peace-time it often does: but good indeed should be the gunners to whom this battery is confided. No such ordnance ever accompanied an army; and the three hundred guns which thundered at Waterloo, or at the great artillery battle of Vittoria, were pop-guns in comparison to these.

Yet to whom shall we have to entrust these destroying weapons, if we commission ten or twenty sail of the line to-morrow? At best, to raw merchant sailors—to men pressed out of coasters and colliers—to men who never saw a gun before, —to men who will blow off their own arms in loading, break their own or their neighbour's legs in firing, and point their guns, if they *do* point at all, as a school-boy does his new single-barrel, when he aims at a rabbit and shoots a beater.

I am not an alarmist nor a croaker; still less do I write with any political bias or personal motive. I do not underrate the vast additions to the material resources, nor the improvements in various departments of the Navy which have taken place of late years, and which *must* have taken place to maintain our relative position in a time of general progress.

But with the fullest confidence in our unimpaired naval resources, with a conviction that, humanly speaking, successes as brilliant as the past are in our power, I dread the application of an old system to entirely new circumstances. I believe the time is gone by when seven or eight hundred men scraped together in any way, and put into a ship of war, can be trusted to fight our battles. Against the Americans, who, though our equals in seamanship, follow our own system,

it *may* answer,—though it is throwing away all the chances derivable from a state of organised preparation: but against our *next-door neighbours* it might be attended with serious consequences.

At the commencement of former wars, which followed each other at short intervals, we always found some man-of-war's-men unemployed; or at the worst we opposed undisciplined seamen to men equally undisciplined and inferior as sailors. But in the event of a future war with France we may be sure of one thing: she will not send her ships to sea with untrained crews. Her position respecting colonies, and her peace-time[?] arrangements, do not require it; and against trained gunners mere seamanship will not always decide a battle. Yet beyond seamanship what can we look for in the merchant sailors, whom we expect to obtain by pressing, and who in these days will find themselves towed out to sea by steamers, and perhaps in action before it has been possible to teach them their first lesson in gunnery?

In mentioning France, here and elsewhere, I do so; first, because we cannot speak of our Navy irrespectively of an opponent (abstractly it is neither strong nor weak, adequate nor inadequate); and, secondly, because France, unlike

England or the United States, maintains in peace an organisation of her resources, which would enable her to take the field (or the sea) almost at a day's notice.

Those who have hitherto doubted the extent of naval preparations in France, will scarce continue to do so after the late vote of 4,000,000*l.* sterling, in addition to the ordinary estimates of about five millions, and a former "supplemental credit" of one and a half.* Nor is the significance of this extraordinary expenditure at all diminished by the fact of its origin. The new and formidable organisation of the French navy was devised, we are told, by a "central commission," presided over by the Prince de Joinville. It is, in fact, only the realisations of certain suggestions contained in His Royal Highness's pamphlet, well-known for its hostile spirit to this country; though a proper regard for *appearances* has interposed

* The vote here referred to (after discussion) stands thus:—

Hulls - - - -	58,574,000 francs.
Equipment and rigging - -	11,120,000
Ordnance - - - -	9,600,000
Steam-engines - - -	12,000,000
Stores - - - -	33,500,000
Total	134,794,000

Of this sum 42,000,000 francs is an annual credit of 6,000,000 francs for seven years, voted last session over and above the ordinary credit.

some delay between the suggestions and their adoption.

The paternity of the sixty-six heavy frigates, and the thirty first-class war steamers, will not seem doubtful to those who remember the "Note sur l'Etat des Forces Navales de la France," in 1844.

But though the creation of this force is both intended, and we may add well calculated, to lessen the superiority which our numerous line-of-battle ships give us, we have no right to complain of it. With better reason, perhaps, we might complain of the seizure of military points by France*, in the direct track of our principal

* Mayotte and Nossi Bé, in the Straits of Madagascar, the principal route of our East India trade during part of the year. Also the Marquesas, Society Islands, and whatever else may be included in "Oceanie," in the Pacific, which may be regarded as another route for our Eastern and especially our China trade. A glance at the map or chart will show that Mayotte could only be intended as a station for cruisers, for it has nothing to tempt commerce to its rock-beset shores. As a station for French cruisers in war, it would prove a worse thorn in our sides than the Mauritius did last war; and the possession of that island by France is said to have cost us many millions sterling, from the facilities it gave to those "glorieuses escadrilles," as the Prince de Joinville calls them, which preyed upon our commerce. This consideration prevented us from restoring the Mauritius in 1815; and it is to be hoped will prevent our suffering still more dangerous *points d'appui* from being seized on. The occupation of

trade,— positions useless to France in peace, but well chosen, as the Prince de Joinville observes, to inflict incalculable damage on our commerce in war.*

Still, whatever the designs of France may be, it is only our own inadvertence, false economy, or *over-confidence*, that can give them effect; and it is especially against the latter danger that I have attempted to offer some words of warning.

If excuse be necessary for this humble effort to serve my country, I must plead the example of the Royal Admiral above referred to, whose *pen* has certainly rendered as good service to France as his sword, without disparagement to the latter.

Though he has not attained to the high naval rank of the Princely Admiral, the writer of these observations might plead a longer course of service, with an equal regard for the future welfare of his own profession.

Madagascar by France would greatly lower the value of East India property in war, and raise insurances on vessels trading with India and China immensely.

* "Elles croiseraient autour de nos colonies, autour de ces nouveaux points saisis sur les mers lointaines par une politique prévoyante, et destinés à servir de base à leurs opérations aussi bien qu'à devenir l'asile de nos corsaires." —*Prince de Joinville's Pamphlet*, p. 19.

CHAPTER I.

VIEW OF THE MARITIME RESOURCES OF ENGLAND COMPARED WITH THOSE OF FRANCE. — COMPARISON OF THE "MATERIEL" OF THE TWO NAVIES.

LET any person stand on London bridge and look upon that dense mass of shipping, which, far as the eye can reach, and in number that defies any attempt at counting or even at guessing, covers the water. Let him then embark and thread his way through the narrow passage that intersects this floating forest, and trace it through its miles of length; let him cast his eye beyond it on the right bank, and on the left, and trace, by the masts showing above the houses, those vast artificial basins and canals, covering hundreds of acres, which receive the surplus shipping of the over-crowded river. Let him look at the building yards, public and private, on either side, in which are at this moment building, besides innumerable traders, ships of war, for our own government, for the East India Company, for Spain, Portugal, and other powers. Let him examine (for the dusky unpretending buildings do not strike the eye)

those factories, where scores, nay hundreds, of marine steam-engines are being constructed for Great Britain and the whole world. Let him look at the steamers, varying in size from the frigate to the river-boat, whose paddles, as they pass to and fro, keep the river in endless commotion. Let him then be told that what he sees before him is repeated, though in rather a smaller scale, in the Mersey and the Clyde. Let, I say, any person gaze at this scene, and he will see before him the rough materials, the unorganised resources in *personnel* and *matériel*, of such a navy as the world has not yet seen: and resources, let it be remembered, which are only the natural emanations and exponents of our manufacturing wealth, which wealth is again the natural and spontaneous growth of our mineral riches in coals and iron and the native industry of the people. Will not the person gazing on this scene, whatever be his nation, say of England, "Here is a country destined to be the first maritime power of the globe?"

Let the same person, again following the course of the crowded river, which bears on its surface the wealth of every climate, pass through the scarcely less crowded Downs, and steer a south-westerly course until the ever-moving scene, studded with endless sails, grows less and

less animated as he draws near the coast of France. His approach to that shore will be indicated by the gradual decrease in the number of sails visible. Steamers, with their long trains of smoke, will no longer obscure the atmosphere. The small coasters and fishing-boats will be not only less numerous but less "shipshape" in the cut and setting of the sails. Yachts will disappear; smart looking galleys will be replaced by clumsy boats with primitive oars. In short, he will observe, although a landsman, an unmistakeable difference, a perfect contrast between the two shores.

Perhaps, indeed, he will enter a tolerably filled harbour; but of the shipping present, a large part will be under the British or other foreign flags, and of that which is national no small part will be found to trade, not in the usual way of commerce, but upon the bounty or special immunities granted by government. Building yards there will be too, but on a far different scale from those on the Thames. No ships of a thousand tons and upwards, such as those built at Blackwall and elsewhere, will excite his admiration by their noble proportions and the beauty of their lines. A few steamers with, perhaps, English engines. One or two small factories, for machines of trifling power,

will make up the display of commercial activity and power, on the other side of the Channel; and even of this, let me repeat, much is forced and artificial.

Such then is, I believe, a correct view of the maritime resources of the two countries. If I have exaggerated our own, it has been unintentionally, for it is not my wish to strengthen that dangerous over-confidence, which naturally, and almost necessarily, arises out of our past history. I have only dwelt on the fact of such superiority, to place in the strongest light the apparently unaccountable confidence expressed by French professional writers, and generally entertained in France, of the possibility of contending with us successfully, on what we are accustomed to consider as our own element.

But before adducing authority (quite incontestible) for the singular fact, that it is to her *navy*, rather than her army, France looks for future success, I must say something of the organised naval resources, on the national fleets of the two countries.

Looking first at the *matériel* of the two navies, though we shall not find the same overwhelming superiority, which has been observed in our commercial resources, yet it may be asserted that our own force about doubles that

of France; and when we consider that over and above our royal arsenals, we have in private building-yards alone, the power of building a very large fleet in a few months, this preponderance in *matériel* will be thought fully sufficient. If we look at the quality as well as the number of our ships, it will not be disputed, that there never was a time when England possessed such fine ones as at this moment. The wretched classes of nineties, ninety-eights, and of fifty and sixty-four gunships on two decks—line-of-battle ships in name, without the power of a frigate—have disappeared from the list. The twenty-eight gun, or "donkey-frigate," so called because they bore the same affinity to a real frigate as a donkey does to a horse, have also been swept away. The dangerous small craft known as "floating coffins," vessels that could neither fight nor run away, have given place to corvettes and brigs, which even the adversaries of the present surveyor of the navy admit to be excellent. Very possibly the new line-of-battle ships of his construction do not unite every good quality; they may be uneasy in a sea-way, but, at least, they sail well, have fine roomy quarters, and stand up well under their canvass in smooth water.

When we come to steamers, it will be found

that Government have not been insensible to the vital importance of this new arm. Naval architects, eminent for their talent and success, were allowed a fair field for competition, whether already in the public service or in private establishments. While every building-slip in her Majesty's yards was occupied, orders were also given to private ship-builders in the Thames, Mersey, Clyde, and Isle of Wight. Never before were such exertions made in peace time, and never were they more politic or necessary. France has been unusually active. It was the official recommendation of the committee on the naval estimates in 1842, to make steam-power compensate for the superiority of England in sailing-ships: — "One power has undoubtedly a larger force of sailing-ships; but this inequality must be compensated by the steam force which the genius and patriotism of France may and must create."

Unless the acquiescence of England was here assumed, the avowal of an intention to out-build us in steamers would seem to betray much ignorance of our resources. There is no point on which our superiority is so great, so unquestionable, as in the power of constructing both ships and their engines. We have furnished the latter to half the world, (including several to France

herself,) and should the demand be doubled, there is no reason to doubt the supply keeping pace with it.

It was in our power, then, peacefully, yet effectually, to have demonstrated the hopelessness of such rivalry, and probably, by so doing, to have strangled in its cradle the steam force, so publicly announced as the future creation of "French genius and patriotism." As it was, however, eighteen huge steam frigates, under the guise of Trans-Atlantic packets, to carry the imaginary correspondence of a peddling commerce, were ordered. Those in England who know the history of *our* West India steam packets will appreciate the hopefulness of the French scheme in a commercial point of view. At the same time (and while we had no steamer above 320 horse power) twenty steam frigates of from 450 to 540 horse-power were ordered to be built in France. This would have given her a great preponderance of force; but the Trans-Atlantic steamers, according to the Prince de Joinville*, did not prove suitable for war; and the other steamers, built expressly for that purpose, were not considered very satisfactory.

* Whether the Prince correctly describes the steamers of his own country or not, he fell into great errors respecting ours, and all on the side of addition.

The French naval estimates of 1846, as elsewhere noticed, provide for an enormous increase of steam force. In the mean time, it is less than that of England; and the French resources for constructing steamers out of all proportion inferior. I have already stated, the total of the French navy in ships at about half our own, as a comparison of the two navy lists, which are accessible to every one, will show. There is reason to think that her arsenals, also, are less abundantly supplied.

CHAP. II.

FRENCHMEN GENERALLY, NOTWITHSTANDING THE PRESENT INFERIORITY OF THEIR NAVY, LOOK TO THAT SERVICE RATHER THAN THE ARMY FOR FUTURE SUCCESSES. — THEIR REASONS FOR DOING SO WORTH INVESTIGATION. — THE THREE GROUNDS ON WHICH THE CONFIDENCE OF FRANCE IN HER NAVY RESTS.

SUCH, then, being the material state of the two Navies, it will not be thought the comparison is very encouraging to France; still less will it be supposed, in England at least, that past recollections supply her with the arguments of future confidence. Yet I shall show, that the anticipations of future success by sea terminating in the invasion of England are very generally entertained in France, and believed by Frenchmen to be attainable by their own exertions; or, as M. Thiers* says in his history,—"dependent on the patriotism of France."

* Le rôle de la navigation à vapeur est impossible à prédire aujourd'hui dans les événements futurs. Qu'elle donne des forces de plus à la France contre l'Angleterre; cela est probable. Qu'elle rende le détroit plus facile à traverser; cela dépendra des efforts que la France saura faire pour s'assurer la supériorité dans l'emploi de cette puissance toute nouvelle; cela dependra de son patriotisme et de sa prévoyance. (Thiers,

If such a belief on the part of our neighbours should appear too preposterous to be worth attention, let us remember that no national belief is entirely without foundation. Vanity may, and no doubt often does greatly exaggerate a people's belief in their own prowess, but, considered abstractedly, it is at least as probable that a country which for ages has been successful against every rival should be over-confident, as that another without any such dazzling recollections should, without a cause, suddenly hope, against all history, and against, apparently, very fearful odds. It is often the strongest fortress which is taken by surprise and that, usually, on its strongest side. The impregnable Gibraltar, even, was lately discovered to have *one* point so weak as to require instant attention,

vol. v. pp. 467–8.) There is no part of M. Thiers' work more interesting to an Englishman than his full and in many cases perfectly new details of Bonaparte's project of invasion. The sincerity of that project is put beyond a doubt by the tone of several *private* letters, where the expressions of hatred to England are too natural not to be real. Thus when Bonaparte tells Ganteaume "partez et venez ici. Nous aurons vengé six siècles d'insultes et de honte," we trace the anti-English feeling of the *adopted* Frenchman, combined with an avowal of past defeat which no *born* Frenchman would have made. Upon the whole no combination of Bonaparte's seems to have been more *admirable* than his naval ones of 1804–5.

and some thousands of pounds have just been expended on it. May there not be a hole somewhere in our wooden walls? a weak point; a flaw, imperceptible, indeed, to our peaceful and confiding good-nature, but yet discoverable by the keen eye of enmity, sharpened by envy, by the memory of past humiliations, and by the desire of that banquet of the Gods, revenge? Would it be a new thing in the history of the world if some chronicler of the 22d century should write:—"The long immunity from defeat which England had enjoyed, and the incontestible supremacy which her fleets had achieved over those of all Europe, when banded together under Napoleon, seems to have lulled the vigilance of a people more inclined to the arts of peace than the alarms of war. The government, so far, indeed, as the popular institutions, feelings, and traditions of the country allowed, seems to have discharged their duty zealously; but, while they preserved and augmented the *matériel* of the navy, they either deferred the consideration of how the fleet was to be manned, or, perhaps, trusted to the ancient method of impressment." Would such reasoning seem insufficient, and might it not continue thus?—"The seamen raised by this method were, of course, at first as unfit for the military duties of

a sailor, and as little available for directing the powerful ordnance committed to their charge, as a peasant taken from the plough-tail would have been for the manœuvres of the artillery."

" Neither is it wonderful, when we consider the comparative civilisation of the 19th century, and the progress which civil and personal liberty had then made, that men so seized upon and dragged away from their families should, when hurried into desperate conflict with the" &c.

" As to the much-debated point how far —— was justified in this sudden onset, which proved so" &c.

" It must in the next place be remembered that precedents of the kind were not wanting in the history of England. It seems, indeed, to have been the practice with that once haughty power, previous to any declaration of war."

" But the most singular feature in the whole case is the unaccountable reliance of the British people in the pacific intentions of France when the ill-will of the latter people was so palpably evident. Not only do the contemporary papers which were at that time published at ——— and are now in the museum of Philadelphia, establish," &c.

" This pamphlet, published by one of the sons of the then reigning monarch of France, is an

elaborate essay on the means of ruining England by destroying her commerce and seaport towns. It appears not only to have been published in French, but translated into English. It was followed by many similar pamphlets, and, two years afterwards, by an extraordinary vote of 4,500,000*l.* for carrying its suggestions into effect. Surely, therefore, with these symptoms of the national feeling in France, towards a country which had so signally defeated her in war, England should have," &c.

Such we can conceive to be the *ex post facto* reasoning of an historian who should look with the impartial eye of posterity upon that period which is to us the impenetrable future. We must draw our conclusions as we best can, and, since there is no doubt that our national self-love will sufficiently portray our strength and power, let us take counsel of our enemies as to our weakness, and their hopes of success; for it is certain they have more attentively considered the means of *repairing defeat* than *we* have the means of *retaining* our *superiority*.

Though the following is extracted from the French Journals, whose boasts and calumnies are alike disregarded in England, yet, as it embodies what has been written on the question by better authorities, it may be taken as a fair

exposition of French views. The reader must be reminded that the Prince de Joinville, in his publication here alluded to, though assuming the destruction of the British Mediterranean fleet in 1840, (an event which all Frenchmen consider must have resulted from a conflict,) argued that such a success would have been but temporary, from the want of any reserved force. The Prince argues for a war, chiefly directed against our commerce, and for *razzias* upon our coast. This view is not universally popular in France, where the young generation look for a somewhat higher *rôle* for their navy, and hence many pamphlets, and some sharp controversy in their professional works. The opinion of the *great-war* party, as opposed to the advocates of a war more lucrative than chivalrous, may be gathered from the following extract from *Le National*:—"We admit that we could not send forty sail of the line into the Channel, but we could send twenty-four, which would be better than the forty of former times, and *that* before two months, and before England could assemble an equal number, because the security inspired by her numerous resources has caused her to forget to organise those resources, and because, by her own admission, the mode of impressment is an odious means of raising seamen. We have seen,

and we still see, that in England it requires some months to procure a sufficient number of hands to fit out a few ships, not for an engagement, but merely for a cruise.* We therefore contend, that twenty-four ships, hastily collected together in the Channel, might very easily intercept the communications, prevent the junction of the vessels scattered in different ports, burn some dock-yards, destroy some arsenals, and even favour a landing, which would produce the greater effect because it would not have been previously announced. The cannoniers who served our guns in 1840 have not forgotten their trade. A war therefore, suddenly commenced, conducted with prudence and skill, and carried on with vigour, would give us good hopes of success. But even omitting the invasion, which itself alone would terminate all, and which striking England in the heart, would cause her to descend to the rank of a third-rate power, even omitting that, let us argue on the consequences of a maritime war. Our seamen, let it be remembered, have not forgotten their brilliant triumphs. Neither have they forgotten their glorious defeats, nor the circumstances which led to them. These circumstances, which exist no longer, are well known to them, and we shall

* This is too true.

see whether they have nourished in vain in their hearts a hatred of England."

Putting aside the boasting by which Frenchmen always weaken their own arguments, and often sacrifice the credit they are entitled to; it will be seen that there are *three grounds* here assigned for the confidence expressed: —

1ST. THE CHANCE OF COMMENCING A WAR "SUDDENLY."

2ND. THE DIFFICULTY ENGLAND WOULD EXPERIENCE IN MANNING HER FLEET, HAVING NEGLECTED TO "ORGANISE HER RESOURCES."

3RDLY. THE IMPROVEMENT OF THE FRENCH NAVY IN DISCIPLINE, SKILL, AND GUNNERY. A POINT ON WHICH I SUSPECT WE ARE TOO INCREDULOUS, AND ON WHICH MUCH MUST DEPEND.

I do not include the grand and decisive "invasion," as it must be the consequence of success and not the cause. It is also too like selling the lion's skin before his death.

CHAP. III.

THE FIRST GROUND ON WHICH FRENCHMEN REST THEIR HOPES OF NAVAL SUCCESS. — ITS REASONABLENESS.

LET us then examine these three grounds; and first, as to the war "suddenly commenced," which the French writer recommends, and which nine-tenths of France would sanction.

Some years ago, the peace-loving subjects of Queen Victoria had persuaded themselves that wars between civilised countries were no longer possible. According to them, the Political Millenium had already commenced, and all future misunderstandings were to be adjusted without appealing to that barbarous umpire the sword. We had, in this, carried the principle of judging others by ourselves rather too far, not exactly considering whether other nations had the same grounds for satisfaction with the *statu quo* as ourselves. Some very startling events however, and a prodigious clashing of angry tongues across the Channel, dispelled the pleasing dream. We were forced to admit that future wars were possible, nay, far from improbable, and government knowing that when

war *did come* it would be the war of giants, a war wherein not single ships but fleets would disappear before the destructive weapons and deadly aim of modern art, took their measures accordingly. Besides a great addition to our existing force in *matériel* the means of future construction and repair on a scale quite new to the world have been planned and are now in progress. The old dock-yards are being enlarged, new slips* constructed, steam-basins (compared to which it would be a pardonable hyperbole to call our present ones wash-hand basins) contracted for, and, in short, preparations are making for another war of twenty years' duration, and twenty times the intensity of the last. In sight of these preparations, counselled by prudence, and sanctioned by public opinion, all faith in the golden age vanished, or sought refuge in the bosom of the "Universal peace preservation society."

But it is natural to man to hug some fond delusion. We assured ourselves that *in our days* ample warning would always be given before the sword was drawn, and that, though steam had made harbours of refuge for our merchant-ships, fortifications for our seaports, and some

* Slips are the places on which ships are built.

land forces in case of reverse necessary, we might indefinitely postpone such matters. Yet the different events which nearly led to war lately came upon us suddenly enough, and *might*, I apprehend, have come in a shape admitting of no pacific adjustment.

In the case of M'Leod, for instance, a man whose existence was unknown in England until it was found to be in jeopardy in the hands of the notorious Judge Lynch, the question of peace or war might have been decided by a lawless mob upon the pot-house boasting of an obscure Canadian.

In the more recent case of the Tahiti affair circumstances as little under the control of government as the winds themselves very nearly embroiled us in a deadly war. A *living* missionary may be *compensated*, but what if *his life* had been taken in prison by the French officer who threatened it? Nothing short of the trial (and execution if found guilty) of the offender would have satisfied the justice of the case, or the indignation of England. Would such justice have been done?

Both these events came upon us quite suddenly, though, fortunately, without the circumstances which might have made an irremediable *casus belli*. They were, however, "very

pretty quarrels as they stood," and might have been worse. How much of diplomatic form and correspondence must now intervene before the pen is laid aside and the sword called in, I am not qualified to judge; but, in past times, the point seems to have been regulated mainly by the convenience of the strongest and best-prepared party. In those remote ages between 1800 and 1815 there is more than one instance of what Sir Lucius O'Trigger would call a "civil question" being asked by one power of another, the diplomatic demand being accompanied by a fleet or army as interpreter. It suits the purpose of French calumniators to assert that such proceedings were characteristic of British diplomacy, or, as those brawlers phrase it, British perfidy. But the fact is, if we were as bad, we certainly were not worse than our neighbours, and our acts, though not, as I conceive, to be justified, had the palliation of being provoked by the compulsory hostility which the unhappy countries under the iron despotism of Bonaparte showed us.

The "untoward event" of 1827 was an instance of this summary diplomacy on the part of the strong against the weak. In 1840, if we may accept the testimony of M. Thiers against himself, poor Spain was nearer than she dreamed

being punished for the crime of —— weakness. That very unscrupulous little statesman, in explaining the advice he had given to his sovereign, declared that his first step would have been to seize upon Minorca. (A French hospital and coal depôt had been established there already—*of course* without any reference to such a design. Yet the miraculous capture of San Sebastian and Pamplona, in 1807–8, might have suggested some strange association of ideas.) The French papers did not mention that the orator blushed through his spectacles; nor, indeed, do they record the storm of disapprobation, which must, no doubt, have attended the unprincipled avowal. Yet not unprincipled in *him*, for it squares perfectly with the political views put forth in his history—history in the sense which Charles V. attached to the word?

Nor was Spain the only power in danger of a sudden rupture in that year. We have it on the high scientific authority of M. Arago, deputy and philosopher (those French philosophers are as bellicose as ours are pacific,—let Mr. Buckingham look to it at his "Institute"), that the guns of the French fleet would have gone off by themselves "*partis touts seuls*," if not wisely removed from the Levant. If M. Arago means, that they would have done so in the *latter* part of

1840, such a spontaneous explosion would have been very imprudent on the part of the French guns, and likely to lead to consequences, more in conformity with the tenour of past history than the boasts of French orators. But it is certain that, in 1839, and until late in 1840, there were many letters from the French fleet, published by the "Sentinelle de Toulon," "Semaphore de Marseilles," &c., in which the writers speculated on "the case of collision" with great complacency. As our ships at that time had very reduced complements, and were chiefly small seventy-two's, while the French squadron was more numerous, and composed of their largest ships on the war establishment, such complacency was very pardonable. I shall show hereafter, that no pains whatever were spared to ensure a favourable result. This would have been the time for a "war suddenly commenced and carried on with prudence and vigour;" and looking back at the circumstances of the case, it seems very probable that such was the intention of M. Thiers. An attack on the English fleet would have been less dishonourable than the surprise of Minorca, the territory of a power whose weakness and abstinence from all interference in the Eastern question should have protected her. There was something too in the

systematic reinforcement of the French fleet, so as to keep it on a footing of greater strength than our own, which impressed both men and officers in our fleet with the idea of some secret design. It is curious how little the public press of England took notice of what formed the staple conversation of the two fleets, which at that time "looked not lovingly" on each other, and to one of which, at least, the smoke of a distant steamer seemed a signal pregnant with the fate of hundreds.* Our sailors at that time were better interpreters of the future than our journalists, usually so well informed. Jack would express his belief to Bill, that "there is going to be a shindy," while Bill would gravely reply, "I shouldn't wonder but there'll be a scrimmage." Yet I cannot believe that the British press, who had then, as at all times of interest, intelligent correspondents on the spot, was really in ignorance. I believe they were then, as now, shutting their eyes to the possibility of war, because they wished not to see it. If such was their policy, it acted most

* A letter published in the French papers from an officer of their Mediterranean fleet, described the excitement which the distant smoke of a steamer produced; it being uncertain how far the designs of M. Thiers at that time went. There is reason to think that Admiral Lalande had *conditional* orders as to attacking our fleet.

injuriously and unfairly towards the government of the day; for the country, kept quite in the dark, as to the insolent pretensions of M. Thiers to dictate to all Europe, were suddenly informed of the treaty of July; and taking, as we are too apt to do, the version of the most noisy as the true one, many people imagined that France was ill used. Yet what was the whole affair, stripped of diplomatic mystery? It was a question in which five powers being interested, four thought one way, and France happening to think the other, determined to bully the rest into acquiescence. The idea of such dictation exactly suited the taste of the Parisians, who not foreseeing the issue, pleased themselves with caricatures * of a four-headed monster suddenly stopped by a *garde nationale*, who, with levelled musket, calls out "*à moi la France!*" Was it to be expected that England, sympathised with by all Europe, was to retreat before the vulgar arrogance of M. Thiers? That such a statesman should attempt to bully, and, failing in that, have recourse to the intrigue, which the Duc de Valmy † since exposed, is conceivable; but, at

* Such caricatures were exhibited in Paris in 1840, *previous* to *Acre*.

† See Quarterly Review, No. 133. for Dec. 1840.

first sight, it will appear strange that he should, on a question where he could only defeat England by a victory over her fleet, have looked for success. Did he, as well as the French naval officers and the Prince de Joinville, think victory probable? If so, was his information received through the proper channel, the Admiral Lalande? (And an officer better qualified to give an opinion, France did not possess.) This is a question of some interest. My present object is to show that in 1840 we were nearer a war, or at least a battle, than people generally supposed. The character of the existing French ministry is a better guarantee against such *coups de mains*, yet circumstances may happen—nay, they *may already have happened*—which, in the present temper of the French mind, would make peace impossible. The ship may now be on its way—may be already in port—which bears intelligence of something more than "eccentricity"* in some French officers. It is within the bounds of probability that some English commander "ordered away" from some French port in "Oceanie," as having "no mission" there, may have felt justified in refusing to stir. In such case a

* The term applied by the Duke of Wellington to the strange proceedings in Tahiti.

French officer, sure of public sympathy at least, at home, would, if he felt himself strong enough, resort to hostilities. Now, whatever the result, we may doubt whether any government could resist the war-cry, which would resound through France.

Causes of offence will not be wanting where the desire to quarrel exists; and knowing as we do the readiness of French officers to imagine a slight where none is meant, it should never astonish us to hear of a collision with French ships. But if this be possible elsewhere: on the coast of Africa, I should think it all but certain. Something in the climate acting on the temper seems to be wonderfully prolific of quarrels, even among our own officers. But the French coming to a station so abhorrent to all their tastes, and suffering privations they are little accustomed to, will look with anything but friendly fellings upon those of whose humane but somewhat Quixotic policy they are made the unwilling instruments.

Such, then, are some of the causes which have of late nearly brought on war, or which may, in addition to many others, beyond all human foresight, do so hereafter. I mention this merely to show, that the power which is most likely to be the aggressor, has a right to speculate on a "war

suddenly commenced," and that the French writers who reckon on such an event as favourable to their hopes of success have reason to do so. Of the three grounds, then, on which French writers build their hopes, the first may, if I am right, be conceded, — a "war suddenly commenced" seems to be possible.

CHAP. IV.

THE SECOND GROUND ON WHICH FRENCHMEN REST THEIR HOPES OF NAVAL SUCCESSES, CONSIDERED.

THE next ground on which French writers, and we may suppose Frenchmen generally, build their hopes is:

"The difficulty which England would experience in manning her fleet, having neglected to organise her resources."

As this difficulty must, of course, be meant comparatively to what France herself would experience, we shall have to examine the means possessed by both countries in case of need.

It must at once be admitted, that this is our weak point—a weakness not of modern days, nor attributable to this or that ministry, but as old as the Navy itself, and originating in the spirit of our institutions. In no point is the opposite system, or rather genius of the two governments more palpable, than in the minute superintendence of the whole maritime population exercised by the French government, compared with the absolute non-interference of our

own. In the one country, the administrative or *bureaucratic* system is carried to the utmost pitch. In the other, the *laissez-faire* system, or no system, is paramount. In France, the whole commercial navy—masters, mates, sailors, *mousses* even, are under the eye and jurisdiction of the minister of marine. Nay, every fisherman, waterman, ferryman, oyster-dredger, boat-builder, is registered. I doubt whether, had Loch Katrine been in France, the "*Lady of the Lake*" would have escaped the "Inscription Maritime" among the "individues non comprises dans les classes anterieures." At all events, her "skiff" would have duly appeared among the boats or wherries of the 145th class. In England we have lately attempted a "registry of seamen*," an admirable measure, if enforced, and one which, with several others, will ever do credit to Lord Haddington's late administration. But the very limited powers of an English First Lord, compared with the French *Ministre de la Marine et Colonies*, does not afford the same field for improvement. It may here be observed, what a singular contradiction appears in the two countries. In *maritime* England, the First Lord of

* A previous attempt was made by Sir James Graham, but without effect.

the Admiralty is the head of the naval department, with a seat in the cabinet, and no more. In *military* France, the Minister of Marine has, 1st, the Navy; 2d, the Colonies; 3rd, the Administration of the Commercial Marine, with jurisdiction over the several *préfets maritimes* all round the coasts, and through them and the *Directeurs des Mouvements du Port* of the merchant shipping in harbour; 4th, the Fisheries; 5th, the Consular department.

When, therefore, it is considered that colonies, commerce, fisheries, &c. &c. are all made subservient to the French Royal Navy, it will appear less strange that the incomparably smaller maritime resources of that country are yet more available than our vast resources.

The methods by which our fleet can be manned may be stated as follows:—1st, voluntary enlistment, as at present; 2ndly, voluntary enlistment, with the additional inducement of a "bounty;" 3rdly, an embargo on all our merchant shipping, until all the royal fleet is manned;—a method which has been used, and seems an expedient beneficial to the merchant navy until suitably protected, and requisite for the safety of the state; fourthly, *impressment.*

The first method may be considered entirely inapplicable to cases of emergency. There are

no means of calculating how long ships would be manning, if, as would necessarily happen in cases of emergency, their crews were not increased by men recently paid off from other ships. In peace, there are usually as many ships paid off as commissioned in a year, and thus the men who leave one ship join another; but even with this aid, the average of several line-of-battle ships I find to have been five months. In 1835–6, when we commissioned several ships of the line at once, they were, I think, six months waiting for seamen, and were then very ill-manned. I think we may safely suppose, that were ten sail of the line commissioned at this moment, and did circumstances not admit of paying others off, we should not see them manned in less than eight months.* We may therefore say, that for any case of emergency simple volunteering will fail.

The efficiency of the second method, paying a bounty, will of course depend in a great degree upon the amount; and I believe the truest

* This view has just received confirmation from enquiries at Portsmouth. The ships last commissioned are still very short-handed, and the volunteers who present themselves (and *faute de mieux* are received) but indifferent. According to an old seaman's phrase, "any-thing that has legs and arms must do now."

economy in this case would be liberality. In the last war, we were neither liberal nor commonly just to our seamen. Taking advantage of the power to press their services, we actually offered an able seaman less bounty than a marine boy. While the seaman got from 3*l.* to 5*l.*, the boy recruit was at times (see "Admiral Griffiths on Impressment") receiving 12*l.*, and putting the country to a total expence of 16*l.* 14*s.* 6*d.* Grown men in the marines were at the same time receiving 16*l.* for unlimited, and 11*l.* for limited service, the bounty to soldiers of the line being still higher. This was a grievous injustice and oppression, which did not fail to produce its natural consequences in dangerous discontent. An able seaman's services, estimated on commercial principles, and as they *must* have been estimated but for the power of compelling them, are more valuable than a soldier's. The seaman's skill can only be acquired by many years of practice, and never, except in very early life. A recruit taken from the plough is a good soldier in six months.

The third measure mentioned, an embargo on all merchant ships until the fleet was manned, would not be immediately effectual, though an excellent auxiliary measure. Its operation would not be felt until the funds of our sailors were

exhausted, and then it would of course be effectual, for if not employed by merchants, they must necessarily enter in men-of-war. But seamen, above all others of the working classes, are likely to be well provided for a blockade. Unlike the generality of working men, who receive their wages weekly, the seaman gets his whole earnings at the end of his voyage, and usually on his return to England. He is hence in a condition to hold out for some time without employment. Nevertheless, in addition to a liberal bounty, an embargo immediately laid on our whole commercial navy would no doubt be a good measure; but when was England liberal in time, or when did she admit in practice that a timely expenditure is economy in the end?

The last resource, then, and that on which any British government no doubt chiefly relies, is Impressment. As this method has been long tried, and was formerly found tolerably effectual, it is not likely to be abandoned until some other means have been devised, and found to answer. At the same time, while admitting the necessity of *retaining the power*, we should neither shut our eyes to the possibility of its proving less productive in future, nor to the enormous evils which attend it. When sailors were like those amphibious animals, who never quit the imme-

diate vicinity of the water,—when they were always to be found in particular purlieus of sea-port towns, and then in a state of helpless intoxication,—when the money which they received to-day was gone to-morrow, and they found themselves without other means of locomotion than their legs,—it was an easy task to lay hands on them; a migration of seamen inland was then scarce possible. Things are changed now, and seamen are not less changed than the rest of the community. The seaman of 1846 (except on the stage) is as different from the seaman of the last war as it is possible to be. He is just as well able to take care of his money and himself as any other individual, and perhaps rather more given to locomotion, and less tied down to a particular residence. That he may be hunted down in the end is probable; but that he will often baffle the press-gang for weeks, is equally so. Yet, suppose him seized upon, dragged on board of a Queen's ship, and told that he must serve his country, we must here again take into our view the change in his character. The seaman of the present day is a well-informed man,—a man by no means insensible to or uninfluenced by that spirit which has pervaded all classes of late years, especially since 1830; I mean that spirit which, diffused by the

press, and helped forward by political events, has made the working classes prone to question authority, and perhaps at times to resist it. Jack is a reader of the *worst* newspapers, because they are the cheapest, and it is reasonable to suppose that his opinions are in some degree formed by them. I have known commanding officers specially to exclude certain newspapers, and even to *confiscate* them when the letter-bags arrived. For my own part, I never interfered, confident that in the present day, at least, a seaman is too sharp-sighted not to know when he is well off, and too sensible to be discontented without a cause. But with a ship's company of *pressed* men, we must return to the obnoxious restrictions and the stern system of repression, alike painful to superiors and subordinates, which prevailed, we know with what results in, 1797–8. This would be the more deplorable, because the general disposition of our seamen at this moment is excellent; and though from inability to procure employment in our own navy, many are now serving under the American flag, we have every reason to believe they would, on the breaking out of a war, demand their discharge.*

* The writer has it on good authority, that at the time of the apprehended war with America, (M'Leod's affair) the captain of the American 60 gun frigate "Potomac," having

I do not think, however, such would be the case if we had recourse to pressing. The late Admiral Griffiths*, who wrote on impressment entirely in the spirit of a seaman, and who was particularly well acquainted with a sailor's views and feelings, gives the strongest grounds for believing that our seamen were driven from their allegiance by the pressing system. Yet he admits the necessity of retaining the power, while he thinks that liberality, or rather justice, in regard to bounty would make its exercise unnecessary. And after all, can it be denied, that it is simple justice to act towards our sailors as we do towards our soldiers in the matter of pecuniary inducements? Is it because we can compel a man to serve that we are to make an iniquitous Jew bargain with him?

To sum up; as our means of manning the fleet in case of emergency, simple volunteering would

assembled his ship's company, and addressed them on the subject of the expected rupture, some two or three hundred sailors stepped forward, and said that *as Englishmen* they would not fight against their country, and desired their discharge.

* Admiral G. says, that at the short peace many seamen emigrated without "setting foot in their own country," and what is still more lamentable, that others went to *France* to assist in fitting out the French fleet at Brest. This latter almost incredible statement he gives p. 30., on the authority of a Lord of the Admiralty.

be ineffectual; a bounty adequate to the purpose, would be a departure from our system of extravagant economy not to be expected. The effect of an embargo would be but slow in appearing; impressment would perhaps produce seamen; but seamen, be it remembered, who, were their inclinations as good, as we may fear they would be bad, would still have all their military duties to learn; men who would bear the same analogy to a man-of-war's-man that a peasant does to a soldier; men who would work a gun as an Esquimaux might; who would handle a musket "like a cow," and a sword as they would a flail;—such is, I believe, a true picture of the country, whose unbounded maritime resources have (no uncommon result of affluence) the effect of preventing their proper application.

In turning to France, we find a contrast as to organization, not less than was before described to natural resources, if that is admissible. France has nominally a third part* of the number of the seamen possessed by England, though I confess my doubts whether of real seamen she

* By the last official report, France has 125,272 names on the *Inscription Maritime*. Excluding workmen in the dock-yards, masters of vessels, and pilots, 101,306, of whom 20,930 are apprentices, and 15,430 *mousses* or young boys.

has half that proportion even, but of the 101,306 men enrolled in the *inscription maritime*, every man not abroad is at once available. France, as mentioned before, by placing her whole commercial navy under the minister of marine, and extending his jurisdiction over every coast and colony which owns her sway, has directed to one object the entire maritime resources of the kingdom. The coast of France is divided into five *arrondissements*, Cherbourg, Brest, Lorient, Rochefort, and Toulon*, over each a flag-officer presides with the title of *prefet maritime*, and his authority extends equally over the commercial ports of his district. At such ports as Havre, Nants, Bordeaux, &c., a commissary-general with a *directeur des mouvements du ports* and five or six officers of the commissariat, charged with the details of the *inscription maritime*, are stationed. The principal care of the minister of marine is to regulate every branch of French navigation in the way

* I may add, to show to what minute details the French Government (not unwisely) descends, there is a library and librarian at each port accessible to every seaman. One object of this is to create an *esprit de corps*. And I will venture to say French seamen know more of the imaginary triumphs of their own navy than ours do of the lives of Hawke, Boscawen, Howe, Duncan, &c.

most conducive to the encouragement of native seamen; and to effect this regulation decrees and *ordonnances* innumerable are issued all through the year. I believe that if it occurred to His Excellency to apply for an *arrêt*, commanding all Frenchmen to live on oysters for the promotion of that fishery, we should see one to that effect duly expedited. To form an idea of the activity of the marine department, we need only look at the *Partie Officielle* of the *Annales Maritimes*, a large octavo published monthly. Assuredly M. le Ministre is not asleep. I do not pretend to say whether all this regulation is beneficial to the permanent interests of French commerce. An Englishman will incline to think (especially if a free trader) that the French commercial navy is too much be-governed in defiance of the advice given to the wisest of French ministers by a merchant, "Laissez nous faire." But M. Charles Dupin, who is a high authority on these matters, thinks that more regulation is wanting. My object is only to show, that with a whole system devised for the purpose, it is not an incredible assertion that France has her small resources in a more available state than England. It is not, however, to the *inscription maritime*, which includes the

seafaring population, nor the conscription*, which gives to the French navy its proportion of the inland population, that France entirely trusts. Knowing the value of the first blow, they are making every arrangement with that view. She has established a permanent force of seamen under the name of *compagnies permanentes d'equipage de ligne*, who, when not embarked, remain in barracks. These companies of *trained* seamen can be embarked at an hour's notice, and either for the whole crews of a lesser or the nucleus of a larger number of ships. I cannot speak with certainty as to the number of seamen so prepared at present, having lost the extract I made, but I feel nearly confident that the established number is sufficient for sixteen sail of the line.

By a recent *ordonnance*, intended to keep a powerful reserve in constant readiness at a small expence, a new state of equipment has been decreed, called *disponibilité de rade*. In this state the ships have their guns and least perishable stores on board. They are commanded by an officer, next in rank below that to which the

* This conscription is the general levy of recruits throughout the kingdom, a proportion of which goes to the navy. Thus in 1843 out of a total of 80,000 men, 4040 conscripts were allotted to the navy, and distributed among the *equipages de ligne*, the marine infantry and marine artillery.

command at sea would belong, and a certain number of seamen belonging to the *compagnies permanentes* are embarked. Among other objects of this *ordonnance* is one thus expressed: "Beyond the foregoing arrangements, the project has for its object to effect an important change. The quartering of the ships' companies on shore or in vessels moored to the shore, gives rise to some serious evils. The new system, which enables the recruits to be at once embarked, and thus familiarised with a sea life and its duties, will at once remedy them (these evils)," &c. This appears to be a great improvement, and gives to France a reserved force very different from what we call "advanced ships." With *us*, the delay is in getting *men;* and it is scarce an exaggeration to say, we might build a ship in the time required *to man her.* Of course it is proper to have a certain number of ships complete as to *matériel* (exclusive of perishable stores); but we should greatly deceive ourselves if we imagined that our "advanced ships," without a reserve of seamen, or the means of getting them in haste, were any equivalent for the efficient reserve force of our neighbours.

Whether the French system is better than our own,* or why the policy of France requires a

* A friend suggested to the writer that the mere registra-

state of greater preparation, and a larger peace establishment than our own, is not the question here. It *is her policy and her practice in peace, to reverse the relative position of the two countries in war*, (in European seas at least,) and to make up, by the availableness and organisation of her resources, what they want in extent. In doing so, she adopts the recommendation of the Prince de Joinville*, and all other French naval writers who dwell upon the importance of striking a heavy blow at the commercial credit and resources of England in the *very beginning of a war*. The recent demand (extraordinary in every sense) of five millions sterling†, by the French minister of marine, about which some of our

tion of seamen in France, does not *secure* their services. It is to be observed, that the French system goes far beyond registration. A *legal* liability to serve the state, and a permanent *surveillance* by Government, is a *tie* upon the merchant seamen of practical value.

* La leçon ne doit pas être perdue aujourd'hui pour nous, et nous devons nous mettre en état au premier coup de canon qui sera tirée d'agir assez puissamment contre le commerce Anglais pour ébranler sa confiance. Or ce but la France l'atteindra en établissant sur touts les points du globe des croisières habilement distribuées. — *Prince de Joinville's Pamphlet.*

† The French papers agree in estimating the *whole* sum voted at 135,000,000 francs ; besides the *ordinary* votes. At p. 5. I have called this vote *four* millions (93,000,000 francs), *excluding* the annual credit of 6,000,000 francs for seven years.

newspapers took unnecessary pains to find apologies, is another giant step in the same direction. It is quite an error, as indeed M. de Mackau himself explained, to suppose that this sum must be distributed over seven years. It is a vote authorising the minister to expend five millions beyond the five millions of ordinary expenses; and with this sum, or credit in hand, were war certain on the first of next month, he would not have to apply to the Chambers for one additional *centime*. It is, in fact, furnishing beforehand the sinews of war, and would in England be considered to indicate its near approach. Equally erroneous is it to suppose, that this credit will only raise the French navy to the force decided on in 1837 and 1842. Though one part of the minister's statement (for he had both to address the zealots for war, and, indirectly, the foreign powers) seems to assert this, the other part directly contradicts it. But the question is fairly set at rest by the "Journal des Debats," a paper well known to speak the sentiments of the ministry, and the only French paper which enjoys any reputation or credit in England. The "Debats" frankly admits that the pretext of putting the navy on the footing decreed in 1837 and 1842 is untrue; for it says, "At present the question is not with respect to a simple vote of some supplementary credits to place our

supplies in harmony with the naval establishments fixed by the ordonnance of the 1st of February, 1837, and the royal decision of the 4th of May, 1842,—IT IS THE RE-CONSTRUCTION OF THE ROYAL NAVY ON A LARGER BASIS*:" and a few lines farther on it lets the secret out, by informing us *who* devised the scheme of 1846, (which, indeed, ought not to be new to us)—"These new modifications are due to the Superior Central Commission, of which the proceedings were in a great measure directed by the PRINCE DE JOINVILLE." Exactly so: in 1844 the royal admiral, who may be supposed most intimate with the thoughts of his sovereign, describes the organisation which should be given to the French navy to make it most formidable to England. Had that Note been immediately followed by a demand of four millions sterling to carry out its views, we should (for twenty-four hours, perhaps,) have regarded it as a serious matter. But coming out in the year 1846, when the Prince's pamphlet is half forgotten, people see no connection between its hostile suggestions and the report of the minister. This, however, is not the place to discuss this entirely unprece-

* The basis is indeed new and formidable; sixty-six heavy frigates, (all under forty-four guns are called corvettes in France,) and thirty large steam frigates.

dented *peace-time measure* of our neighbours. It is only as augmenting the power of France to equip her fleets speedily, that I have here introduced the subject, and in this point of view it must be regarded as conferring a power never accorded by a British parliament except on the eve of war.

From what has been written above, in elucidation of the footing upon which the peace establishments of England and France are at present placed, I think it may be inferred, that French writers are correct in supposing that within certain limits, as to number, a French fleet would be at sea before an English one. If so, then, of three grounds upon which Frenchmen trust as to future success at sea, two may be granted them.

1st. France (who is most likely to verify her own expectation) may reckon upon the sudden and opportune termination of peace, some day or other, as a sufficiently probable event.

2d. She may, with some degree of probability, reckon upon the comparative ease with which she would man her fleet; for without granting it, in a sense reflecting blame on any one, yet as a *fact*, we may allow that England, "relying on her vast resources, has neglected to organise them."

CHAP. V.

THE THIRD AND LAST GROUND OF THE CONFIDENCE ENTERTAINED BY FRANCE IN THE FUTURE OF HER NAVY.

We now come to the last French position, and that which will in England, generally, be received with more than mere denial, with something approaching to contempt—That the improvement of the French navy in discipline, skill, and gunnery, will give them an advantage over us in future combats.

It is proper here to quote French authority for their own belief; and although there is difficulty in selecting in so great a number of witnesses, I shall give the preference to his R. H. the Prince de Joinville, not on account of his rank alone, but on account of the moderation of his opinions, unaccompanied by the monstrous perversion of past history which deprives French writers of any weight in England. His R. H. incidentally, and in the course of an argument, not meant to exalt his own profession, says, "We had at that moment * the advantage over the British squadron in organisation and in

* In 1840.

numbers. Our sailors, commanded by an able and active chief, were well exercised, and all promised a victory. I do not here rely on my own recollection, but upon that of one of the most skilful officers in the British navy."*

Here, in common with all French writers, and, we must suppose, in common with the minister of the day, whose instructions rendered a collision probable, the prince takes the defeat of the English fleet as certain; a certainty arising partly from their superior numbers, and in part from superior organisation. But the prince, addressing himself to a public most willing to take the prowess of their countrymen for granted, is content to express his own opinion. He neither supports it by history travestied, nor by boasts: not so, however, his opponents. A French writer of a pamphlet, in answer to the prince, goes much farther; he assumes not only the first victory in the *quasi* war of 1840, but a repetition of such result every time the English ventured to try their fortune. "It was upon seeing the gunners trained by Admiral Lalande that we perceived, for the first time, all the advantage which the French navy would derive from the incontestable

* Prince de Joinville, "Sur l'Etat," &c. &c. Fr. edition, p. 9.

superiority of her artillery. The guns would have gone off of themselves in 1840, said M. Arago. We may add, that they would have kept up a running fire, before which all must have succumbed. The captains of guns in the flag-ship had attained to such a pitch of perfection, as to fire in two minutes and a half, or three minutes at the most, the six* prescribed rounds with shot, and to strike a target representing a line-of-battle ship, two hundred and sixty times at two or three cables' length. There was not a shot that would not have told. The other gunners were also very expert. We may judge from the notes of Vice Admiral Missiessy on the naval gunnery of the emperor's time, that they were at least equal, if not superior, to the gunners of the 'Redoubtable' seventy-four, who at Trafalgar, as we know (?), so completely subdued the fire of the hundred-and-twenty gun ship bearing Nelson's flag, that the batteries were for a time deserted. It would not have been the fault of the gunners trained in our school-frigates, and brought to perfection by Admiral Lalande, if this feat had not been repeated on a large scale in 1840; and it *would* have been so repeated

* This implies a larger allowance of exercising ammunition than our service affords.

every time the English squadron thought fit to try. For if England be the country of good sailors, France alone can produce men capable of using ordnance properly, and pointing it in the twinkling of an eye."*

Here again we find a French writer upsetting his own argument by boasts which, if well founded, would make history a succession of miracles. It must not, however, be supposed that the whole of M. L'Espinasse's pamphlet is in this strain: it is, generally speaking, well written, and, except a soreness in speaking of English victories, which betrays him into folly, is well worth reading. If his confidence in future success betrays vanity, yet it is a vanity pervading the whole French nation; a vanity which, however we may smile, does not all evaporate in abuse and gasconade, but produces, *inter alia*, the palpable result of an extraordinary vote of four millions, and, which the day we least expect it ——; but that is in the womb of time.

It is surely then worth our while to trace the origin and history of this belief, all vain though it may be, and assuming, as we safely may, that it has not its origin in history, as *acted*

* "Considerations sur les Vaisseaux et les Vapeurs, par le M. L'Espinasse," November, 1844.

or even written before 1830, to discover its rise and progress.

As all excellence, naval or other, is comparative, and as the French navy might take the lead, owing to the depreciation of other navies as well as to its own improvement, it will not be amiss to mention here that our own navy, which, to an English landsman's imagination, always remains "our glorious navy," varies immensely in the scale of efficiency. It would perhaps be useless here to insinuate a doubt that at its lowest ebb it is still the first of navies. But it has, in fact, *at times*, been all one could desire, and at other times not much to be proud of. In *matériel* the improvement has been progressive; but the *personnel* and *morale* of the small force, which, in peace time, represents the British navy, and which we occasionally, when seized with economical fits, reduce to a shadow and a show, have been subject to great variations. It is certainly not foreign to the purpose, to keep this in mind when we trace the progress of a rival navy from the dejection and despondency of 1814–15 to the towering hopes of 1846, from the time when it was seriously debated whether France ought to keep up a navy at all, to the time when both government and people seem to think no sacri-

fices too great to make that same navy preponderant.

There is an idea prevalent with *La jeune France*, that there was a time when their own navy held the first position, and was constantly successful. Like many others in fabulous history, this epoch is of uncertain date, some assigning it to the reign of Louis the XIV., some to that of Louis the XV., and others to that of Louis the XVI. The first of these eras, however, has the best claim; for whereas the two latter produced nothing but bulletins, the victories of Louis the XIV., though achieved by an overwhelming force, did at least produce some material proofs of success.* This reign has accordingly been selected by M. E. Sue for the beginning and end of his French Naval History, and by a method somewhat peculiar, he makes out a very good case. By suppressing the *unessential* fact of the French force having been on one occasion double, and on the other triple their opponents, M. Sue concludes his naval history with two *combats magnifiques*, where the English are defeated by a

* In 1706–7 the French under MM. Forbin and Duguay Trouin obtained two victories. In the first, the British force was three ships to ten French. In the last, five British to twelve French. M. E. Sue calls them "combats magnifiques."

French force, which we may suppose to have been inferior, equal, or superior, as we please, but which the annexed plates would rather intimate was *not* superior. If M. Sue means that any victory over an English force, however inferior, is *magnifique*, we may thank him for the compliment. At the same time, in *perfide Albion* there is a prejudice in favour of stating the force on each side, especially where the victors were two or three to one. A naval history, however, written in this matter-of-fact manner, would not be popular in France.

Since the successes here referred to in 1706–7, up to the present day, I think I am correct in saying the French never gained a general action attested by the capture of *two* British ships, and only *one*—under very peculiar circumstances—where a *single ship* remained to verify the magniloquent bulletin. In the year 1756 Admiral Byng suffered what, if not a defeat, was equally discreditable to our arms; and respecting this affair, a very unexceptionable authority* tells us

* M. Lacretelle, "Professeur d'Histoire à l'Université Impériale." This writer tells us, "Histoire de la France," vol. xii. p. 249.—"La Revolution Française lui fut plus profitable que ne l'avait, etc. tant de triomphes maritimes *obtenus sur* Louis XIV. et *sur* Louis XV. depuis le combat de la Hogue en 1689, jusqu'à la paix de 1762." From which we may infer that *he* at least was not aware of the superiority

it was the most glorious battle fought by France for fifty years. Agreeing with M. Lacretelle here, I can only say, the "most glorious battle" was *tres peu de chose.* There was not a single ship taken or destroyed on either side: in fact it

obtained by his own countrymen at sea during that period. As some people may be at a loss to understand how any French writer *dared* to tell the truth, under the Bonapartean régime, it is proper to say M. Lacretelle *ends* his history *before* the "consulate."

Respecting Byng, M. L'Espinasse says, "On ne cite qu'un seul amiral Anglais, qui ait resisté de manière à être franchement battu, aussi fut il pendu pour sa recompense." In other words, Byng was the only English admiral who did not run away, and was therefore *hanged.* As a contrast to this opinion of an officer who *never had* met the English in battle, it may be interesting to quote the somewhat different sentiments of another who *often had.* The author of a small French work entitled "Histoire des Combats d'Aboukir, de Trafalgar, de Lissa, &c. &c., par un Captain de Vaisseau, 1829;" and who in his preface tells us, "l'Auteur de cet ouvrage à assisté à presque tout les combats sur mer qui ont eu lieu depuis 1798," thus expresses himself (incidentally) respecting British admirals. "On observera sans doute que les amiraux Anglais restent abord de leur vaisseaux. Cela est vrai, mais ils sont *sures* qu'en presence de l'ennemi tout motif de haine ou d'interêt personnel, tout esprit de jalousie cedent toujours à l'interêt general, et à l'amour de la patrie. Toutefois des que le signal de combattre flotte en tête du mât du vaisseau amiral, les capitaines ne voient que la gloire de leur pays TOUTS SE PRECIPITENT AU FEU ILS N'ONT PAS BESOIN D'AUTRES SIGNEAUX POUR," etc., etc. With such a testimony from the foes who *have known us,* we can afford to smile at the calumnies of those who *have not.*

may be described as a mutual cannonade. The honor of the engagement, however, certainly belonged to the French, who, though superior in weight of metal, had one ship less. M. L'Espinasse, who is pleased to sneer at the well-known cowardice of British admirals, — "qui tiennent à leur vie, et surtout, à leur vaisseaux," — regards this as a solitary instance of one who "frankly accepted defeat."

Respecting the character of British seamen, the world has not waited till the present time to form its opinion, and for good or evil it stands on other testimony than M. L'Espinasse's. But it is curious that that gentleman should have overlooked the slur he casts upon his own countrymen in this case. Surely the French chief, whose unique good fortune it was to meet a British admiral who did not run away, should have profited by so singular a circumstance. In England, again, we do not regard poor Byng as the bravest of our admirals; but as M. L'Espinasse *does so*, why add infamy to his hard lot by asserting he was hanged? If the French writer has read history, he is aware that such is not the case, — Admiral Byng was *shot.*

From this action, which, with other disasters by land, (the natural result of our system in peace-time,) signalised the commencement of a

war which terminated so gloriously, we met with *no* naval reverses. Victory followed victory, and colony fell after colony (to be restored, according to our habit, when we dictated a peace).

The war with our revolted colonies which followed in 1775, found the united fleets of our enemies in a great numerical preponderance, but produced no corresponding result. This was the era of indecisive actions, when a practice, which had survived the causes that gave it birth, reduced naval tactics to a contest for the weather-gage.* The repeated combats between Sir Edward Hughes and Suffren were of this nature; and though the victory was constantly claimed by each, the result was—*nil.* In 1782 came the decisive victory of Rodney, (the forerunner of Nelson's victories,) when the capture of the French admiral himself put a bulletin and *Te Deum* out of the question. This, and the relief of Gibraltar after its memorable defence, terminated the disastrous war of 1775, in a manner honorable to our Navy, though leaving some stain upon our military character.

The war of 1793 opened under circumstances

* In the early days of naval warfare, when boarding usually ended the contest, and *fire-ships* formed a part of every fleet, all depended on the "weather-gage."

disadvantageous to the French navy, circumstances which (while utterly rejecting the absurd attempts of modern French writers to deny the constant defeat of their fleets) should not be lost sight of. If we wish to form a fair conjecture of the future, we must impartially study the past, and by doing so, we may yet get rid of that most dangerous enemy—*our own over-confidence.* In the breaking out of the revolutionary war, France suffered a severe loss from the surrender of Toulon by the royalists; a loss analogous to what Portsmouth would be to England. A still greater loss resulted from the emigration of the most experienced superior naval officers, who, being of the *noblesse*, were naturally royalists. The war, however, opened by a battle remarkable for the near equality of force on each side, and in which both fleets were in fair sea-order. Victory declared for the British under Lord Howe; and though a modest*

* M. Lacretelle, Professor of History, &c., gives a perfectly fair account of this battle. "Elle offrait un nombre de vaisseaux egal à ceux de la flotte Francaise * * * * * Sept vaisseaux de l'escadre Français completement envelloppées et ruinées dans leur greement se virent successivement obligées de se rendre * * * * Cette journée fut annoncée aux Francais par Barrere, au nom du comité de salut publie comme la plus signalée et la plus decisive des victoires navales * * * * * * Quant aux sept vaisseaux qui man-

bulletin claimed it for France, yet seven captured ships left little doubt about the matter. There was here a small preponderance in weight of metal and in number of men on the side of France, but not enough to prevent its being termed an equal engagement. There is reason to think, that at an earlier period of Lord Howe's life the fruits of this victory would have been greater, as several disabled French ships were allowed to escape. It appears that the admiral was too much exhausted after the battle to make further exertion, which, considering his age, then past seventy, was only natural. From this time, up to the battle of Trafalgar, the French never sought an engagement, though accepting it gallantly when unavoidable, and for some part of the time our most important victories were gained over other powers.* Nevertheless, three general actions, all resulting in British victories, and producing two or more captures each, fill up the interval, until the decisive battle of the Nile. In some of the minor actions alluded to,

quaient à l'escadre Français, BARRERE SOUTINT IMPUDEMMENT QU'ILS ETAIENT A LA POURSUITE DES ANGLAIS." Not a bad joke certainly of M. Barrere, but "un peu trop fort" for M. Lacretelle.

* That of Earl St. Vincent with fifteen ships over twenty-seven Spanish. That of Camperdown over the Dutch, Copenhagen over the Danes, &c.

the same superiority of force which detracted from the merit of the British, lessened the material results. The engagements became running fights, which, especially in the narrow seas, can rarely be decisive. In 1798 came the decisive battle of the Nile, the most complete of Nelson's victories. Among the last inventions, by which French writers have endeavoured to reconcile the actual *fact* of French *defeat* with the *theory* of their *invincibility*, a writer in the *Siècle* has broached a new one. The *Siècle*, apropos to the vote of 93 million francs, avers, that "three-fourths of Nelson's glory" was due to his possessing three-deckers. Alas, for the ingenious supposition!

Nelson, except at Trafalgar, never had a *single* three-decker; and *if he had had*, so far from those wretched ninety and ninety-eight-gun ships of his days giving him a superiority, they were notoriously the worst ships in the line, of smaller tonnage, and less weight of metal than a French eighty: they were, to a regular three-decker, what fifty's were to seventy-four's; what "donkey frigates" were to the real frigate class: thank goodness, we have no more of the class now, nor even of the improved class which immediately succeeded them. To return to the battle of the Nile. Nelson's force consisted of twelve small seventy-

four's and one fifty-gun ship of half the tonnage and weight of metal of a French seventy-four. The French had one ship of 120 guns, three eighty, and nine seventy-four's; the *smallest* of *larger scantling* than the largest in Nelson's fleet. The French force was therefore indisputably superior; and though the greater skill of Nelson more than compensated for the inferiority of his fleet, it is ridiculous to allege superior tactics as negativing merit. If so, where was Bonaparte's merit? The battle, as every one knows, resulted in the capture of nine French line-of-battle ships, and destruction of two, leaving of the noble fleet of thirteen sail of the line but two to escape. Passing over minor affairs, where the results, if any, were still favourable to us, we now come to the sole exception in a long line of victories, the French, or rather Franco-Spanish, victory of Algeziras; for next to the shoals, calms, and currents which baffled one of our best admirals, the Spanish batteries on shore proved most formidable. The veracious historian M. Thiers described this action as a contest between three French ships and six British, in which, without ascribing any importance to the shoals which prevented close approach, and the calms which made the British ships unmanageable, or even to the Spanish batteries, he claims unqualified victory

for his countrymen. Now the naked fact is in itself so utterly incredible, that even in France there is not a man of common judgment that would believe it. Three French ships, unassisted, defeating six British, is too monstrous an idea to combat; but there is a moral to the tale, both interesting and instructive. Admiral Linois had published to the world his defeat of a British squadron double his own force. Taking the fact as asserted, his countrymen had a right to form the highest expectations from the man who could perform a feat so unparalleled. He was, it may be said, pledged, if not to make good his boast, at least to show that an equal force stood no chance with him. Never, perhaps, in the history of the world, was a rash boast so signally punished. The subsequent history of Linois is too long to introduce here, too interesting to omit altogether: it will be found in the Appendix.* Suffice it here to say the victor of Algeziras had *six meetings* with the English after this, and was, *each of those six times*, *defeated.* He met them by sea, and he met them by land. He met them with double their force, and with inferior force. He was taught in his defeat, by a force only half his own, the value of such local circumstances as in the case of Sir James

* See Appendix, No. 1.

Saumarez, he had counted for nothing; and, stranger than all, it was his unenviable lot to be actually repulsed by a squadron of British merchant ships without a convoy, while his own flag was flying in a seventy-four!

The first of M. Linois' defeats, however, challenges a place in the rapid sketch of the last war here attempted. It followed after the interval of a few days, the only defeat which our squadrons sustained, and amply proved that, when not protected by rocks, shoals and batteries, M. Linois enjoyed no exemption from defeat. Indeed so fully aware was he himself of his obligations to local circumstances, that we find him urgently requesting the Spanish admiral Mazaredo to come to his relief, and protect him from the dreaded attack of the enemy he boasted of beating. The Spanish admiral accordingly proceeded to the rescue with six line-of-battle ships, making the united Franco-Spanish force amount to nine sail of the line, including two first-rates, one ninety-six, three eighty's, and three seventy-four's. It was not, however, the intention, of Sir James Saumarez to allow his foe to escape *this* time, and though he had but five ships, (one eighty, and four small seventy-four's,) he hastened to the attack of a force more than double. M. Thiers, who loses no opportunity for mean

detraction, tells us that the British admiral did so, "fearing the redoubtable judgment of the British admiralty." M. Thiers says many things he does not himself believe; but one can quite conceive that he *does* think this the most natural motive for an officer doing his duty.

A few hours brought the leading ship of the British up with the enemy, and into action with a three-decker, which soon took fire.* It was now night-time, and a panic seizing the ship first engaged, she appears to have fired indifferently on friends and foes. Seeing this, the leading British ship, leaving her first opponent, engaged a French seventy-four, and in thirty minutes had silenced her fire. In the mean time the Franco-Spanish fleet had become completely disordered, and seemed only intent on escape, regardless of the *two* three-deckers now on fire, and the seventy-four captured. The two three-deckers soon blew up, and with them two thousand men perished, which, added to the prisoners taken in the French seventy-four, and the killed and wounded in other ships, makes a total of above

* M. Thiers alleges that the two Spanish three-deckers were burned by the red-hot shot of the British. This is not true: no hot shot were used by British ships there or elsewhere during the war.

three thousand killed, wounded, and prisoners, together with three fine ships, as the enemy loss this night. M. Thiers, with his usual bad faith, represents this brilliant victory as "a night accident," and, with amusing audacity of assertion, claims the honour of the battle for the French. If he means that darkness reduces an engagement to mere chance, he might be told that one of the severest frigate actions on record was fought in the *dead of night*, which did not prevent the British frigate "Sibylle" from inflicting on her captured opponent, the "Forte," a loss of sixty-five killed, and eighty wounded, or near half her complement. But to give some little colour to the monstrous assertion, M. Thiers introduces a purely imaginary episode* of one French ship beating off four English. It is a common error with French historians, to forget

* Not only French writers, but French *painters* have their little "episodes" in naval actions, showing how one French ship put half a dozen British to flight. The most amusing of the written "episodes" is to be found in the account of Lord Howe's victory in the "Victoires et Conquêtes," a French naval and military work. In the heat of the action, when the "Montagne" 120 French flag-ship, was hard pressed by her opponent the "Queen Charlotte," a young French midshipman volunteered to "sweep the decks" of the British admiral. Consent being given, he does this by the discharge of a single carronade, and the English admiral, "fuyant à toutes voiles," abandons the conflict!

that the *part* is not greater than the *whole*, and to represent one French ship as doing what no four ever did. If an English historian wished to imitate M. Thiers, he might with equal truth represent this as a victory of one English ship over nine French and Spanish; but the truth is, it was a victory highly honorable to the conquerors, but in part due to the panic of the conquered. It effectually set at rest the claims of M. Linois, and wiped off the stain which the first action would have left upon our arms.

This was the last battle before the peace in 1802, and the war which succeeded the short peace of Amiens did not at first produce any general actions. The British fleet still rode triumphant on every sea, and blockaded every port, until the combinations of Bonaparte, with a view to assembling a superior fleet in the Channel, led to fresh victories. The first in point of time was Sir Robert Calder's action, with fifteen sail of the line, against Villeneuve with twenty. The result was, the capture of two enemy's ships; a result creditable to the weaker party, yet so short of what our successes under Nelson had taught us to expect, that the successful admiral was brought to trial.*

* M. Dupin, a candid French writer, observes on this: "Admiral Calder, with an inferior force, meets the Franco-

A few months later, the grand and decisive victory of Trafalgar, where twenty-seven British defeated thirty-three French and Spanish ships, may be said to have terminated the naval contest. It is the remark of a French writer, that naval victories are seldom productive: that does not, however, apply to Nelson's. The Nile and Trafalgar alone cost to our enemies thirty line-of-battle ships, and, averaging their crews at 750 each ship, *twenty-two thousand five hundred men in prisoners.* But if we take into account the subsequent captures resulting from the two engagements, (Admiral Dumanoirs' squadron was taken by Sir Richard Strachan a few days after Trafalgar,) as well as the killed and

Spanish fleet; in the *chase of it* he brings on a partial action, and takes two ships. He is tried and reprimanded, because it is thought that had he renewed the action he might have obtained a *more decisive victory.* What would have been said to Calder in England if he had commanded a superior fleet, and had lost two ships in avoiding an engagement which presented so favourable a chance to skill and valour? What would have been done with the captains?" Upon this same engagement M. Thiers observes: "But for the loss of two ships, this might be termed a victory." Indeed! He then in his usual spirit of mean detraction represents Calder "stealing away," "se derober," from the fleet he had beaten.

Perhaps when M. Thiers recounts the battle of Trafalgar in his next volume, he will tell us,—"But for the nineteen ships captured, this *aurait pu passer pour une victoire.*"

wounded in ships not captured, we may set down the enemy's loss at thirty-six sail-of-the-line, and thirty thousand men, and this without the loss of a single ship to England. When it is considered that France did not possess twice this number of seamen, it is easily understood that she could never recover from such blows. Of the subsequent engagements, all of which were favourable to England, the most important was the capture and destruction of a French squadron at St. Domingo, consisting of five sail-of-the-line, by a superior British force. Other disasters signalised every year; but the superiority of our navy was now so established, that the only object of our enemies was to avoid a battle.

If we take the whole number of general actions with the French attended with any results at thirteen*, between 1793 and the peace of 1815, we shall find that one only was lost, and all the others gained. Nor can the solitary defeat be attributed to any other than local and exceptional circumstances, as was afterwards clearly shown by the very same squadron which had suffered the defeat.

* See Appendix, No. 2. By *results* I mean capture or destruction of ships. Where there has been neither, each party has claimed *a victory*, which probably belonged to none, as in the actions between Hughes and Suffren.

Passing from general actions to those single-ship engagements, which furnish an equally good test of national prowess, we shall find the result much the same. It appears, by the most accurate and industrious of our naval historians, and indeed is there established, on most indisputable authority, that of single *frigate* actions*, ending in the capture of either combatant, there were, during the war, no less than thirty-four; of these, two were French victories, the remainder were British. It is said that the exception proves the rule, and this is very forcibly shown in the case of our few defeats. While in our navy the taking of the Ambuscade was felt as an unprecedented disgrace, in France the capture of that British frigate, duly recorded by the painter's art, still finds a place among the principal achievements of the French arms. Where could we find room for paintings of every frigate taken in single action?

It is true that in this case the French ship was of inferior force, but not more so than the British in twenty cases where the result was different. But a still more striking proof of the value which its rareness conferred on *any* victory over a British vessel however small, may be found in the

* See Appendix, No. 3.

honours awarded to the captor of an English eighteen-gun brig,—honours which, in our navy, are reserved for the admiral who defeats a hostile fleet of equal or superior force. The present minister of marine in France, Baron de Mackau, when commanding the Abeille eighteen-gun brig, captured the British eighteen-gun brig Alacrity. The brigs were pretty well matched, but the honour, as well as the success of the day, was fairly won by the French commander, who proved himself not only a brave officer, but what was more rare with his countrymen, a skilful seaman. Without at all detracting from the merit of this exploit, however, we may safely assert that it would not have made the victor a baron, or even a K. C. B., in the British service; nor would the victory have found a place among the pictured triumph of our arms, either in our palaces or public galleries. I cannot find, that even in the sloop class, there is more than one other instance of defeat by an equal force. And *that* one involved such serious misconduct on the part of individuals, as led to their exemplary punishment. So utterly false, then, is the recent assertion of certain French newspapers respecting the triumphs of France in single actions, that the actual captures by an equal force may be summed up in four names, Ambuscade, Cleopatra

(frigates), Carnation, and Alacrity (sloops).* In making this statement I am far from wishing to indulge in useless boasting, and still further (as those will admit who read to the end) from desiring to depreciate the French navy. For that gallant service I have a sincere respect,—a respect greatly strengthened by the reflection that no disasters, however frequent, or calamitous, ever broke its spirit or shook its constancy. But in tracing the origin of that passion for naval rivalry, which now possesses France, I wish to show that it is *not* to be found in the events of last war, upon which, in 1815 and several years after, there was no illusion. Indeed, it would have been mockery to have told those who had taken part in the war, that their defeat was owing to such causes as the French press, in its ignorant envy of England, now invents. Those who fought at the Nile and Trafalgar know whether England "never dared to attack the French without one third more force;" they also know that three-deckers could

* I refer here to single actions between ships of the same class. A French paper lately asserted that Sir C. Napier admitted the superiority of France in such instances. This is incorrect: Sir C. Napier's words are, "what followed? The French found out (towards the end of the war) that we were not invincible, and out of *nine* frigate actions, all well fought, there were four *drawn battles.*" But *not one* French victory, the five *captures* having been made by the British.

not have contributed to the former victory, inasmuch as Nelson's ships were the smallest seventy-fours, except one fifty; and they equally well know that at Trafalgar, where he *had* some three deckers, they were inferior in size and force to a French eighty. Admiral Linois could speak to this fact, having himself been captured by a ninety-eight, which was smaller by thirty-two tons than his own seventy-four, the Marengo.

No! whatever the writers of *La jeune France* may have discovered since 1830, nothing can be conceived more discouraging to France, or more calculated to enhance the *prestige* of the British navy, than the actual results of the war terminated in 1815. By adding together the captures of each year, respecting which there neither is nor can be any misconception, we find that from 1793 to 1815, France lost by capture no less than eighty line-of-battle ships; add to these twenty ships destroyed in action, or consequent to it,—and we have a total loss through the enemy (England) of one hundred sail of the line. Of French frigates there were captured one hundred and thirty-seven; burnt or otherwise destroyed by the enemy twenty-nine,—total one hundred and sixty-six.* Of corvettes, brigs, and smaller

* As a French reader, should I have one, might wish to know from what sources these statements are obtained, I

vessels, captured or destroyed, it is less easy to ascertain the number; but it must have been very great. Yet these sacrifices in *materiel*, with the corresponding losses in *personnel*, are far from giving the full extent of the disasters which came to dispel the Bonapartean dream of "ships, colonies, and commerce." Of this triad the ships were either under the British flag or closely blockaded in their own ports. The colonies, one and all, owned the sway of a British sovereign, and commerce was annihilated. The very elements of naval power had passed away from France, and it was to the generosity of England alone that she could look for the means of laying anew the foundations of a powerful marine. The other European powers, whom the tyranny of Bonaparte had forced into war with England, shared in the defeats and losses of France; and the peace of 1815 found but one flag on the wide ocean. It is not wonderful, then, that a French minister* should hesitate about restoring

beg to refer him to the naval history of Mr. James, in six volumes 8vo.,—a work which, for industry, accuracy, and impartiality, can hardly be too much praised. There is in the appendix of each volume a list of captures made and losses incurred in each year, from whence I have taken the numbers given above. As every ship's *name is given*, there can be no mistake as to what were captured.

* M. de Portalis.

a navy, whose existence had proved so precarious, or that a more patriotic Frenchman* (whose patriotism, however, did not consist in slandering a successful rival) should visit England to study the organisation of her navy, and hold up that service as an example to his countrymen.

* M. C. Dupin.

CHAP. VI.

THE SAME SUBJECT CONTINUED.

SUCH was the *prestige* of our navy, and such its supremacy, undeniable as the noon-day sun, in 1815. Does that *prestige* exist now, and where shall we find any traces of it? Is it in the French navy, burning to try its fortune again in war? Is it in that impulse, which has made all France turn with the eyes of hope, not to her army, her natural strength, but to her navy? Is it in the enormous sacrifices demanded of France by the minister of marine, to place her navy on a war footing in peace time, or in the zeal of the French chambers to give, outrunning the readiness of the minister to ask? Is it in the anxiety shown by the whole French press, to turn any imaginary grievance into a cause of war with England, or in the mania, which M. Arago assures, us seized the very French guns in 1840? Is it in the language of a royal admiral, whose pamphlet excited some interest at the time, and whose anti-English suggestions have all been adopted in the French naval estimates

for 1846 ? Or, finally, is it in such language as the following, which there is reason to believe expresses the feeling of the French navy in the present day ? "People granted, with reference to the events of 1840, that we had the chances of a first success in our favour. We should ask no more! twenty-four hours well employed would suffice to transport, in three or four voyages, 60 or 80,000 men to that country which, by a just revolution in sublunary affairs, would learn at last that war is a dreadful scourge to her as well as to other nations. France, who in continental wars, ever without result, sacrifices two millions of men, would not hesitate (we must believe) at the dangers to which she must expose 60,000 of her soldiers in the most *national*, and let us haste to declare it, the most useful, of expeditions. For *it is in England* are to be found those fair colonies of which war has deprived us. In England too, we must seek that frontier of the Rhine, which we madly went to Moscow to demand, from those who would never have refused us, had we not gone to seek a dispute with them." (Pamphlet of M. de Lespinasse.) It would be easy to quote not words alone, but *acts*, to show how generally the feeling here expressed actuates the French navy ; but is there any one who really doubts it ?

No; we cannot shut our eyes to the fact, that the *prestige*, which a hundred victories and a long career of success had conferred upon our navy in the eyes of rivals exists no longer. Our confidence may be unabated, but the respectful awe with which foreign countries regarded our navy, and which more surely than any *entente cordiale*, more cheaply than fleets and armies, guarded our shores, is gone.

It was not the hand of time alone, which robbed us of this honourable shield, nor have any reverses tarnished the imperishable laurels of last war. But I think it may be shown that it was partly our own measures that raised up the French navy from the despondency of 1815 to the boastful confidence of 1846; that it was our own most "wasteful and extravagant economy" which first suggested the idea of seizing the trident, apparently grown too heavy for our hands, and which originated a naval rivalry as yet only expensive to the treasury, hereafter, perhaps, to be wasteful of blood.

I have remarked that 1815 was the period of extreme depression of the French navy; but in that year, as if to confirm the remark of Froissart, that though England is usually successful in war, she is always outwitted by France in treaties of peace, we began by the gratuitous

restoration of the French colonies. This was the first step towards the restoration of the French navy,—an object which our negotiators certainly had not in view, but which, as a naval man, I am far from regretting. The extinction of the French navy would be as fatal to England as was the destruction of Carthage to Rome; for no nation in Europe is so unwilling to believe in the possibility of war as ourselves, or so prone to neglect its defences in peace time. Had not the noisy bluster of M. Thiers forced us to notice the march which his more statesmanlike predecessor had stolen upon us in naval preparations, it is hard to say how long we might have deferred any defensive measures. As it was, while France was arming not her coast alone, but her metropolis against us; raising her army to a million of men, and embarking every available sailor; singing "Marseillaise," and bawling "*Mort aux anglais!*" England neither added a recruit to her army, a gun to her defenceless coasts, nor a ship to any but her Mediterranean squadron. Nay, it required eighteen months of persevering hostility (in words) to make us place our ships on a proper establishment, as to complement of seamen.

Returning, however, to history; let us come to 1830, an important epoch in the career of the

French navy. The capture of Algiers in that year, though effected by the army chiefly, gave to the French navy an opportunity of showing the zeal and gallantry in which it never has been deficient. Such operations never fail to stimulate the courage and improve the *morale* of the forces engaged, and to the successes which have marked the reign of L. Philippe, much of the actual improvement as well as the confidence of the French navy, may be attributed.* The revolution of July, which aroused the military spirit of all Frenchmen, was not without its effect upon the navy, and the wise monarch gave a farther encouragement to that profession, by devoting one of his sons to it. In doing so, he perhaps remembered the patriotic example of George III.; and it is somewhat significant of altered circumstances, that a French prince of the blood, has, *for the first time*, made the navy his profession. It is related, if I remember rightly, of the Spanish admiral Langara, that, when made prisoner by Rodney in 1780, he said, alluding to the Duke of Clarence, then serving

* Whatever the *arena* (it were absurd to call it *colony*) of Algiers be worth to France, in other respects, it gives her a veteran army, and affords much valuable practice to her navy.

as a midshipman in Rodney's flag-ship, "that country deserves to rule the ocean which sends its princes of the Blood to serve in the navy." *Absit omen!*

The next success of the French navy under the "Napoleon de la paix," was in the Tagus in 1832; where the passage was forced in very good style, and the Portuguese squadron captured at their anchors. I have been told by English officers present, that the affair was creditably executed, though the resistance was not of a nature to call forth any high degree of skill or conduct. It was, however, a *success*, and, as such, told favourably on the French navy at large.

Before coming to the next achievement of the French arms — an achievement accompanied by the most humiliating insult to which our flag has ever been subjected*,—it is proper to advert

* The affair of her Majesty's brig Express, now forgotten in England, so little sensitive are we on the national point of honour. The French squadron, then blockading Vera Cruz under Admiral Baudin, was in want of a pilot to take it in to the attack; seeing the Express coming out of the harbour, and knowing she had a pilot on board, the Prince de Joinville, by order of his admiral, sent an armed boat's crew to take him out by force. The lieutenant commanding the brig, who at Trafalgar had seen more than one ship and more than one admiral taught to respect the British flag,

to a change, which took place in our own navy; a change which, more than any improvement of our rivals, gave them a relative superiority, and perhaps led to the outrage alluded to. Since the peace, our ships have always had a reduced number of men, under the name of a peace-establishment. In 1834–35, however, the unfortunate idea occurred, of *still further reducing the reduced complement*, as a measure of economy. A more unhappy experiment could not have been made. It disgusted our seamen, discouraged our officers, crippled our ships, and by exhibiting them in a state of efficiency below

unfortunately, instead of sending the French boat about its business, and forcing Admiral Baudin either to respect the flag or to capture the Express, allowed the unhappy pilot to be dragged away. To unprofessional persons it may be necessary to explain, that by the law of nations, the vessels of any state are a portion of its territory, and nothing is more jealously maintained than the inviolability of our flag as a sanctuary to those who seek it. Of course an apology was made after the object had been attained. It was pretended that the Express was "not known to be a vessel of war." Though employed as a packet at the time, no such mistake could have occurred; and did we not confound branches of the service totally different, Her Majesty's pendant, the proud emblem of glorious Queen Bess, would never have been disgraced in a vessel without the proper attributes of a man-of-war. The English officer, though old, was not deficient in gallantry, but a vessel without the means of making our flag *respected* should not be allowed to wear the "pendant."

that of foreign ships, very naturally suggested the idea that our navy was declining. Unhappily this was made a party question, though it so happened that *both* parties in the state, had an equal share in the measure. The reduction was devised by a Tory government, and carried into effect by a Whig. Both, no doubt, desired the public good, and some distinguished naval officers approved of the measure. But experience, our best guide, has now decided the question; and it is to be hoped that when the next cold fit of economy seizes us, we may rather recal our ships, and pay them off altogether, than make an exhibition of them abroad.

To landsmen it may be well to explain, that the efficiency of a ship is not like that of a regiment, which is independent of numbers. A regiment of 500 strong may be as efficient as a regiment of 1000 (in peace time), but reduce a ship's company from 800 to 400, and the ship loses every characteristic of a man-of-war.* In

* A person must have *seen* in order to appreciate the dispiriting effect upon a ship's company produced by reducing their numbers. A sailor's expression for a fine crew is, "they tear the ship to pieces," or "they make everything *fly*," but a "short complement" is his horror; and not without reason; it entails *double work*. Much ingenious argument has been expended in proving the *advantage* of undermanning ships, even in war. Trafalgar has been quoted as

manœuvering (unlike the supposed regiment) all would go slowly and ill. It is the rapidity of simultaneous movements, resulting from strength and numbers, which marks the difference between a man-of-war and a merchant-ship in manœuvering. Up to the year 1835, no foreign ship could compete with a British man-of-war in the different evolutions of seamanship. Indeed, they studiously avoided all competition in this respect. After the reduction of complements, however, the case was reversed, and it was our ships which avoided such rivalry. The effect on the *morale* of our seamen was deplorable, and this, concurrently with other causes, unnecessary to detail, reduced our "glorious Navy" for some years to a very inglorious state. It is impossible that foreigners *should* have overlooked this change, and it is certain they *did* not. The

an instance, our ships having had very short crews there. The opposite inference might be more fairly drawn even from *that* case. True, we captured nineteen ships, and equally true is it that we *lost* them again in the gale that followed; the miserably insufficient prize crews being unable even to guard the prisoners! Had we been able to send one hundred and fifty men instead of fifty to refit a line-of-battle ship, work her off a lee shore, and at the same time control six hundred French prisoners, we might, even now, have some of the Trafalgar prizes on our navy list, as we have ships taken in earlier actions.

published letters of French officers show how much they both observed and exulted in the supposed decline of our navy; and if this view, superadded to the proneness of French officers* to take offence where none is intended, did not lead to actual collisions, the merit is due to our own officers.

During this period of decrepitude in our own navy, the French, who were carrying on three wars in different parts of the globe, achieved a new victory at San Juan de Ulua,—certainly the master achievement of their arms. Of this feat, though the highest military authority in England, and of his day, declared it to be "a very pretty affair," Englishmen in general seem to have formed too low an estimate. It was an attack upon a regular fortress, not built by bar-

* As the *last* instance of this proneness I may quote from the French *National* a few days ago :—"About the middle of November the line-of-battle ship Collingwood, which some months previously had saluted by order the flag of the Protectorate, had re-appeared at Papeiti. This time they pretended to dispense with the salute, and it required a formal and *threatening* (!) injunction from the French authorities to *force* them to render the honours due to a friendly nation."

We have had to stomach much at Tahiti, but it is not credible that *this* happened; still the very *report* shows the view taken of such matters. It is not *customary* to salute *every* time of entering a friendly port.

barians, but by Spaniards in their best days, with a force of only three frigates, two bombs, and two war steamers. The remainder of the squadron, excepting the Prince de Joinville's Corvette, took no part. The fire of the French ships reduced the fortress to a ruinous state, and after inflicting a loss of about 400 men on its garrison, compelled it to surrender. It is true the French ships occupied a point of comparative impunity, but this does not deprive them of the merit of good gunnery or skill. The reduction of the castle was followed by a very dashing attack on the town of Vera Cruz by land, and the French sailors showed themselves not less efficient on shore than they had been just proved at sea.

While an exploit so creditable was calculated to raise the French still higher in their own opinion, many circumstances must have tended to depreciate our navy in their eyes. On this very occasion, as above related, a French boat's crew had dragged a helpless foreigner, who vainly clung to the English ensign for protection, from the very quarter-deck (O humiliation!) of a British brig of war. As we must believe that the French admiral expected every resistance to such an unprecedented outrage, how cheaply must they have held our navy at

the time! What oceans of blood would have atoned for such an insult to the French flag? Those who condemn Lord Palmerston for having at last been aroused by the overbearing pretensions of France to dictate to all Europe, should bear in mind that no English minister ever yet showed such forbearance as he had previously done. Perhaps, indeed, this proves that a jealousy of the national honour is the best preserver of peace. Had we demanded the immediate punishment of the officer who had perpetrated this insult, and enforced the demand; had we maintained in peace the position which we *must* maintain in war, or *perish*,—it is probable we should not have had to stomach further indignities. Our policy, however, was different; it was not until the affair of the Express was brought forward in Parliament that any satisfaction was obtained. Some further affairs of a similar nature, though less outrageous character, which need not be detailed here, followed this sad business.

It was in the Mediterranean, however, that the new-born confidence of France began about this time (1839—1840) to show itself most unequivocally. We have already observed, that when the French minister decided upon a policy repugnant to the views of all Europe, and in

violation of the understanding he had himself concurred in, he must have informed himself of the means at his disposal to give effect to his diplomacy. In 1839, and early in 1840, our ships in the Mediterranean were, generally speaking, small, under-manned, and with very indifferent crews: our flag-ship, although a three-decker, was smaller, and of less force in men and guns than the French two-decked ships. Our squadron was also numerically weaker; and though a subsequent increase of complement, by means of drafts from England, inspired confidence and improved the *morale* of our fleet, there certainly was a time when its situation was very precarious. The Prince de Joinville's opinion about this critical period, backed by that of one of the "most skilful officers of the British navy," has been already given (p. 54.). It is not clear what British officer was meant (probably Sir Charles Napier); but there are many who think that, both then and since, our inability to raise any considerable number of seamen in cases of emergency, and our scanty force in commission, have exposed us to danger. Some even go farther, and assert, that the defeat of our Mediterranean squadron at that time would have been a national benefit, had it taught us not to postpone the question of manning the

fleet until war breaks out. Let our own views of the crisis of 1840 be what they may, there is no doubt that the French consider themselves robbed of a certain victory by the prudence of their government, or rather sovereign.

Though not productive of victory, the year 1840 and the three subsequent ones were profitable to the French navy. Their Mediterranean squadron had been raised to above twenty sail of the line, and the majority of them, formed into a "squadron of evolution," were exercised for months in those essential fleet manœuvres, which can only be acquired by practice. Judging from a letter, signed by one of the captains of that squadron, which appeared in the *Journal des Debâts* in autumn of 1841, it would seem that they attained to a high degree of efficiency. Indeed, if the time occupied in the different manœuvres was correctly noted I can only say it has never been my good fortune to witness such promptitude in our own navy. I greatly regret the loss of the copy I took at the time, and cannot be positive as to its details. One piece of practice, in forming the line of battle in close order, struck me as both novel and excellent. To ascertain that no undue interval was left between any two ships, a verbal message was passed from the leading ship (supposed flag-ship) to her next

astern, and so on through the whole line to the rear ship. That ship, to show that the message had been transmitted without error, then repeated its purport by telegraph, and thus the compactness of the line was proved, and valuable practice obtained.

The time occupied by the French fleet in weighing from single anchor with forty fathoms of cable out, was stated to be from twelve to fifteen minutes, and, if I mistake not, when moored, from twenty to thirty. The different tactical manœuvres under sail were reported to be performed with certainty and precision; and in this respect it is doing no injustice to our own navy, considering that it is seventeen years, at least, since they have had any such practice, to admit our inferiority.* The French government have now a squadron of evolutions every year, and of course the number of officers, who are thus instructed, is always increasing.

The year of 1844 was signalised by the affair or affairs of Tahiti, and the bombardment of

* As far as I have ever heard, Sir Pulteney Malcolm was the last admiral who exercised a squadron (1829) in tactics properly so called. Our naval officers generally have an aversion if not contempt for this branch of their duty. How far this is wise I cannot pretend to judge, but as the art of manœuvering in concert can only be acquired by practice, our deficiency *may possibly* prove a serious evil.

Tangiers and Mogador. The first event might convince us, were not the experience of 1840 conclusive on the point, that an understanding, however "cordial," with the government of a country whose people are hostile is necessarily precarious. The Tahiti affair may also illustrate the disadvantage under which a country must negotiate, which cannot in peace time support its diplomacy by any efficient demonstration.

Having been at Plymouth when this affair looked most menacing, I was forcibly struck with the disproportion between our resources in *materiel*, and our available means in *personnel*. By exhausting all our reserve of seamen, if the word will apply to a mere handful, we had full manned two out of three flag-ships in England. One of these two had been despatched to Gibraltar to join the Mediterranean flag-ship and the Albion, then observing the Prince de Joinville, while the other flag-ship constituted the reserve force in England, making a total in Europe of five sail of the line.* As some preparations were thought necessary, in case of an unfavourable issue to pending negotiations, several ships were brought down the harbour and "masted."

* The Collingwood, 80, under orders for the Pacific Station, not having sailed, made a second line-of-battle ship in England full manned.

As the huge "leviathans," with their double and triple tiers, crowded together and successively received their masts, an uninformed observer might have been impressed with the vast, though dormant, power of Great Britain. But when an attempt was made to procure the "thews and sinews," which alone could give power and significance to these giant fabrics,—when orders were sent to every port to enter all the seamen procurable*,—the result was *utter failure*. Some dozen, indeed, of the worst description of seamen, who would have been rejected under ordinary circumstances, took this opportunity of tendering their worthless services. But I assert confidently, that a sufficient supply of seamen for *one* line-of-battle ship could not be procured in this way. Not that any efforts were wanting on the part of the Admiralty; but such has always been the result of our system hitherto, and such would be the result if we wanted seamen for any emergency to-morrow. Had we commissioned several sail of

* Orders were given to receive all volunteers at the different dockyards as disposable seamen, and bills were posted inviting them to enter. I speak from personal observation when I say, that the result must have satisfied any French agent that there was nothing to apprehend from our *demonstration.*

the line, they would have got seamen in the course of *some months*, but not in time to have any effect on the negotiations in progress. Had we indeed resorted to impressment, we might have manned some ships more speedily, but a measure so strong and unusual might also have precipitated events, and under a minister less pacific than M. Guizot, might have provoked some *coup de main*, for which we were totally unprepared.* Under the circumstances we were fortunate in obtaining terms, which, if not quite satisfactory on the point of honour, nor likely to deter other foreign officers from imprisoning our consuls, and threatening their lives†, were all we could expect and more than we were prepared to enforce.

The experience of this affair was not lost on government, and at the next meeting of parliament (to the delight of the whole navy) the esti-

* M. Guizot's letter purporting to be a reprimand to the lieutenant who arrested Mr. Pritchard and threatened his life, for the "informality" (!) of his proceedings, was in fact a letter of praise slightly qualified with blame. Such a letter as an English officer would consider the forerunner of promotion, which indeed, I believe, it proved in M. D'Aubigné's case.

† Since writing the above, I have heard it asserted that a considerable military force *was* collected at Cherbourg during the time referred to.

mates provided for the maintenance of four additional sea-going line-of-battle ships. The pleasure, indeed, of hearing that we were again to see an efficient force upon our shores, was modified by the apologies with which the prime minister made the announcement. In a speech evidently addressed across the Channel, the expressions used would seem to imply that, unless as an *experimental* squadron, England had no business with ships in time of peace; that she required the permission of foreign powers before she raised her force in Europe to an equality with theirs; and that, in fact, a British squadron was something so exceptionable and unusual as to need excuses. I have not read that the French minister makes any apology for maintaining a much larger force, or assigns any better reason for doing so, than the true one: that he thinks it expedient. It is to be hoped that the time will come, or rather return, when the British minister of the day will only think it necessary to excuse the *diminution* of our fleet in commission below its natural level, that of *preponderant force.*

The French victories of Tangier and Mogador, in the same year, bring the peace-time successes of their navy to a close. From personal communications with English officers present on

those occasions, it would appear that our countrymen did not think very highly of the French gunnery, or the manner in which some of their ships were brought into action. A third party, who can unconcernedly view the strife of battle, will naturally form such a judgment. The firing of the very best gunners in action will fall far short of target practice—if from no other cause, from the smoke inseparable from quick firing, and a few very "wide balls" would produce the impression of bad gunnery.

But it is not denied that the French destroyed the batteries—no great things, it is true,—opposed to them, and where the object is effected, it is not fair to be hypercritical. Some of our own most brilliant victories were not unattended with mismanagement, not to say misconduct, and the latter is not here chargeable to the French.

Having thus briefly sketched what may be called the revival and progress of the French navy from 1815 to 1846, and taken some notice of such contemporary events in our own, as would give confidence to our rivals, I would ask, Is such confidence unaccountable? When we remember the effect produced at home by the success of Acre, and the very absurd conclusions

drawn from it, can we wonder that the French should be a little *tête montée* after four similar successes? But a Frenchman would assign further reasons for his belief and hopes. We may suppose a French naval officer, not a disciple of the *Siècle*, or a foolish brawler against England, but a candid liberal-minded man, to express himself thus:—

"You beat us last war very decidedly; but while we do not deny our past defeats, neither are we discouraged by them; on the contrary, in the midst of our most fatal reverses, we recognise traits of heroism and fortitude, which console us for the past, and give us hopes for the future. Englishmen have never doubted our courage, but with the blindness with which national character is often estimated, they have supposed French courage, though fiery and impetuous, to be wanting in endurance. Yet there is no fact more incontestably established, than the fortitude shown by French officers and seamen when over-matched in skill or numbers. Your own official returns, and the dispatches of your commanders when victorious, will show that the resistance of French ships was often prolonged beyond the bounds of duty, and to the verge of desperation. The captors often

took possession of a slaughter-house rather than a ship of war.*

" On the other hand, the causes of our defeat, which are palpable and not to be mistaken, are not of a permanent nature, nor innate in Frenchmen, as we flatter ourselves are our courage and endurance. The most cursory glance of an impartial naval history, and perhaps your countrymen have been the fairest, (it is easier for the successful party to be so) will show that it was the superior efficiency of your fire which subdued our ships.† While your gunners were

* The desperate though at the same time unskilful defence of French ships, especially in the earlier part of the war, is proved by all the best English authorities.

† To show the truth of this view we may compare the loss in *personnel* of the five first decisive frigate actions in the war, where the combatants were well matched: —

1. Crescent and Réunion. British loss, 0 killed, 0 wounded. French loss, 33 killed, 48 wounded. French ship captured.

2. Blanche and Pique: very equal force. British loss, 8 killed, 21 wounded. French loss, 76 killed, 110 wounded. French ship captured.

3. Dryad and Proserpine. British, 2 killed, 7 wounded. French, 30 killed, 45 wounded. French ship captured.

4. Sybille and Forte (French force very superior.) British loss, 5 killed, 17 wounded. French, 65 killed, 80 wounded. French ship captured.

I have omitted here the first action, where the loss is more nearly equal, the Nymphe and Cleopâtre. British loss,

clearing our quarters, we were shooting away your 'royal yards,' or wasting our fire on the clouds. Not that your gunnery was good, the art was then unknown at sea, but that ours was detestable. Yet, as men are not born gunners, we do not despair of training our seamen to a high degree of perfection before the next war, and, depend upon it, we shall spare neither expense nor pains in doing so. Some French officers will tell you, that we already surpass you in rapidity of fire, and it seems, that what Lord Collingwood considered irresistibly rapid fire in his day, is far surpassed by our gunners in the present. Lord Collingwood used to tell his sea-

23 killed, 27 wounded. French, 63 killed and wounded. But those given show the *general* result.

If we take general actions, I apprehend the same superiority in the effects of our fire will be evident; as Lord Howe's victory, where the force on each side is here given, will show: —

Number of Ships.	Number of Guns in Broadside.	Men.	Tons.
British - - 26	1087	17,241	22,976
French - 26	1107	19,987	28,126

British loss, 290 killed, 858 wounded. French loss (*in the six captured ships only*), 690 killed, 580 wounded. The loss in the rest of the French fleet is not accurately known, as it may well be supposed M. Barrere did not particularise it.

men, that no enemy could resist them if they were able to fire three broadsides in *five* minutes. We fire *six* in little more than *half that time*. At all events, you will not deny that, with such seamen as you will get by impressment raw merchant sailors; the superiority will *at first* be with us. In seamanship, also, you had a great advantage over us, and here, again, we console ourselves by thinking, that seamanship is not *innate*, but *acquired*. We now maintain as many seamen in peace as you do, and of late years they have had more practice against an enemy. Our commercial marine is greatly increased, and is still increasing; it is with us, as you are aware, not a nursery merely, but a school, or rather an auxiliary branch of our royal navy; for in France, commerce, foreign policy, and colonies, are all made subservient to our primary object — a powerful navy. In *materiel* your superiority is incontestible; yet that by no means precludes the weaker party from achieving victories, as your last war with America sufficiently proved. The Americans had not a twentieth of your force, but by opposing heavier and better manned ships to you, they tore many laurels from your brow. Nor is the French navy in reality as weak as you may suppose; it is true, we have but forty line-of-battle ships, built or

building, but you will perhaps be surprised to see our first class frigates take their place in the line-of-battle. They are far better able to do so than many of your small class two-decked ships in the last war. A French sixty-gun frigate of the present day is double the tonnage and force of your old fiftys on two decks. Yet the Leander, fifty, fought at the Nile, and subsequently engaged the French seventy-four, Genereux, for four hours. Even the sixty-fours, such as Nelson's favourite ship, the Agamemnon, in which he won his earlier laurels, and which class formed a great part of your line-of-battle force last war, would be no match in size, metal, or crew, for our large frigates. Against this class, unless you oppose line-of-battle ships to them, you have very few frigates able to contend. Your *razées* of fifty guns may be opposed to our sixty's, but of those you have not more than ten. We hope, when our frigate class is raised to the number (sixty-six) suggested by the Prince de Joinville, and provided for in our last estimates, to have a force on every point of the globe in peace-time, which, without exciting the attention which an equal number of line-of-battle ships would do, will be scarcely less formidable. We have also, as you are aware, seized upon military positions in the principal tracks of your

trade, to serve as *points d'appui* for those frigate squadrons*; so that, as suggested by the Prince de Joinville, they would be ready, at the breaking out of a war, to inflict incalculable injury on your commerce, and perhaps, by uniting, to capture some of your line-of-battle ships. Of our steam force I say nothing; for though our present estimates provide for a larger number of steam frigates than you have, either built or building, yet it is possible you may decide upon keeping pace with us. But though we should not outbuild, or even equal you here, you must allow there are many chances for the weaker party, which, secure from invasion, as France is, and with few colonies to defend, can choose her time and point of attack.

"In the important point of *morale*, we think, perhaps erroneously, that our seamen have an advantage over yours. It seems to us impossible, that the very foundation of military *morale*, that is, *esprit de corps*, can exist among seamen raised as yours are. A seaman in the British navy is engaged, as in the merchant service, for a particular ship; and to that ship alone, not to his sovereign or his country, is his service due.

* Since this was written, the French, besides Nossi Be, have occupied two other little nosses —I forget their names —on the coast of Madagascar.

He cannot be transferred to another ship; nay, when his own is lost*, his connection with the public service ceases. He is taken up by the job, hired for a term, and owns no other obligation to his sovereign than to the individual merchant who might bargain for his services. He belongs to no corps, like your soldier or our seamen. It is no wonder, under these circumstances, that desertion is so common with you; and is not the greater prevalence of that crime in your navy some proof of a lower *morale* than that of ours? But though it were invidious to urge this point, you must admit that your first step in war (I mean impressment) would be a blow at the loyalty, a stab at the *morale*, of your own navy. Your best authorities allow as much, and it were equally indubitable if they denied it; for reason and the principles of human nature alike tell us that such a method must be odious, even if necessary.

"Our superior officers are still in the prime of life; and, unlike yours, are in pretty constant employment. It is a necessary consequence of your large list, that officers must be a long time unemployed, and that, when qualified for com-

* That is, after a court-martial has been held on the officers and crew who may survive.

mand by seniority, they become disqualified by long retirement from active service.

"*Au reste*, to you belongs the *prestige* of past success, to us the teaching of adversity. We have learned in the least pleasing, but we trust the most instructive, school. You may smile at our confidence, because it is new-born: yet it is for that reason less likely to deceive us.

"We build upon what *is*, not on what *was*, and we are safe from the danger, which has proved fatal to many nations—a reliance upon successes achieved in a state of things which has passed away. Spain still retains the pillars of Hercules on her coin, but upon Gibraltar your flag has long been waving."

Such we might suppose to be the speculations of a French naval officer, on the future of his own profession; and without subscribing to their truth, we must allow they have some foundation in facts. Let it be remembered that defeats (and of a very mortifying and discreditable character) may be, and *have been*, inflicted by the weaker party. Had any one, previous to the last American war, told us that an upstart power possessed of half-a-dozen frigates and twice as many sloops, should have turned the balance of success against us, we should have laughed them to scorn. Yet the three years of

American war cost us not comparatively only, but absolutely, more defeats in single actions than twenty years of war with France. All the frigates of France, and the number captured alone was 137, did not take from us more prizes of the same class in single actions, than the one American frigate "Constitution."*

Such recollections should make us cautious of holding our adversaries in contempt, and few nations are more prone to do so than ourselves. I shall not stop here to express any opinion upon this last of the three grounds which, as before said, Frenchmen rely on.

* In accounting for the defeats of the American war Englishmen are accustomed to attribute them *wholly* to the superior size and force of the enemy's ships. It is perfectly true that this superiority was sufficient to account for the unfavourable result, nay, to make such result inevitable; yet candour compels us to admit that the immediate and actual cause of our defeat, in several instances, was the *superior gunnery of the Americans.* That our ships should have been captured by opponents half as large again, is no proof of extraordinary prowess in the victors, but that half the ships taken should be reduced to a sinking state, and actually founder, is irresistible evidence of good gunnery.

CHAP. VII.

THE NATURE OF OUR OWN CONFIDENCE IN THE NAVY EXAMINED.

HAVING said so much on the nature of that confidence in their navy, which indisputably possesses our neighbours, it is time to consider the equally strong but opposite reliance, that Englishmen repose in the invincibility of their "wooden walls." That our confidence is implicit and unlimited, is sufficiently proved by the important, or rather vital, interests which we stake upon it. Is our reliance as well founded as it is sincere?

The belief of Englishmen in this superiority of their own navy and seamen, is not only the natural but the unavoidable result of past experience, and though the courage of our seamen should ever decline, or the skill of our officers depart, we should still retain our traditional faith, until compelled by adversity to abandon it. But in the minds of landsmen, at least, there must be often very indistinct ideas as to what this superiority consists in, and indeed as to the sense in which they use the word "NAVY." If by our

navy they mean the aggregate of those formidable structures which, for the most part, "slumber in their shadows" on the Medway, the Tamar or Porchester and Fareham lakes, the superiority of that navy is undeniable. If, again, they use the word in a larger sense, and mean not only the ships and men of the royal navy, but those vast unorganised resources, those thousands of merchant seamen, who might *in time* be made available, equally undeniable is our *potential* superiority.

But it cannot be in either sense that the word "navy" can be understood, whether by gentlemen in after-dinner speeches, when they respond to the toast, "our glorious navy;" by old ladies, when they retire to bed, thankful for "the navy," which saves them from the danger of a *razzia*; by blockheads, when they petition against the enrolment of the militia; or wise statesmen, when they defer commencing harbours of refuge until war breaks out. It is clear that all these classes imagine the "navy" to be a present and available force, a ready shield of defence, or, if need be, a sword prompt to avenge.

Now the portion of our navy answering this discription is the force "in commission," and this varies, as is said, with the exigency of foreign policy, and perhaps of economy. Some-

times we have no available force at all, either at home or in Europe, and should an exigency arise, we should have to commission ships and wait for months before they were manned. When they *were* manned, those newly-commissioned ships would be very indifferent representatives of our "glorious navy," and for some time, whether superior to foreigners or not, would be immeasurably inferior to English ships longer in commission. An old "Queen's pilot," whose experience and opportunities of judging must have been very great, remarked to the writer once the vast difference in the efficiency of ships going out of port the first time, and the same ships returning from foreign service, adding that the former were at times "*as helpless as young soldiers:*" the efficiency here meant was in the discharge of those nautical duties which *might* be expected from merchant sailors. Of course in respect of military duties the difference would be far greater; a newly-commissioned ship, if manned by merchant sailors, would not be a "man-of-war" for *some months* at least.

Now when we consider that our force in commission forms but a small fraction of that which we should require in war, and that of the remainder we know no more than of the qualifications of the 101st regiment, whenever it shall be

raised, how can we draw comparisons between our own and the French fleet? May not success, at least the earlier successes, of the war depend on the best organisation of resources in peace-time? *

The confidence which our naval men feel in the superiority of a British fleet, is, perhaps, a *feeling* rather than an inference from any reasoning, and it is to be hoped we shall never loose or repent of it. In so far as such feeling rests upon any particular grounds, it is founded upon our acknowledged superiority in seamanship and presumed advantage in coolness or *sang froid*. Our advantage in seamanship, however, is likely to be in some degree lost to us, from our want of any practice in fleet manœuvres, which would preclude us from any thing so hazardous as manœuvering in action.

But there is another species of confidence, founded upon an illiberal contempt for foreigners, and a belief in the perfection of our own navy, which is neither conducive to, nor in any way connected with, success. It should lower the value of this kind of national vanity, when we find French officers just as confidently asserting the pre-eminence of their own seamen, nay,

* It is not of course meant to assert that we should maintain as many seamen in peace as in war, but that we should keep pace with our neighbours in respect of disposable force.

their exclusive fitness for naval war (see p. 56.). Our superior seamanship, one would be very sorry to doubt or undervalue, but other elements of success will claim a large share in future victories.

It was the blind confidence above noticed which at one time opposed all improvement in our navy, and which, had it been shared by the higher authorities, would have left us in the rear, instead of the van, of naval powers. There used to be a foolish practice of condemning the introduction of any thing new, on the ground that "we did very well without it last war;" and I have even known officers opposed to ever exercising the men at quarters on such a plea.

Yet the most valuable improvements in all departments of the navy have been made since the peace, and many of them very recently. Even the all-important art of gunnery, or of working and aiming cannon properly, may be said to have originated since the war; for there is ample proof that, though we surpassed our adversaries in efficiency of fire, the execution done bore no proportion to the ammunition expended.* Indeed, we neither understood the

* An examination of the accounts, whether private or official, English or Foreign, of the last war, will leave us utterly at a loss to account for ships cannonading each other

principles of the science, nor did the mistaken economy (?) of government allow us to supply the deficiency by practice. The credit of introducing the study and practice of gunnery into the British navy, or, at least, of making it general, belongs in a great degree to a distinguished officer* under whom the writer had the good fortune to serve. To him, also, belonged the credit of establishing a proper allowance of ammunition for exercise, an outlay which will be repaid to the nation ten times over, should we have another war.

So far, then, from our having reached perfection in the days of Nelson (glorious as they certainly were to our navy), we have made great

at "pistol shot" (though we should suppose that to be one or two hundred yards), for hours without result. What became of the shot? I think the clue is furnished by the letters of officers themselves, in some cases, who, with evident complacency, detail the manner of loading the guns with "three and four shot each!" They might as well have loaded with boiled peas. Those who cannot conceive that cannon should have been used for centuries, before gunnery was known, may consider the instance of the oldest art and the oldest instrument in use, *agriculture* and the *plough*. Both have been in use near 6000 years: yet even to-day, over nine-tenths of the world, the plough is a crooked tree with a spike to scratch rather than to penetrate the earth, and agriculture is as much advanced as it was in the days of Abraham.

* Sir John Brooke Pechell, C.B.

progress of late years, and have very recently corrected some anomalies of the olden time which it appears wonderful should have so long survived. It seems almost incredible, for instance, that long after the peace we should have had two *fast days* a week for our seamen, "banyan days," not "for the good of their souls," but for the benefit of the treasury:

That we should have been so sparing of the stores required for necessary repairs, and of ammunition for exercise, as to make it a matter of necessity for officers to resort to a system of false expenditures:*

* It is within the recollection of most officers now serving that before "drawing stores," they had to draw on their *imagination* for accidents, such as the carrying away of spars, splitting of sails, &c. In the same way to procure powder and shot for exercise, it was necessary to assume that it had been used for other purposes, duly set forth in the "log," or ship's journal. Such entry would stand thus:—"Daylight observed a strange sail, S.E. Fired a 32-pounder with blank cartridge to make her show her colours, 4^h 20^m fired another gun, 4^h 25^m fired a 32-pounder shotted, 4^h 30^m fired two ditto a-head of stranger." The suspicious sail and all the rest being "mere creations of the fancy." How far this system promoted economy is doubtful. As to the question of morals, it is to be hoped, for the sake of many good officers and honourable men, that these "white lies," which Mrs. Opie herself could hardly condemn, will not rise up in judgment against them. A wiser liberality on the part of government has put a stop to this practice.

That we should, by way of *simplifying* public accounts, have assigned to every ship a number of imaginary seamen, under the name of "widows' men," in order that their pay should be carried to a particular charitable fund.

That these and similar vestiges of ruder times, but more practically injurious, should have so long held their ground is less surprising than it appears at first sight: *Prosperity is a bad teacher*, and more apt to give blind confidence, than to suggest improvement. Perhaps we are indebted to the few reverses of the American war for our first lessons in gunnery, as we certainly are for a better class of frigates and sloops; and to the lamentable events of 1797 we owe the correction of some scandalous frauds, and of some undeniable grievances of our seamen. Since the peace, the delay and difficulty of manning our ships has led to many good regulations for improving the condition of seamen, and had not our usual good fortune helped us out of some awkward scrapes, still more might have been done.

But while we may expect a progressive improvement in such matters of detail as come within the province of the Admiralty, there is one question of the highest importance, which

will probably be adjourned until some calamity forces it upon us. That question is—

"How is the fleet to be manned on the approach of war?"

The answer which would naturally suggest itself here, and would probably be made by most landsmen and even by many seamen, is—"By the same means as formerly." But simple as this answer seems, there are two material objections to it.

1st. No man living will answer, that by those means we should get our fleet to sea as early as the exigencies of our own position, and the arrangements of foreign powers, (to speak plainly, France,) in the present day would require, that is, before the enemy's fleet could put to sea.

2nd. No one can assert that, when our fleet *did* get to sea, the raw and undisciplined crews which impressment would give us would be able to cope with the trained seamen-gunners, which France, for instance, keeps in reserve.

But it is because our ancient methods of raising seamen have hitherto succeeded, that I express a doubt of our abandoning them until compelled. When did a country, so successful in war, ever change its system unless after defeat?

With no nation was it ever so vitally important

to have the means of dispatching her fleets promptly, as with England. Other countries have armies adequate to their protection, coast or frontier fortresses, internal defences, a reserve force of militia, and, in the case of France, a fortified capital: England, with none of these securities, for it is folly to say she could *extemporise* them all in the moment of need, stakes every thing upon her fleet,—upon a fleet, too, we must remember, which has yet to be created. The strongest political reasons, also, as well as military, demand for us the power of acting promptly at all times. Our wide-spread dominions, and extensive commerce, give us innumerable points of contact with other nations, and, consequently, many jarring interests to defend. Though an island, so far from being *isolated*, we come into direct territorial contact with the United States*, France, Spain, Portugal, Russia and Holland, Mexico, and Brazil; while, indirectly, we may be said to be in contact with the whole globe. Perhaps, too, our colonies, torn from other states in war, and thus inflicting wounds on their national

* With France, in India and West Coast of Africa; Spain, at Gibraltar; Portugal, in India and East Coast of Africa; Russia, in North America; Holland, in Guyana; Mexico, in Honduras; and Brazil, in Guyana.

self-love, not yet healed, may render us more obnoxious to enmity.

But a stronger reason is to be found in the angry feeling towards England, which, unfortunately, pervades our nearest and most powerful neighbour; a feeling which would probably be our own, had the history of the last war been reversed, and it had been our fate to see our flag driven from the ocean, our colonies transferred to the enemy, and a long succession of defeats by land, terminated in the occupation of our capital, and a change of dynasty. But just as it is difficult to conceive bodily pain without feeling it, so we find it hard to comprehend the soreness of others under humiliations which Providence has spared us. It is only to be hoped, that, if we *did* entertain the hostile feelings which now possess our neighbours, we should at least refrain from giving them vent in unworthy slanders and abuse, which could be as easily as effectually retorted. While such a feeling exists, the seeds of war are already sown; and although the *entente cordiale* of two governments may in ordinary circumstances preserve peace, it wants but a breath to kindle the flames of war, and nothing would be more certain to supply that breath than any quarrel between England and a third power. The conduct of

the French nation in the "Right of Search" question, (not to say the French government, which acted under *constraint*,) clearly establishes this. Every one knows that there was no *real grievance* in the case, the injury done to French commerce was imaginary, the complaints against our cruizers were purely factious; but one week of naval war with America, unless we abandon the belligerent rights which we have maintained for centuries, would furnish France with more real causes of complaint against us, than fifty years of the slave treaties of 1831–32.

From some hints in a late speech of M. Guizot, it would seem that French neutrality in an American war would be conditional, on our surrendering those principles of maritime law which are essential to our well-being as a naval power. Rather than pay such a price for a friendship, above all others unstable and unproductive, it is to be hoped we shall dispense with it, as we have done in our wars heretofore.

The *entente cordiale* between England and France may be compared to a screen wisely interposed between two antagonistic substances, as fire and ice; it is wise to prevent the fire from thawing the ice, and the ice from extinguishing the fire, but it does not follow there is any congeniality between them, and as little of

true cordiality can there be between ourselves and France. We may wish to disbelieve the fact, but the whole French Press proclaims it; and, indeed, it is too apparent, even in the policy which the French government pursues on certain points where English interests only are concerned.*

A recent letter in the "Times" tells us, (apropos to the *report* that our coast defences would be commenced,) "How far this assertion is tenable, I am not qualified to judge, but I know that there is not a man in France who is not eternally occupied with calculating upon rivalling England at sea, and upon landing a desolating army upon her coast."

The view of the British alliance, which is taken in French naval circles, has already been illustrated, and though it is self-evident that no Frenchmen have less reason to love us than their naval officers, yet they show more good

* The obstacles which it is understood are opposed by the French government to increased facilities for our communication with the East Indies through Egypt is one instance, and just at this moment, it is said, operates very injuriously. In return for this obstruction we reject the offers of a *friendly power* (Austria), and leave our communications with the East to pass through France, subject to all the *tracasseries* of that government, as experienced at the time of the Cabul war.

sense and good feeling than the writers who profess to guide public opinion.

So much for the reciprocation of those amiable sentiments which English optimists imagine to pervade both countries, but of which, in spite of *Free Trade*, we enjoy a perfect monopoly.

CHAP. VIII.

THE QUESTION OF INVASION, AND OF MANNING THE FLEET IN ANY SUDDEN EMERGENCY.

BONAPARTE asserted, and Thiers repeats*, that forty-eight hours of French mastery in the Channel would have sealed the fate of England. This may be untrue in respect of the period to which the assertion referred, for with a year's notice we could hardly have been unprepared; but as regards the present moment, or the commencement of *any* war, I see no grounds to doubt it.

That our few regiments would make all the resistance which could be expected from their numbers, and more than would be made by an equal number of any other country, I have enough of British feeling to believe. But the army, excluding the thirty thousand men, at

* Thiers tells us (in his fifth volume) that our soldiers and militia could not have encountered the army that conquered Europe; yet our soldiers *did* (not in England, but in France and Spain,) encounter that army, and in a dozen pitched battles vanquish it too.

least, which the peculiar species of "loyalty" inculcated in Ireland would demand for that country, could not exceed twenty or twenty-five thousand disposable men.

The pensioners, also, (those at least who have retained their limbs, and are not much crippled by lumbago,) might be useful; but to speak of a "warlike peasantry" (what weapon do they excel in?) taking any part in the short and sharp contest that would decide the fate of England, or at least of the capital, is madness. Under peculiar circumstances an armed peasantry may greatly harass and impede an invading army; but in England the two most essential circumstances—*time* and *space* to act in—would be wanting. A force landing in Sussex would, by *two days'* march, through a country untraversed by mountains, rivers, marshes, or forests, reach London. In so short a march there would be no room for the desultory operations of an armed peasantry to produce any effect. They might harass the enemy's rear, or annoy his flanks; but to commit peasants in action against regular troops, would be to ensure their total and irretrievable dispersion, and possibly to compromise the regular troops with which they acted. People, forgetting the difference between a march on London and a march on Moscow, are apt to

deceive themselves, and mistify the matter, by talking about "cutting off an enemy's supplies," and "intercepting his communications." There would be no question of either in the present case. The troops would carry their own provisions (as they do now for much longer marches in Algeria) on their backs, and as to intercepting communications, there would be none to intercept. An invading force advancing on the metropolis would never think of keeping open its communication with the coast. If successful, it would be needless; if unsuccessful, impossible. In the same manner, we overrate the difficulty of finding means of transport, by supposing the whole *matériel* of an army—its commissariat, baggage, siege-artillery, and pontoon trains,—to be inseparable from it. So far from this being the case, an army advancing on London would not encumber itself with any of the four above-named trains. As already stated, the commissariat would be on the backs of the soldiers. Baggage does not *accompany* an army actively engaged; siege-artillery would be useless where there is nothing to besiege, and pontoon trains, where there are no rivers to cross. Now the transport of an army divested of these incumbrances is a very simple matter. Having assisted in the embarkation and landing of several

thousand troops in steamers, I can speak confidently on this point. During the late civil war in Spain, the royal armies were repeatedly conveyed from point to point by a few British war steamers, the largest of which was what is *now* considered a small steam sloop. The number of troops conveyed at one time in her Majesty's steamers Phœnix and Salamander, (under 700 tons) varied from 1000 to 1300. Each soldier carried his arms with him, *and often landed with every thing necessary to take the field for four days.* It is to be observed, too, that this was in the Bay of Biscay, frequently during the *winter*, and sometimes in very bad weather. If we allow for the greatly increased size of war-steamers in the present day, we may suppose them to average 1100 tons, and to carry 1500 men each upon the upper deck, leaving, as was the case on the occasions referred to, the lower deck for other purposes. Thus ten sloops of average size would carry for a short distance and in fine weather 15,000 men; each steam sloop again would tow tonnage, whether in one or more ships, for as many troops as she carried on board, making another 15,000, or a total of 30,000 men embarked in, or towed by ten steam sloops.*

* The troops are here supposed to be *infantry*, of which

I know this statement will seem incredible from its very simplicity, but it rests upon experience admitting of no doubt, and could be corroborated by the officers who commanded the steamers referred to.

The difficulty of transport then, is imaginary. The opposition to the landing of troops, covered by the heavy fire of shipping, is seldom effectual, and would probably be avoided by the suddenness of the expedition, or by a feint on another part of the coast. The success of an army, once landed, is matter of speculation; but supposing the chances *four to one against it*, still, considering *the stakes played for*—an army against the ruin of a kingdom,—the game would be but equal.

It is an unpopular, and, perhaps, in a selfish point of view, *impolitic* thing, coolly to reason upon a supposition, which most Englishmen indignantly reject as insulting and impossible. I sympathise with and honour this gallant feeling, but should like to see it rest upon *substance* not on *shadows*—upon the *efficient training* of our yeomanry and citizens, not upon the useless

an invading army, to be successful in England, *ought* to be chiefly composed. The transport of horses is a more difficult matter, yet by no means the mountainous obstacle people *like* to think.

valour of undisciplined masses, upon a militia *in esse*, not in *posse*. Were these the days

"Of the strong Norman lance and the gallant English bow,"

were the battle to be decided by the strong arms and gallant hearts of England, led on by her loyal chivalry,—we should not ask whether the enemy approached with three times our numbers as at Crecy, or four times our numbers as at Poictiers and at Azincour. The very idea that a foeman profaned our soil would give us quadruple strength, and "St. George for merrie England!" Down with the invader!

But alas! these are the days bewailed by the matchless knight of La Mancha: when the vile minerals, dug out of the bowels of the earth, leave no difference between us but what discipline makes.

The recent battles on the Sutlej forcibly show the inefficacy of personal prowess and valour, however great, when opposed to discipline. In a letter now before me, the opinion of a person very well acquainted with Indian affairs, is thus given:—"The Seiks are the *finest men* in the world, and if thoroughly disciplined, no European troops could stand a moment before them. Imagine an army with every soldier a hero, in the ancient acceptation of the term, who never

parts with his arms even when in prison: they are handed down from father to son for generations, and if lost by any chance the man generally kills himself."

Contrast such men with our army of gentle rice-eating Hindoos (backed, it is true, by a few sturdy Saxons, and led on by British officers), and the overwhelming value of discipline will be seen. But then we did not *extemporise* our army in India, and a battle or two upon an average every year keeps us in a state of preparation in that quarter, which we certainly are not in England, notwithstanding the clever and agreeable view of the matter taken by the "Examiner." A recent article in that paper, which often contains the soundest criticisms on naval and military matters, bears the captivating heading of "England's love of peace and readiness for war." The "love of peace," to the honour of Great Britain, is indeed unquestionable; but the "readiness for war" is more doubtful perhaps. *When* the army is increased by the additional force proposed; *when* the militia is in existence (even on paper); *when* the harbours of refuge, so *strongly* urged upon government by the most competent authorities, are finished; *when*, above all, we can *man* a squadron of line-of-battle ships

as quickly as we can fit them out,—the boast may be as true as it is popular.

From this digression on the use which an enemy might make of a temporary superiority in the Channel, let us turn to his chances of obtaining it. Here, as elsewhere, my observations will apply to the *commencement* of a war only, and have no reference to the particular government which might then exist, but to the system which, in case of war, the constitution of the country, public opinion, and ancient customs, would lead *any* government to adopt. Whatever sanction past events might seem to give this system, I cannot help regarding it as *utterly unsuited* to the present day, and, to take the lowest standard in military matters, inadequate even for *defence*.

The experience of 1840, and again of 1844 (the Tahiti business), under two different governments, warrants the belief that no actual preparations for war would be made until war itself was inevitable and might be hourly declared. How long a period would elapse from the commencement of such preparations until our fleet was at sea, it is impossible to guess even.

It should be needless to say that no inference whatever, on this point, can be drawn from the

recent experiments* with two complete and well-trained ships' companies†, in fitting out advanced ships. Those experiments could never have been intended by the Admiralty to test any thing else but the capacity of the two crews and their officers; and in this respect, the result was satisfactory. But it is an instance of our proneness to self-deception, that some newspapers held up the experiment as a proof of the expedition with which a whole fleet could be fitted for sea, *omitting the previous question*, how soon it could be *manned!*

Supposing the necessity for equipping a fleet (that is, the certainty of war) to arrive, during the recess of parliament, I believe that government have not the power of issuing press warrants, or even of offering a bounty. Here might be a delay of, at least, a fortnight. But allowing both those methods of procuring seamen to be in operation, while we limit the bounty (?) to five pounds‡, it is hardly to be supposed that an able seaman will rate himself at half the value

* The experiment of fitting out two line-of-battle ships, by employing the crews of two ships already in commission for the purpose.

† The respective crews of the Albion and Rodney.

‡ This was the sum paid through the last war, and the precedent was followed in 1840; of course without success.

of a drummer-boy. The press-gangs will bring us *men*, but not the *hearts* and *wills*, which animated the Rodney's and Albion's seamen the other day, and which, according to the old naval proverb, would have made each "one volunteer worth two pressed men."

The time of fitting out our fleet, however, be it long or short, will be one of serious and painful responsibility to the heads of departments, and of harassing anxiety to all subordinates. With impressment must of course come all those unpopular restrictions, and the consequent discontent, which have before now converted our ships of war into jails and their officers into jailers. Happy the commanding officers whose ships having been some time in commission, and being manned with cheerful volunteers, will present a pleasing contrast to those manned through the press-gang.

While the drafts of sullen-looking pressed men, closely guarded, are gradually arriving at the sea-ports, and a few smock-frocked peasants from the workhouse, with a sprinkling of "civil power" gentlemen, strongly recommended by the magistrates, are slowly making up the force upon which the fate of England is to depend, we may imagine the urgent exhortations to despatch which will be addressed by the Admi-

ralty to the port admiral, and by the latter to the different captains. But whatever be their zeal, they cannot *create* men, and will have, in some cases, to represent the worthlessness of those that are raised, and to request their discharge. One captain will report that his crew are positive pigmies—King John's men, averaging four feet ten, and being ordered to weigh them, will return them as "under jockey-weight."* Another will represent, that out of 600 "blue-jackets," he has not twenty seamen.† While a far greater number will prefer going to sea half manned, on the chance of picking up crews from merchant ships before meeting an enemy.

I have made no mention here of any force already in commission, for its existence is always uncertain: the eight sail of the line which we have had (partially manned) for the last twelve months, can not, unfortunately, be looked on as a permanent force. The apologies made for that small squadron (a stray infant in a nunnery, or a collection of fire ships in Portsmouth harbour, would

* This, we are told by Admiral Griffiths, actually happened last war in the case of H.M.S. "Stirling Castle" 74; when commanded by Sir Home Popham. One or two hundred were discharged accordingly.

† This also happened.

not have *demanded* more), makes it clear that we rose above the "normal state" of our navy, when we collected eight sail together on our own shores.

Perhaps if we take *three* full-manned line-of-battle ships, it may represent our *average* force in or near England, and even *this* force cannot properly be spoken of as the "nucleus" of a larger fleet, for according to the regulations of the navy, seamen are not transferable from one ship to another. A defect in our system of this nature would perhaps be remedied in war, but not at the *commencement* of a contest.

Let us now, pending the fitting out, or rather the manning, of our fleet, cast our eyes across the Channel. The seamen composing the *compagnies permanentes* are quietly marched from their quarters and embarked in their respective ships —suppose sixteen sail of the line. Foreign commerce being entirely suspended, and the "inscription maritime" having rendered every seaman both available and *come-at-able*, the crews are speedily completed even without the "conscription." There is no bludgeoning, and consequently no ill blood. France not being blessed with philosophical writers to inspire men with aversion to the service of their country, her seamen obey cheerfully the call of duty, and (as

often happens) superior organisation makes up for, comparatively, scanty resources. Whether the French fleet would put to sea before our own, I do not pretend to judge, but there seems to be no particular reason why it should not—that is to say, within the limits of the force provided for by their peace-time arrangements.

Let it be remembered here too, for the fact is all-important; of the merchant seamen whose services France would require in her fleet, the far greater number have already served in *her* navy, while, with us, not four sailors in a hundred have done so. The last *Rapport au Roi* on the French navy shows that from 1835 to 1844 (both included) 55,517 seamen have answered the calls of the annual *levée permanente*, while the *whole* number of able seamen is but 46,000.

CHAP. IX.

GLANCE AT A FLEET MANNED IN HASTE, AND WITH UNDISCIPLINED CREWS.

It will, perhaps, give a clearer view of the practical difficulties, which a hastily organised fleet will have to contend against, when it *is* manned, if we suppose ourselves accompanying the British channel fleet to sea. Let us conceive ourselves, then, at Spithead, where the fleet, the last ship having just joined, is proceeding to sea. The parting salute is fired from the Portsmouth batteries, and as the white smoke rolls forth from the noble flag-ship in return, a loud heart-felt British cheer bursts out spontaneously from ten thousand spectators on the shore. The garrison bands strike up the spirit-stirring national air which (though our philosophers teach us we should be as indifferent to it as to the "*Parisienne*,") still finds some response in our bosoms. As the sounds are wafted off to the fleet, a living cloud darkens the rigging, the air rings with the loud hurras of the seamen, and for one moment, at least, even the pressed men

enter into the enthusiasm of the scene. There is a warm thrill at the heart on such occasions, like nothing else in life, neither to be described nor forgotten.

As the French fleet in Brest is understood to be fitting for sea with all despatch, and the wind is light, the commander-in-chief makes the signal for steamers to tow; and now the fleet, urged by the united force of wind and steam, is hastening to the hostile shores of France, and perhaps into immediate action with the enemy. There is no "waiting for a fair wind" to get out of harbour in these days.

As a matter of course, John Bull has been vastly indignant at the delay in the sailing of the fleet, which, though a necessary consequence of his adherence to a worn-out system, he charitably attributes to the Admiralty, and the commander-in-chief of their selection. The opposition papers have declared the delay "scandalous," the want of foresight "quite incredible," and the admiral little better than a poltroon. It does not occur to the accusers that much time must be lost by our hap-hazard system, and still less that the fleet may, after all, have only sailed *too soon*, considering its unprepared state.

The fleet being now fairly at sea, and in quest of the enemy, there is no time to be lost in

teaching the crews the first rudiments of those duties on which success entirely depends, and to which nineteen-twentieths of them must be utter strangers. As the few men-of-war's-men unemployed would at the breaking out of a war volunteer for cruizers, rather than ships-of-the-line, on account of prize-money, the crews of the latter would consist of merchant-sailors, landsmen, and perhaps a company or two of infantry, as the marine corps*, would only furnish one-fourth of the strength required. Allowing that each ship had a small sprinkling of men who had served in the royal navy, it is still evident that many guns must be committed to those who have no idea how to use them. To teach such men their exercise is not the work of a *day*, or a *week:* it would be easier to extemporise infantry or artillery on shore, than efficient gunners afloat. Yet it is only to our seamen we look for the practice of that which they have never learned.

We will suppose, then, that the first spare moment after the fleet has sailed† has been

* It appears that 40,000 *soldiers*, marines included, were employed in the navy last war. The present strength of the marine corps is 10,500. In France the marines and marine artillery together are 19,000 strong.

† It is impossible, as all naval men know, to spare any

seized upon to quarter the ship's company, and that with infinite zeal and industry the officers have taught their men the guns to which they belong, and their respective numbers and denominations at them. Even this simple lesson, however, evaporates from the soft heads of some smock-frocked peasants during the night.

The first night has passed away, a night of sorrowful regret to the young landsmen, of gloom to the pressed seamen, of high hopes to the younger officers, and careful reflection to the elder. Blithe morning finds the gallant fleet (yet oh how different in efficiency from what it will be in a few months, if the fates permit!) still urging its course to the hostile shores. There is a slight swell, and the detachment of H. M. 150th (newly raised), together with the smock-frocks, though not quite sea-sick, look what is termed "rather seedy."

The bells of the fleet are striking two (that is nine A. M. by Shrewsbury clock), and the quick eyes of the signal midshipmen have detected three little bundles rapidly ascending to the flagship's main royal mast-head. The small bundles burst, and display three bright-hued flags, which

time from the necessary duties of fitting out for exercise. Besides, the crew is then incomplete, and perhaps the guns not embarked.

duly interpreted, mean "exercise great guns and small arms with shot." A stir and bustle succeeds the announcement; and while the drums and fifes are playing "Hearts of Oak," the men hurry to their quarters, but with much of awkwardness, and not little mutual obstruction. Some landsmen,

> "Whose wits are in the corn-fields,
> Whose wits are not here,"

have forgotten the guns they are stationed at, and one such wanderer being recognised is called to his quarters; but the landmark he had chosen overnight to assist his memory is unhappily removed, —it was the portable fire-engine, and he shakes his head negatively.

With some shuffling and confusion the guns' crews have got into their places, and wait for orders.

Let us fix our eyes on a particular gun. It is the tenth gun on the middle deck of H. M.'s ship Neptune, 120, and the few trained hands having been quartered either on the lower or upper deck, the guns' crew are all novices. Numbers 1, 2, 3, 4, 5, and 6, are merchant-sailors, chiefly pressed men; 8, and 9, are young recruits of the 150th; 10, and 11, are rustics from Somersetshire, with flaxen hair and pudding-

heads; 12, is an Irish hodman; 13, a cockney pickpocket "under a cloud." A young midshipman of fifteen from Eton, who has fortunately learned his own gun exercise *, is the instructor. With the sanguine confidence of youth, he imagines that *his* subdivision will soon attain perfection, forgetting the many weeks of hard work which such knowledge cost himself; but there is up-hill work before him. He has got the guns' crews to call their numbers right. "Zomersetshire" at first insisted upon calling "vour hundred and vifty-five," which was his number on the "watch-bill;" and the Irishman roars out "A tousand and ten," because it is his number on the "ship's books." No. 3. has learned that the powder should precede the shot: he had previously laboured under the contrary impression. No. 6. has learned to present the right end of the rammer to No. 4., though in doing so he picks the teeth of No. 3., and gives 5. a black eye, receiving his blessing in return.

* Of *all* the improvements of modern days (and they are many), the greatest is making the officers *learn practically* the exercise they are supposed to teach the men. Why is the *old* practice of making the young midshipmen exercise "aloft" going out as the other practice is coming in? If their numbers be too few to reef or furl a sail by *themselves*, what objection is there to exercising them *with* the ship's boys?

No. 4. has succeeded in ramming home, after losing one rammer overboard (as he is a pressed man, this is set down to sulkiness, and he is black-listed accordingly). The gun is loaded and run out (over the toes of No. 8., who is carried off forthwith). The young midshipman giving the "detail" has explained that "at the word *point!* No. 1. retires to the full extent of the trigger-line." This No. 1. performs to the letter, evidently wishing the trigger-line twice as long; but he is not so successful in placing himself properly. The attempt to "lean well over on the right knee, keeping the left foot well clear of the recoil," produces a grotesque attitude, resembling a spread eagle, or a clown's on the stage, and the effort to "look steadily along the sight" causes terrible contortions of his countenance, with the shutting of the *wrong* eye.

By the time the word "ready" is given, No. 1. has shut both his eyes, and stands grinning fearfully, like the original Saracen's head. The country bumpkins have improved on the example of "No. 1. the captain," and while shutting their eyes, they also stop their ears with their thumbs, thus exhausting the remaining patience of the young Etonian. At last the word "fire!" is given, and No. 1., who has been

warned to "spring up to the safety position on the left," does it so effectually, as to make "a cannon" off the left rear-man, and pocket himself down the hatchway. Some of the other numbers have also sprung up to the "safety position," not quite certain as to what direction the guns usually recoil in, and the bumpkins are still standing open-mouthed, in expectation of a *second* explosion. In the mean time, although no enemy is in sight, there is a fair average of wounded, through their own clumsiness, and a young assistant-surgeon is heard to say of a man with a ghastly-looking compound fracture, "It will make a *vara* pretty case of amputation." A few shells have exploded, through want of skill in those who handled them, which leads to a "general order" against their use, except where artillery-men or seamen-gunners are embarked.

A signal from the flag-ship closes the exercise, which has been got through, as is said of ladies under certain circumstances, "as well as can be expected," yet certainly not as well as might have been wished. Thus ends the first essay with raw crews, who, nevertheless, only want time and practice to make them perfect. Are they sure of either?

The commander-in-chief, who is too sensible a

man to complain of that which his experience led him to expect, has nevertheless quietly observed to the captain of the fleet, "It is just as well that this day's practice was not against an enemy." He has also required reports from the different gunnery officers of the time which they consider will be necessary for the instruction of each ship's company in the gun exercise, and of the number of men in each ship who already know it. The average time required is reported at three or four weeks, with daily practice, and the average number of instructed men in each ship at thirty. This suggests some weighty reflections. The admiral is about to quit the deck, when the flag-captain reports, "Beelzebub repeating signal from Lucifer, sir! for several strange sail in the south-east." The admiral hereupon stops short, and directs his eyes to the poop, where a whole battery of spy-glasses are directed to the repeating steamer.

A low report of a distant gun calls attention to a look-out frigate, who, with her top-gallant sheets let fly, has just made the well-known signal for a fleet, and at the same time the "loom" of the land is discovered, and reported to be Ushant. The fleet has lost no time in reaching its station, and apparently has only arrived at the moment of need. The fastest

steamers thrown out like skirmishers, and supported by a light squadron, have now approached the strangers sufficiently to reconnoitre their force, which they communicate by signal, and the admiral, from their number, judges that the Brest ships have been joined by the "squadron of evolutions," probably the most efficient force ever possessed by France, well commanded, well officered, and with thoroughly trained crews. He would prefer meeting them with *half* his present fleet, *properly manned* and disciplined; but there is no choice, and he determines to bring them to action as soon as possible. Numerous sails emerging from the horizon become visible at each moment, for the two fleets approach in opposite courses, and a few hours will bring them into conflict. Earnestly is every eye turned to the east, and from each mast-head the younger officers with spy-glasses are striving to anticipate the information which so brief a space will reveal. From the approaching foe other eyes are turned to the flag-ship, from whence the signals big with fate must come. But the admiral, a man of few words, and quick decision, has settled in his own mind that complicated manœuvres would be unsuited to a fleet so ill-organised, and is sparing of his telegraph. At last the cry is heard on the poop of each ship,

"Signal going up a-board the flag-ship!" and a thousand earnestly inquiring looks turn in that direction. It is a single blue and yellow pendant, conveying the important intelligence that ——"There will be time for the fleet to dine." A laugh follows this anti-heroic, but very practical communication: Englishmen fight best on full diet. The youngest seamen quickly swallow their meal, and return to gaze on the first real specimen of "the enemy" they have ever seen. The elder take their time, and on returning to the upper deck, find the advanced squadron of the enemy not more than four or five miles distant. The main body of the hostile fleet, still formed in two lines, or order of sailing, are now observed to change their formation. At a signal from their admiral, the two lines are formed into one, with a quickness and precision which leaves no doubt as to the presence of the "squadron of evolutions." As the line is formed they alter course, so as to extend at right angles to the approaching British columns, and with the western sun shining on their lofty sails, and long extended tiers, present to view a formidable and accurate line-of-battle. Each ship then simultaneously shortens sail, and at the same instant the well-known "Tricolor" streams from every peak, in token of defiance. The challenge is

answered by the display of the "meteor flag of England," and the drums of the fleet again give out their loud summons to quarters. It is the second time only to most that now hear that summons. It will be the last to many a one.

The admiral has previously intimated his intention of adopting Nelson's plan of attack in two columns, not wishing to make a first experiment of manœuvring, in presence of the enemy, and hoping the chances of a *pêle-mêle* may, in some degree, compensate for want of training in the men and experience in fleet manœuvres of the captain. The fleet is now about two miles from the enemy, and as the admiral bears away with a view to cut through their line near the centre, he makes the Nelsonian signal, "England expects that every man will do his duty." Oh! that such a signal should be addressed to men who never had a chance even, of learning it! When the heads of the British columns are still three quarters of a mile distant the enemy's centre ships open fire; but not with the bootless cannonade, through which Nelson and Collingwood approached the Franco-Spanish fleet for twenty minutes at Trafalgar, almost uninjured. The perfection of modern gunnery does not admit of the plan of attack, which the hero knew would succeed in his day,

and a ship bearing down on the broadsides of a whole fleet, as the Victory and Royal Sovereign did at Trafalgar, would be either disabled or destroyed.

The British fleet, however, moves on silent and stern, the signal for close action flying on board the divisional flag-ships. Several shells have exploded in the bows of the leading ships, and "concussion shells" on one bow, between wind and water, with "percussion" shells on the other, have made irreparable breaches, and obliged them to quit the line. The next ships now become the leading ships, share the same fate from being totally dismasted, and several others have suffered severely before returning a shot. At last the British leading ships pass through the enemy's line, and in doing so, have an opportunity of discharging their hitherto reserved broadsides with deadly effect; but this they lose from want of training and skill.* The

* Such a case actually occurred in the action between the British frigate Java and the American frigate Constitution. (See James, vol. vi. p. 129.) The crew of the former being chiefly raw landsmen, lost the opportunity which the skill of their gallant Captain Lambert afforded them, of firing a broadside into their opponent's stern. The fate of the British frigate (which was of course captured) is an example of the difference which practice makes in two ships' companies. She was fresh from port for the first time.

battle now begins with all its fury; the motley crews of the British ships displaying bull-dog courage and zeal; but a "zeal without knowledge;" for what can be expected from men in action, who have not learned to acquit themselves tolerably even in exercise? With blunders, awkwardness, and accidents, amidst the exhortations, entreaties, and invectives, of the officers, the untrained crews keep up a slow ineffectual fire. What would not even *three good men to each gun have then been worth?* Meantime, the disciplined gunners of the enemy's fleet, firing as trained men will do, three times as fast and far more effectually*, have made havoc among the British quarters; and though the action has lasted but twenty minutes, several ships—such is modern gunnery—have foundered or blown up. But why pursue the subject? one would not, even in imagination, desire to dwell upon the humiliation of our flag. Suffice it to conceive that our fleet makes all the resistance to be expected from hastily collected crews utterly uninstructed in the use of their weapons—all the resistance which untrained valour can oppose to

* The difference between trained and untrained crews, in celerity of fire, is probably *under*-stated here. As to efficacy of fire, no real comparison is possible; as a very competent judge observed to the writer.

steady discipline. Yet would the result be doubtful?

It may be objected that an imaginary case is not an argument. It certainly is not; but it may be a fair illustration of the consequences likely to result from certain facts, and those facts I conceive to have been fairly stated. So far, at least, as the nature of the crews, we must expect to collect for our own fleet, I have only supposed that to happen which *has* happened, and, as far as we can see, *must happen again* under our present system. Of the crews, which would man a French fleet, I am less able to judge; but it is my impression that, for sixteen sail of the line, they have, at all times, a sufficient supply of *well trained gunners*. It is a circumstance highly favourable to a French fleet, also, that a very large portion of the *merchant* seamen must have already served in the royal navy*, and there acquired a knowledge of their military duties. This results from the disproportionate number of seamen employed by the state, as compared with those in the employ of commerce. With us, the

* By a report from Baron Tupinier to the minister of marine in 1838, it would appear that the whole number of merchant seamen must pass through the royal navy in *nine* years. The proportion of seamen then employed by the state was not *half* what it is now.

state employs about one seaman in eight, while in France, the state employs one in *two*. Thus our very *strength is a cause of our weakness*, while the *weakness* of France *is a cause of her strength*. England, with, *probably*, 350,000 seamen, has fewer *trained* men than France with 100,000. It may also be observed here, that, notwithstanding the numerical superiority in ships, which England has long possessed, there is no improbability in supposing a contest with an equal, or even a superior, French fleet. Our principal naval victories of last war, and even those on which the question of invasion depended, were decided by the prowess of our seamen against a *superior* force. Yet we had more ships than France at that time, just as we have now. A naval historian of last war, after noticing the despatch of a French squadron of line-of-battle ships to the West Indies, "In a week or two, after the declaration of war," writes, "the necessity, on the part of England, for detaching squadrons, *in the first instance*, to the stations at a distance from home, *occasioned some time to elapse* before a British fleet could be got ready, of sufficient strength, to cope with the French fleets in Quiberon Bay," &c.

It is more easy to imagine a British defeat at sea, than the sensation it would produce in

England. A British admiral striking his flag to a French fleet! There is no precedent in history for such humiliation. It is among the proud traditions of our navy, that in our innumerable conflicts with that power, no flag-officer ever lowered his flag to the foe, and among our own seamen there is a belief that an English admiral is not *permitted* to do so. According to the version current among them, Admiral Byng was the only exception, and he, as they think, was "shot for striking his flag." Though poor Byng, however, was guiltless of this fault, (he would, indeed, have had no excuse for it in his skirmish,) there are, I believe, two instances on record of British admirals having struck their flags; one 255, the other 180 years ago.* How boundless, then, would be the popular indigna-

* The capture of Sir R. Grenville, in the year 1591, was marked by traits of heroism which have never been surpassed, and which, considering that the enemy's (Spanish) force was fifty-five ships to seven British, almost reconcile us to the misfortune. Sir Richard was Vice-Admiral under Lord Thomas Howard, and being unwilling to retreat, continued the engagement *singly*, from three in the afternoon until next morning, repulsing the enemy's boarders several times, and causing them a loss of four ships, and 1000 men. When at last overpowered, he proposed setting fire to the magazine but was prevented by part of the crew. He died of his wounds, saying with his last breath—"Here die I, Richard

tion against the unhappy man who brought such a stain upon our arms — against those who appointed him, and all who appeared responsible for the disaster!

How would public credit be shaken to its foundations, and how utterly would all our confidence in "Kentish hedge-rows," "warlike peasantry," and other fanciful substitutes for disciplined men, vanish into thin air! How unmeasured would be the exultation of our rivals, at a *real* victory over England, and what sympathy would that exultation meet with in that amiable assembly, whose watchword is, "England's adversity is Ireland's opportunity!"

Perhaps cool reflection would, after a time, convince us that such a catastrophe was less *unaccountable* than it would at first sight appear, and that it came not upon us without some intelligible warnings, unhappily neglected. Was not the affair of 1840 a warning? Was

Grenville, with a quiet and a joyful mind, for that I have ended my life as a true *soldier* ought, fighting for his queen, religion, country, and honor; and my soul willingly departing from my body, leaving behind the lasting fame of having behaved as every valiant soldier IS IN DUTY BOUND TO DO." A true type of our Blakes, Benbows, and Nelsons, in later times. Near a hundred years later, in 1666, Sir G. Ayscue having run aground on the Galloper shoal, during *a four days'* engagement with the Dutch, was forced to strike his flag.

not M'Cleod's affair? Was not Tahiti? We are told, that in 1840 Thiers meditated a *coup de main**, either against Malta, then insufficiently garrisoned, or our fleet, so badly manned. Could we have prevented it? Had we a reserve of seamen, enough for four line-of-battle ships even, a reserve such as the "coast-guard" once afforded us? But the quarrel did *not* take an unfavorable turn, and we give ourselves the credit of averting a danger we were utterly unprepared for. Providence does wonders for us, and we draw largely on Providence.

* The Quarterly Review for March last, in an article on the state of our army, evidently written by a military man, says, p. 529, "What would have become of Malta, for example, had the quarrel between Lord Palmerston and M. Thiers deepened but a little? There was a critical time, when the harbour of Valetta could not show so much as a sloop of war within its anchorage. The guns on the ramparts, besides being of small calibre, had become through age and the effect of the weather well-nigh unserviceable; of artillery-men there were scarce sufficient to fire a double salute; and the infantry of the garrison consisted of a weak battalion. What would have happened had the French fleet from the Dardanelles suddenly steered, as was expected by both parties, in a hostile spirit thither? Indeed, what would have taken place in England itself, had the 20,000 men whom the French are *known* to have kept in hand, embarked suddenly?" &c. &c.

The "weak battalion," here spoken of, must not be understood as the only infantry in all Malta, but probably in the town of Valetta only.

CHAP. X.

THE REMEDIES FOR SUCH EVILS AS MIGHT RESULT FROM THE DELAY IN MANNING THE FLEET, AND FROM HAVING UNTRAINED CREWS, ARE IN OUR OWN POWER.

BUT should such unprecedented disaster befall us, it is consolitary to know that the remedy lies with ourselves. Our complaints, though of a nature which often proves dangerous, are not hopeless. They are a "plethora" of resources (what the French call *l'embarras des richesses*), and too long continued prosperity. We have *only* 350,000 seamen, which accounts for the difficulty of manning our ships even in peace-time. We have been free from invasion for 800 years. Victorious at sea for two centuries, we are rich in the spoils of the world, and *therefore* we are unwilling to provide for our own defence. But adversity would remedy the evil, and a single disaster at sea (though disasters *seldom come single*) would at once cure our over-confidence, and banish that apathy, which is our bane. We should then at once decide, *either* to maintain, at home and abroad, that *preponderating* naval force

which our safety and position require, or else we should ensure the means of speedily obtaining a supply of efficient seamen when wanted.

There may no doubt be reasons of state which make it expedient that our navy in commission should at times be reduced below the force maintained by other countries. Perhaps (as when we withdrew our line-of-battle ships from the "French Lake," formerly Mediterranean,) it may be an attempt to soothe the jealousy of another power, though leaving a freer scope to its *friendly* and *unambitious* policy. Perhaps it may be to confirm the earnest disavowal of any claim to naval superiority on the part of Great Britain, which the prime minister lately made, and supported by a Virgilian quotation*, a quotation, by the by, which some think would have been better applied in the sense it was actually used by Neptune, who was far too sensible a god to speak of *resigning* his trident; he knew that a god out of office was very likely to become out at elbows also, and therefore retained the trident, until he thought he saw in Britannia a worthy heiress to the "Imperium pelagi."

But though a minister may disavow our naval

* "Non illi imperium pelagi sævumque Tridentem,
Sed mihi sorte datum."

supremacy in words, or abandon it in peace-time, it would fare ill with him were he found unprepared to make it good in the first week of actual war. Nevertheless, I take it for granted that those who have the best means of judging see cause for what they do.

If, therefore, there *are* reasons against our maintaining such a force in peace-time, as would give us the mastery on all points, upon the breaking out of war, it is the more necessary we should be prepared for making any sudden exertion. Every naval man is aware that on *one* point we are never so prepared, that nothing can be more unsatisfactory than our system of procuring seamen, nothing so glaring as the disproportion between the enormous number of sailors we possess, and our power of rendering them available. Even in ordinary circumstances, unless when paying off one ship facilitates the manning of another, it takes us months to man a single line-of-battle ship; and, as to making a "naval demonstration," either to support our own policy, or to meet the demonstration of another government, we have not the power. We may expedite the material fitting of a fleet; we may move ships about our harbours, put their masts in, and call them "Demonstration," or "Advanced Ships." We may even fit them for sea; for the

dock-yard men can do all that; but when fitted, there they must remain for months*, waiting for seamen. Foreign powers are quite aware of this; for it is the duty of their consuls at our ports to inform their governments, and they must laugh at the "Demonstration," by which John Bull plays off a trick *upon himself*. This is a serious evil; but far from irremediable: it admits of different remedies, some of which have been already suggested by high authority, and the worst of the proposed remedies would be better than the present system. It is true there are difficulties in the way of each proposal; "there is a lion in the path, saith the sluggard;" but, as before asserted, *all these difficulties would vanish after one reverse at sea.*

It has been proposed to enter seamen for a term of years, as, for instance, seven, instead of for a particular ship, as at present. The obstacle is their repugnance to entering in this way, instead of choosing their own ships; and this is a serious practical difficulty. At the same time, considering the great importance of having a per-

* By taking some exceptional cases where ships have been hastened in their manning, this might be contradicted; but I affirm it is a fact, that line-of-battle ships take from three to six months completing their complements *on an average.*

manent body of disposeable seamen to form the "nucleus" of a larger force, the difficulty should not deter us. It would no doubt be necessary to offer some additional inducements, whether in the shape of present pay, future pension, eligibility to petty officers' ratings or to situations in the coast-guard, dock-yards, victualling offices, &c. If accompanied by such inducements, the offer were made to the *best seamen only* to enroll themselves in such manner, beginning with those now serving in her Majesty's Navy, it is probable that a considerable number would accept it. A body of the kind, however small, once formed and understood to consist of the *élite* of our seamen, would not fail to increase. Its future completion to any amount might be provided for, if, in entering boys, of whom there is never any scarcity, they were required to sign articles engaging to serve as permanent seamen, if selected after being rated. As the boys brought up in the navy, those at least who are fit for it, generally remain in ships of war, we might thus insure a future supply from their ranks. The "seamen-gunners" now entered in the *Excellent* furnish an example on a small scale of the permanent corps here proposed. They are liable to serve in any ship for which they may be selected, and do practically form the only

shadow of a reserve, which we possess. It is said, however, that several have deserted, and carried to America the valuable knowledge acquired in the *Excellent*, at least, the following story is *current*:— A British naval officer visiting an American man-of-war, asked one of the officers whether they had any "seamen-gunners," as *instructors* for the crew. The answer was, "O yes, plenty!" "Have you any school for forming them?" "Yes!" "Where is the school, pray?" "On board the *Excellent* in Portsmouth harbour" (laughing).

If such a system were adopted, it would perhaps be desirable that seamen should be regularly "attested," as in the army; not as an effectual remedy for desertion, but as some check on the extreme levity with which seamen now desert when the caprice seizes them.* The fact is, the *esprit de corps* which binds men to their profession, must be wanting where seamen look upon themselves as mere "birds of passage,"

* The writer actually heard a seaman once, a very young hand, give his *reasons* to his hearers for "running" (deserting) from *several* ships. From one, "because they were always holy-stoning decks." From another, "because she was too short-handed." From a third, after a pause to *recollect* the *weighty* motive, "because I was tired of her, and I thought I should try a change." A clear proof that he had no very strong motive.

hired for a brief term, and not distinguished from those in private employ.

With respect to the difficulty of inducing merchant seamen to volunteer for the Queen's service, it arises either from ignorant misconception as to the severity of its discipline, or from the intentional misrepresentation of interested persons, such as crimps, lodging-house keepers, and discharged bad characters. It is the interest of the "crimps," men who earn their livelihood by procuring seamen for merchant ships, to deter them from entering the Queen's service, and this they use all their ingenuity to effect. Nor is their success at all surprising, when we consider that the *apparent* advantages are all on the side of the merchant ship; higher pay, a shorter engagement, more liberty, and fewer masters. Men-of-war's-men know that there are other advantages on the side of the Royal Navy, which turn the *balance;* but these advantages are not made sufficiently known to the merchant service, while every fabrication injurious to the Navy is sedulously circulated there.

Let us suppose the case of a ship of war fitting out at Woolwich. Bills are posted in London inviting seamen to enter, and perhaps some merchant sailors are inclined to volunteer;

but the crimps and lodging-house keepers in the pay of the ship-owners set to work forthwith to prevent them. Stories are circulated about the severity of the captain appointed; the tyranny of the first lieutenant; about the ship having the *smallpox* on board; her going to a bad station; her men already deserting, &c. By these and similar fabrications, addressed to the ignorance of merchant sailors, hundreds are deterred from entering. What then is the remedy?

1st, I conceive, to make the actual state of the Navy better known than it is; for where it is best known, as at Portsmouth and Plymouth, H. M. service is most popular. Few seamen, indeed, from those parts ever go to sea, except in men-of-war. While from the principal commercial ports, especially on the east coast of England, there are few volunteers for the Navy.* As our men-of-war never visit the commercial ports, it is reasonable to suppose that the prejudice

* I was once so struck by the unreasonable prejudice against the Navy, which the traditions of last war have still left among portions of our maritime population, that I took the liberty of suggesting to the late First Lord a remedy for it. My proposal was, to send ships of war occasionally to the principal commercial ports, to give the merchant seamen opportunities of conversing with men-of-war's-men, and learning the truth.

originating in the severity of former times will still maintain its ground there; and such is actually the case. The presence of well-conditioned men-of-war, by affording opportunities to the merchant seamen for learning the real condition of the Navy, would in a great degree remove its unpopularity.*

Another very important step towards securing the services of our merchant seamen when needed, would be by taking them out of the hands of the "crimps." This has been the object of some clauses in the late "Merchant Seamen's Act;" an excellent measure, if fully carried out, but which there is reason to fear will be very generally evaded. It is to be hoped that the reduction of the sum required in this year's estimates for the seamen's registration office does not indicate any relaxation of the vigilance required to ensure its proper working.

But private exertion, which does so much in England, has pointed out the most effectual way

* Some recent instances in the merchant service, including the notorious one of the ship Tory, whose master murdered several of his crew in the most inhuman manner, and was quietly permitted to do so, show that cruelties are occasionally practised in merchant ships, such as have never been heard of in men-of-war, in the worst days of the Navy.

of rescuing our seamen from the harpies who rob them first of their money, and then of their liberty. A few individuals, wishing, from benevolent motives, to afford the unemployed seamen a respectable place of shelter, established near the London Docks a comfortable lodging-house or barracks, under the name of "The Sailor's Home." Of course every conceivable opposition was offered by those who preyed upon the seamen; but the untiring energy of an individual, who devoted his whole time and fortune to the purpose, overcame every difficulty, and effected an object of more national importance than many for which the public money has been granted.

A spacious building, rather resembling a public than a private institution, and capable of accommodating several hundred seamen, now meets the eye in the most seafaring district of the metropolis. There the sailor, when out of employ, can be sure of his clean and comfortable lodging, with good wholesome meals. He is relieved from any sense of dependence by paying just enough to cover the expense; and instead of being fraudulently brought into debt, and then sold to a particular ship, he makes his free choice whether it be of the Queen's service, or

of a merchant ship.* Other institutions of the kind have, I hear, been established at Liverpool, and elsewhere; but though peculiarly calculated to benefit the Royal Navy, (that in London is exclusively managed by naval officers,) they have as yet received no support from Government. Possibly at a future time the extension of this system under Government authority may remove one great obstacle to manning our fleet by destroying the trade of "crimp."

Part of the difficulty, again, which we experience in manning our ships, arises from occasionally leaving men who have been paid off from one ship no opportunity of joining another, and thus forcing them to seek for other employment.

When several line-of-battle ships are paid off in succession, as happened in 1841–2, and none

* As this admirable institution, "The Sailor's Home," is much less known than it ought to be, it would well repay those who from philanthropic or patriotic motives take an interest in the condition of our seamen to pay it a visit. It was erroneously supposed to be made subservient to religious proselytism; whereas it is no further so than as it removes the seaman from the lowest haunts of vice, and affords him the decencies and conveniencies of a civilised life. I confess my own leaning towards "The Sailor's Home" is chiefly founded upon the benefit likely to accrue to the Royal Navy from it; but the estimable founder had a higher motive.

put in commission, it throws some thousand seamen out of employment, and often reduces them to great distress. A man-of-war's-man who has acquired habits of regularity and cleanliness, which indispose him to the merchant service, will probably wait for months, in hopes of getting into another ship-of-war, and when dis appointed, will at last volunteer (as hundreds have done) for the American service. It is to be remembered too that the *trained* man-of-war's-man of the present day has, at great pains to himself, and with much exertion of his officers, acquired a skill in the use of arms, which he *expects* will turn to account in the Queen's service, and which it is just as well he should not be forced to take with him to America. So far then as it is possible we should therefore endeavour to make the time of commissioning ships correspond to the time of paying others off.

The mention of "paying off," however, suggests the question, why should we persist in this system of utterly breaking up and scattering a ship's company just at the moment when they have attained to the highest state of efficiency? *

* This idea originated with a flag-officer, now in command, to whom the author is indebted for the perusal of the unpub-

What state would the army be in if we disbanded each regiment once in three years, and enlisted fresh men?

If the attendant expense be an insurmountable objection to all these proposals, there is another measure within the competency of the legislature which would add incalculably to the naval strength of the country — the partial training of our merchant seamen * to the use of guns, without withdrawing them from their present occupations. This would not be more unconstitutional, nor more burthensome to those affected, than the act for training the militia, and would have the advantage of enabling us at least to defer other defensive measures.

By entering a larger proportion of boys, and selecting (for here at least we have the power of selection) the most promising, we should in a few years increase the number of men-of-war's-men even *above* our peace-time wants.

But above all, if we wish to make the navy

lished pamphlet, which best explains it, and from which some extracts are given in the Appendix. — See Appendix, No. 5.

* The species of training here proposed to be given to merchant seamen is not of course the strict gunnery drill taught our men-of-war's-men, but that sort of loose drill, which is easily acquired, and which enables men to sponge, load, and fire, with safety to themselves. — See Appendix, No. 4.

popular, no short-sighted economy should tempt us to what has the *appearance* even of a breach of faith with our seamen. When in 1834–5 we discharged a number of seamen from the ships they had joined, with the tacit understanding that *they did so for the whole period of the commission*, it was felt by them as a hardship, and considered, whether justly or not, as a breach of faith. The reduction of expense, which was the motive of that measure, may have saved us, at the time, some few thousands; but by crippling the navy it kindled the rivalry of other powers, and has thus obliged us to raise the naval estimates to *double* the amount which we then grudged to pay. Expensive as was this experience in peace-time, it would have cost us far more if war had arrived before we had "repaired the waste of economy." It is possible, also, that the seamen then so improvidently discharged *, and whom twelve months later we should have been too glad to get, might have been found under another and a hostile flag.

* The seamen selected for discharge (15 per cent. out of the crew) on this occasion were not of course the *best* men; nevertheless, many did not deserve the stigma which being so selected implied. When a subsequent increase of the navy took place some of the discharged men re-entered the navy, and were able to stipulate for ratings better than they deserved.

CHAP. XI.

ON STEAM AS A NEW ELEMENT IN NAVAL WARFARE.

SOME time since an exaggerated idea prevailed as to the "perfect revolution" which it was expected steam would make in naval armaments, and the natural consequence has been a *reaction* in favour of sailing ships. We may observe the very same phases in the history of other inventions; as, for instance, in the highly important one of "shell-guns," which M. Paixhans imagined would at once consign our line-of-battle ships to "Rotten Row," and thus annihilate our maritime supremacy. Nevertheless, our line-of-battle ships survived the *Bombes à la Paixhans*, long enough to be threatened with a more inglorious fate, that of being made into "coal depôts for the use of steamers."

It is not surprising that the manifold advantages of steamers should have led us thus to over-estimate their power; but we must not conclude that because they are inefficient substitutes for line-of-battle ships, they are therefore of little value in their own province. Perhaps we

should say *provinces*, for steamers have two very distinct functions: one, that of supplying locomotive power to sailing ships, the other, that of acting as an independent force. Upon the first it is needless to say much. Two circumstances of common occurrence in general actions often reduce a sailing ship to a helpless state—the calm, which experience shows us a heavy cannonade will generally produce, and the crippled state of a ship's sails from an enemy's fire. In either of these circumstances, the aid which a steamer can at once afford to the motionless or crippled sailing ship need not be explained.

The value of steamers, however, as an independent force in *strictly naval* warfare, has yet to be tested, for the operation on the coasts of Spain, Syria, and China, were of a mixed character, the enemy being always on land. For such warfare, and for co-operating with a land force, the superiority of steam has been already established, excepting always the case of an attack on powerful batteries, such as those of Acre, where the heavy, concentrated, and rapid fire of line-of-battle ships can alone prevail. Not that it is meant here to assert, that line-of-battle ships *will* always prevail against properly constructed batteries, manned by skilful gunners. We have the highest military authority of the

day * against this popular fallacy, and we may have experience, too, if ever we try the same experiment against French batteries, which we did so successfully against Acre, and the absurd fortifications of the Chinese. Within "grape range," indeed, the hail-like storm of a line-of-battle ship's broadside must prevail; but there is a previous question, how is a ship to get so close? Would the present occupants of Algiers have allowed Lord Exmouth to anchor within pistol-shot unmolested?

But to return to steamers. A comparison has been drawn between the steam force of the navy and the cavalry of an army; but, except as to celerity, it does not hold good. Cavalry has a less extensive field of action than infantry, while steam claims a wider range of action than a sailing force. Perhaps it would be more just to compare steamers to light infantry, capable of acting on all varieties of ground, of covering the advance of an army, and harassing the enemy by its rapid movements. The aptitude of steamers, again, for *combined* evolutions is so great, as to admit of a system of tactics similar to that of

* The Duke of Wellington in the House of Lords, when praising those engaged at Acre, gave an opinion against such operations as too hazardous.

a land force; and as the first principles and objects of tactics are the same ashore as afloat, it is probable that the manœuvres of a steam *fleet* would assimilate with those of field artillery. Each individual steamer might be looked upon as a field battery, and we may imagine a steam fleet (with the allowance of more time and space) forming line from column of divisions, as the artillery might on Woolwich Common.

But of such steam "naumachy" we have no experience; and here, as in many respects, "the next war" is a mighty problem to be solved hereafter.

In so far as the greater motive power of steamers will tend to restore the close hand-to-hand encounters of ancient days, the value of British seamanship will be depreciated, and importance of numbers enhanced. But supposing that we man our war-steamers proportionably to the area of their upper decks, as the French do, we have no more to fear from close conflict than from distant cannonade. It was in the period of close combats, and before the introduction of artillery, that we gained over the French (in 1340) the bloody and decisive victory off Helvoetsluys, which, though thrown into the shade by the still greater victories gained on land just afterwards, has never been paralleled

at sea: thirty thousand French perished on that fatal day, the prelude to a century of carnage and disaster. The power, indeed, of embarking her countless thousands of soldiers, and making them thus available at sea, may in some cases, doubtless, be advantageous to France. Instances will probably occur of our ships being captured in calms, at night, or at anchor, by a cloud of soldiers suddenly thrown on their decks from an enemy's steamers; but such successes would be dearly bought, if the assailants, perfectly exposed, as they must be on a steamer's unprotected deck, should receive one discharge of grape and canister in their crowded ranks.

Respecting steamers acting individually against sailing ships, there is much difference of opinion among naval men. It was thought that the steamers' heavy guns, with the power of choosing a position, and the advantage of presenting a comparatively small mark to an enemy's fire, would make them formidable opponents, even to a line-of-battle ship. Recent experiments have controverted this opinion, and, as before said, there is now a *reaction* against steamers. In the April number of the "United Service Magazine" a letter from a scientific and practical officer (J. C. Hoseason, Commander, R. N.), questions the efficiency of a steamer's shell-guns at long

ranges; and it is admitted that short ranges are unsuited to such vulnerable fabrics as our present war-steamers. This subject is a knotty one, in which experience alone can decide; but, after having naturally reflected much on the subject while commanding a steamer myself, I still think that, with *patience* and judgment in choosing the time and method of attack, the "smoker" would prove an "awkward customer" to a very large sailing ship. This would require, however, a larger supply of shells than is at present allowed, and which I have known to be expended in a few hours' firing, leaving the ship comparatively useless until supplied from England.

Taking, however, a general view of the consequences likely to result from the introduction of steam in naval warfare, there seems no reason to suppose it will *lessen* the maritime superiority of this country. Where France could build one steamer, England could easily build four, and of the class of men who, though not able seamen, are indispensable to the proper management of steamers, the supply in England is still larger in comparison. That our *trade* will suffer greatly, especially until our harbours of refuge are constructed, is too probable. That our coasts will not enjoy the per-

fect security of former days is equally so; and, allowing for the increased defensive means given by steam, it must still be allowed to facilitate invasion. Half the difficulties encountered by French expeditions last war was in getting out of their own harbours, and accordingly we find several armaments, though relieved of a blockading force, either baffled or crippled by accidents, in the attempt to get out of port. Steam effectually removes this obstacle; and whether there be a fair wind or foul, or no wind at all, future expeditions will issue from an enemy's harbours as easily as an army issues from a fortress.

But while this suggests the expediency of coast defences, and a sufficient land force, not to place our existence as a nation on the throw of a die, I agree with the writer before quoted (p. 173.), that steam, so far from lessening, *ought* to add to our naval preponderance.

CHAP. XII.

CONCLUSION.

BEFORE concluding these speculations on the Future of our Navy, it is not foreign to the purpose to say something upon the probability of that event, which would call our fleets into action. We have heard much of a "small cloud in the west" lately, and it is no secret to any one, that precautionary steps have been taken on both sides of the Atlantic. Yet, notwithstanding that *visible* cloud in the western horizon,—if one might venture a conjecture upon the inscrutable future,—it is not from that quarter the greatest danger threatens.

A war with America, as the recent debates in the French chambers sufficiently show, would almost necessarily entail on us a war with France (a dangerous combination of enemies); and, on the other hand, peace with America would not ensure us tranquillity in Europe. The causes of our difference with America are temporary and accidental. They lie on the surface,

and are in their nature practical, and admitting of adjustment, if there be the will on both sides. Had Mr. Polk been educated a statesman, instead of a private country gentleman, the question would probably never have assumed its present state. It is not the territory itself that makes the difficulty, but the unusual manner of asserting the claim. But for this, England can have no great desire for a territory she never *did*, and probably never *would* colonize; yet she must not be rudely pushed aside, as if too insignificant to be consulted in the matter.

It is not so with the deep-seated, hidden, and *as yet* inoperative causes which predispose French minds to war with England, and which must apparently sooner or later produce that calamity. I do not mean the perfectly natural soreness which a gallant military nation *must* feel at the events of the last struggle, nor their equally intelligible wish to retrieve the material sacrifices consequent upon defeat. Serious and weighty as those causes of ill-will are, they might (if no outward event intervened) be removed by time and forbearance on our part. But superadded to the above, there is a "crotchet" in the French mind, to speak familiarly of that which with them is the *primum mobile* of their public life, and the first article of national faith, which I feel

myself incompetent to describe very intelligibly. The difficulty is, how to place this political creed of an intelligent nation in a serious light, and one which, to plain English minds, shall not appear too preposterous to be generally prevalent. To do this, we must, for the moment, exclude French authorities, however high, lest their deliberate political speculations be taken for mere flights of the imagination not to be construed literally. To come, then, to the French political creed, it may perhaps be thus expressed: —

1. France is, by the decree of Providence, morally, intellectually, politically, and physically, "La Grande Nation."

2. It is the "mission" of "La Grande Nation" to *civilize* the world by the propagation of her own institutions, *policy*, literature, &c.

3. England, with her "selfishness" and "perfidy," is the great obstacle to the civilization of the world (through France), and both now and heretofore has obstructed the beneficent views of France *and* Providence.

The *conclusion* from these premises is clear enough, even without deducing (as V. Hugo does) the Punic descent of England, "*Delenda est Carthago.*" That every Frenchman holds this nonsensical creed, still less acts upon it, I am

far from saying. If those in power did so, war would not be *probable*, but certain. But in the speeches and writings, even in the most elaborate works of the most eminent Frenchmen, we may find the *spirit*, if not the letter of such a belief. We meet it in authors of opposite politics—in Lamartine, in Thiers, (whose "History" is a justification of Bonaparte's various aggressions,) in the recent work of Michelet*; above all, in Victor Hugo, since made a peer of France. Was it in reward of his frantic abuse of England?

How strong, then, must be this feeling in *illiterate* minds, when so philosophical and learned a writer as V. Hugo, not in the heat of debate, not in the columns of the daily press, or in a pamphlet, but at the close of two delightful volumes, can devote some chapters to calumnies against England?

In a political review of Europe, present and future, at the close of "Le Rhin," M. Hugo vents his philosophical indignation against England for iniquitously opposing the beneficent and

* The infatuation of Michelet is the most surprising of all. He, a kind-hearted philanthropist, sees "no hope for *humanity*," except in the "holy" (!) bayonets of France. Have not those "holy" bayonets had sway long enough from the days when they ravaged the Palatinate until they "razziad" wretched Algeria?

civilizing influences of France (under the bayonet regime of Bonaparte). According to Victor Hugo, "two principles" are, and ever have been struggling for mastery in this world—the "spirit of civilization," formerly represented by Rome, and the spirit of trade, lucre, and *perfidy*, formerly incarnate in Carthage. Rome (and civilization) "are now called Paris" ("aujourd'hui Rome se nomme Paris"). Carthage and the "Punic faith" now survive in England. This antagonism between England and France "is so striking," that all countries have noticed it under some figure or other. Frederic the Great "compared France to the dog, England to the cat." The American Indians (it appears) compared France to "Christ!" and England to "Pontius Pilate." (As if any one *but* a Frenchman could devise so *ingeniously extravagant* and blasphemous a comparison.) While, however, modern Rome (France) "watches the ocean, and observes England," M. Hugo has such "religious faith in the inevitable future," such "high hopes" for "humanity," that he cannot doubt the utter destruction of England, unless indeed she ceases to be Carthage. To civilization (M. Hugo says) she would be no loss. Europe would not miss England: but take away *France*, and the world would be left in "perfect darkness."

We cannot complain of M. Hugo here, since, excepting Germany (who can *feel* but not *think*), *civilization* is confined to *France*. "France and Germany essentially comprehend civilization. France *thinks*, Germany *feels*: thought and feeling are the whole of civilized man. Vienna, Berlin, St. Petersburg, London, are only *cities*, Paris is a *brain*. Let people think then what France is."

Still it seems there is a subordinate part open to England if she *repents in time*. She may act as pioneer to France in the rough work of colonizing barbarous countries, for which the superior and "complete civilization" of France unfits her. (Some people will be surprised to hear that it is the *humanity* of France "carried to *excess*," that retards the colonization of Algeria.) "France, for instance," says V. Hugo, "would *colonize* but badly, and only succeed with difficulty. Complete civilization, at once delicate and pensive, *humane* in all things, and, so to express it, to *excess*, "witness the caves of Dahara," has absolutely no point of contact with the savage state. Strange fact to tell, and, nevertheless, true, that which France requires in Algiers is a little barbarity!* The Turks pro-

* As the absolute *infatuation* of the above quotation, which, though meant in earnest, might pass for the keenest

ceed more promptly, more surely and *farther* (*?*) they better understood cutting off heads * * That which France wants, England possesses, and Russia likewise." (*i. e. barbarity.* I cannot remember any case, however, where Englishmen went *beyond* roasting their enemies.) M. Hugo, whose kindly feeling to England is here conspicuous, then suggests to her the *policy*, even as a matter of interest, of a little honesty in her dealings. "Were it only in a speculative point of view, Punic faith is a bad banner, perfidy offers a sad prospect. To treat the whole human race with treachery, is dangerous: to spread one's sails to the wind of self-interest alone, is pitiful. Always to aid the strong against the weak, is cowardly. To give nothing to honor, to glory, to devotion, to the amelioration of others, is a paltry rôle for a great nation."—V. Hugo, *Le Rhin*, v. ii. pp. 344, 345. Such and such-like are the terms in which one of the first intellects of France vents his hatred

sarcasm, may induce a doubt of its genuineness, I give the French *original.* "La France, par exemple, saura mal colonizer et n'y reussira qu'avec peine. La civilization complête, à la fois delicate et pensive, humaine en tout, et pour ainsi dire, à l'excés n'a absolument aucun point de contact avec l'état sauvage. Chose étrange à dire, et bien vraie, pourtant ce qui manque à la France en Alger c'est un peu de barbarie," &c., &c., &c.—*Le Rhin par V. Hugo,* tom. ii. p. 347.

of England; and this is the man whom the wise monarch of France has since raised to the peerage!

Why does M. Hugo bring charges against England, which he knows can not only be refuted, but successfully retorted upon France?* Because he feels, as all Frenchmen must, that England is a living, palpable, unanswerable protest, against that morbid French vanity, which cares for no place unless it be the first, and which maligns all that it cannot equal. Does M. Hugo really believe that he can write England down, as he soon might his own high reputation, by such unworthy slanders? Are the readers he addresses, then, so ignorant as to believe that country to be *uncivilized* which produced a Newton, a Bacon, a Locke, in philosophy, a Milton, a Shakespeare, a Pope, in poetry, a Hume, a Gibbon, or a Robertson in

* It is well for the cause of peace that England is too *proud* a nation to be a vain one. Were it otherwise, the slanders of the French daily press would provoke retorts from ours, which would *tell* in France, just as the freedoms of the Dutch press did upon the vanity of Louis XIV., and the boldness of our own on Bonaparte. But while our conscience tells us we are not the *felons* which the French writers assert, our *pride* tells us they cannot believe their own slanders. We can believe (though unwillingly) that the French hate and envy us; we *know* they cannot despise us.

history? The Chinese used to tell us that we were "outer barbarians," and with M. Hugo's assurance to the same effect, we are bound to believe it. But how will France and the "central flowery land" settle their respective claims to *exclusive* civilization?

Does civilization, does *France* owe nothing to the country which established representative government, trial by jury, and that practical liberty which Frenchmen are now *beginning* to comprehend? Has France rendered any greater service to mankind? Did England do *nothing* for the amelioration of others, when she gave five hundred millions of francs to redeem the slaves from bondage, and abolished slavery throughout her dominions? Is France prepared to make this sacrifice? Is she prepared, like England, to sacrifice life and treasure on the pestilential coast of Africa, for the suppression of the slave trade, and would she persevere for eight-and-twenty years in the noble, but fruitless effort? It is far easier to slander England in these matters, than to follow her examples; far easier to show sympathy in words, than deeds; and, with every respect for France, I should rather doubt her indulging in any *expensive* sympathies, such as lucre-loving England is given to.

And *has* England done nothing for "glory," in the only sense that Frenchmen understand the word? Did she gain no "glory" at Crecy, Poictiers, Azincourt, Blenheim, Ramillies, Dettingen, Minden, Quebec, in Egypt, at Waterloo? Did she nothing for glory at Helvoetsluys, at Aboukir, at Trafalgar? Was it then no glory to vanquish Frenchmen? M. Hugo is deeply read in the history of the chivalrous ages. Will he tell us that in Palestine, our "Lion King's" glory paled before that of the vain vindictive Philip Augustus, or that in later ages our Monarch and Black Prince, our chivalry, or our gallant yeomen appeared to disadvantage on the French soil? We need not ask the question in modern days, for the history of our prowess is written, not in boasting bulletins or vain trophies, but in the present constitution of Europe, of Asia, of Africa, and America. What soil have we contested with France, and have not won it? or where does the French flag fly over one British islet? But we conquered only for ourselves, and not for the interest of civilization! And does any one believe that France laid Europe waste for the furtherance of civilization? M. Hugo tells us, indeed, that "England wanted to make of Spain a market for her produce, and a *point d'appui* for her navigation." (What

wickedness!) "France would have made Spain the sister of her influence, her policy, her *civilization*." But Spain neither asked for this sisterhood, nor wished for such civilization, and the means adopted to force them upon her scarcely argue that "excess" of humanity, "at once delicate and pensive," which M. Hugo celebrates.

The following gentle and *sister*-like intimation was made to the Spaniards, who fled before the march of civilization.

Arrêté.

1. There shall be made out lists of all persons who have quitted their habitations.

2. Every such person shall return within a month; and if they do not, they shall be reputed to have joined the *insurgents* (!) their property shall be confiscated, and their tenants or debtors shall pay the amount of their respective debts into the hands of the government.

3. The fathers, *mothers*, *brothers*, *sisters*, *children*, and nephews of any such persons, shall be held responsible in property and *person* for any act of violence by such persons committed.

4. If any inhabitant be carried off from his residence, *all the relations* in the aforesaid degrees shall be immediately arrested as hostages; and

if any inhabitant so carried off should be put to death by the *insurgents*, the hostages (*i. e.* the fathers, *mothers*, brothers, *sisters*, *children*, and even nephews of any *insurgent*, and who may have had no connection whatever with the offending parties,) SHALL BE SHOT TO DEATH ON THE SPOT, AND WITHOUT ANY FORM OF TRIAL. This atrocious order is signed De Broglie. (Belmas' Sieges, vol. i. p. 564., in "Quarterly Review," No. 129.) The *statistics* of the "mothers," "sisters," and "children," "shot to death on the spot," will perhaps be furnished by M. Thiers in a future volume of his "History." It does not appear that this "arrêté" of "complete civilization, at once tender and pensive," was successful; for in the same place (Quarterly Review, No. 129.) we find "Orders were issued to the detachments of Massena's army, sent out foraging, to bring in all the girls from twelve to thirty years of age, for the use of the soldiery;" and this "from the uncontradicted pages of a *French* military writer!" (*Ibid*, foot note at p. 42.)

How strange that infatuated Spain should have rejected "complete civilization," and submitted to the dreadful alternative of affording a "market to British produce," "a *point d'appui* to her navigation!" Fifteen years later France again invaded Spain, and philanthropically re-

established the despotism of a Ferdinand VII. It is not clear what M. Hugo means by Britain "always aiding the *strong* against the *weak*." She never aided Bonaparte, but she *did* aid Portugal, Spain, Naples, &c. (not *very* strong states) against him.

Respecting the "perfidy" M. Hugo accuses us of, we know what *perfide Albion* * means in a Frenchman's mouth, and can afford to laugh at it: yet a writer of Victor Hugo's talents should be above such vulgar slander: he well knows, that with nations, as well as individuals, there is no better test of good faith than a pecuniary one; and what nation ever submitted to such *incredible* burthens to maintain her engagements as England? As a *traveller*, too, M. Hugo must know that the good faith of Englishmen is so proverbial as to make the simple signature of "Peter Styles, Merchant," a better security for

* It would be an interesting subject of historical inquiry to discover when England *first* became *perfide Albion* to France. In justice to the latter country, we must suppose it was *not* before 1789–90, when to be English, *very* English—more English than ourselves — was the highest ambition of Frenchmen, and they did us the honour of assiduously copying, and successfully caricaturing, our national customs and institutions. Perhaps Lord Howe's victory was the first act of British perfidy, and such acts were very frequently repeated by sea and land.

100,000*l.* than that of a French peer for as many sous: not that the latter are *distrusted.* I should be sorry to slander any body of men; but every one knows that no character stands so high abroad for honourable dealing as the British.

It is at least pleasant to find M. Hugo admitting that "England and Russia may *colonize* the barbarous world; France will *civilize* it when colonized." How cheering this prospect for our semi-barbarous colonies, who may all hope in turn for the advent of French civilization, now unhappily confined to "Arabia *infelix*," and (*once*) happy Tahiti! How India will dispute with Canada for the mild rule of a B——, while Nova Scotia contests with Hong Kong the gentle sway of a P——!

But to be serious: in her colonies England has erected a monument to her glory, power, energy, and civilization, which has no parallel in ancient or modern times; and if to carry the arts and sciences, religion and laws of Europe, into savage lands, be to benefit humanity, she may safely claim the *first* position among the benefactors of mankind.

Thus easy is it to refute the charges even of the cleverest Frenchman against England; but it was not for that purpose I quoted M. Hugo; it was to show the force of that *exaggerated*

nationality, which, though founded on patriotism, degenerates into *vulgar vanity, and a pitiful jealousy of rival countries.* From such a feeling, if any man in France were free, it should have been the gifted and philosophical Victor Hugo! We have seen how this unhappy sentiment affects a cultivated mind. What will be its influence on the ignorant, with no other light to guide them than a profligate and incendiary press? Let us seek an answer in the most popular of French newspapers, relating a *fact* which occurred not, as might be supposed, before the introduction of Christianity into France, but just twelve months since. The "National" states that—

"The Fair Arcadian, Captain Pritchard, which sailed from St. John's, New Brunswick, for London, has been wrecked in the Bay of St. Brieuc.* The ship was broken to pieces on a rock. She had on board ten passengers, and a crew of fifteen men. Five persons of these twenty-five were saved. Their names are, Mr. Andrew Macpherson, of Glasgow; Patrick O'Connor, of Belfast; the chief mate, William Smith; the cabin boy, Sam Slick; and 'James Madden, Esq.' The persons rescued had not

* "Times," March 1st, 1845.

time to save their clothing. Having been cast on shore by a raging sea, they were most humanely assisted by the neighbouring villagers. But on the suggestion of an individual who stated that he was a subscriber to the *Presse*, and who proposed to burn the *English dogs*, the unfortunate shipwrecked men were on the point of becoming the victims of a *false sentiment of patriotism*, which humanity disavows, but which the exasperation caused by M. Guizot's policy tends to explain. The persons present *were preparing faggots* to burn the English, when the parish priest came to their assistance, and conducted them to the hotel of the *Croix Blanche*, where they are waiting for funds from their friends in England."

To comment on the above statement would be to weaken its effect; no *human* language could duly reprobate the iniquity of the "subscriber to the *Presse*," and the "National" traces this hideous incident, though under the palliative name of "false sentiment of patriotism," to its *true source* —NATIONAL VANITY RUN MAD.

Can we then be blind to the probable consequences of such feelings, when freed from the control under which, for the good of mankind, Providence has placed them? A few years *must* —a few days or hours *may*—remove that wise

and good monarch, who seems to "bear a charmed life," and on whose existence the peace of Europe depends. It is our *duty*, then, to provide against this "crisis," to leave *nothing to chance*, and as little as possible to those moments of confusion and uncertainty—perhaps of *panic*, which would follow the sudden breaking out of hostilities.

In a war with distant America, *if worsted*, we might lose Canada, some merchant-ships, some military renown; but war with France (if attended with *invasion*) would inflict upon us calamities we have never known, and cannot even imagine. England has known France as a gallant enemy and a worthy ally,—she has *not* known her as an *invader*, and Heaven forbid she should *ever* know the ineffable disgrace, the unutterable horrors which such calamity would entail!* In this little Book (not, perhaps, without detriment to my own interest) I have con-

* Massena thus candidly avowed what were Bonaparte's real intentions as to England, if his plans had succeeded: "Bah! la conquerir—personne n'y songea: il s'agissait seulement de la ruiner, de la laisser dans un état tel que personne n'en aurait convoité la possession." (*United Service Journal* for April, 1846.) One likes this soldier-like frankness far better than the hypocritical cant about *liberating* us; *i. e.* giving us such liberty as France *then* enjoyed.

tributed all that is within my power to avert such disaster.

Mere selfish prudence would have counselled more reserve on professional subjects; but with my views (whether right or wrong) on the *uncertainty* of "impressment" in future, I could not have said less. Yet I would not be understood as taking a gloomy view of the future. Doubting the efficiency of our present system of manning the fleet for any case of emergency, and thinking that the *first few weeks* of a future war *may* prove very perilous, I have still full confidence in British spirit; that spirit which has placed the names of Marlborough and WELLINGTON at the head of *unconquered* generals, as it has that of NELSON at the head of all admirals — that spirit which brought us triumphantly through a war wherein all Europe was at times against us — that spirit (or *quality*, whatever it be) which allows to our soldiers in battle a formation, deemed too weak for any others*, and which drew from a foreigner of high military acquirements this *striking eulogy*: — "Dans les dernieres guerres on a vu maintes fois des colonnes Russes, Françaises et Prussiennes emporter des

* The formation "two deep" which Napier (the historian) shows has resisted the headlong charge of the French columns. Baron Jomini confirms it.

positions l'arme au bras, sans tirer un coup de fusil: c'est le triomphe de l'impulsion et de l'effet moral, qu'elle produit: mais contre le feu meurtrier et le sang froid de l'infanterie Anglaise les colonnes n'ont pas eu le même succès à Talavera, à Busaco, à Fuente de Onor, à Albuera, encore moins à Waterloo." — *Des Principales Combinaisons de la Guerre, par le Baron de Jomini*, p. 203.

But though this sterling quality may give us the victory after the first embarrassments, arising from want of previous organization, shall have been removed, it is not to be expected that our future successes will either be as cheaply purchased, or as unbroken, as our past. We may have our Trafalgars again; but not without the loss of a single ship, or more sacrifice than 1700 men. Future battles at sea will be *short*, but deadly—deadly as the substitution of science for blind chance, of heavy ordnance for light guns, as all man's ingenuity in the art of destroying can make them! It is to be hoped, that war itself will be shortened proportionably, and that the power most desirous of peace will be found the best prepared for war. There is yet time: but assuredly in the next war the "first blow will be half the battle."

And now, my little Book—the first I have at-

tempted, the *last* I shall ever perpetrate, — Fare-thee well! Few will be thy readers, fewer still thy purchasers. Like "Drelincourt on Death," thou wilt slumber on the shelves of the publisher; and though Defoe, by *inventing a ghost*, brought drowsy Drelincourt into favour, I would not that the event should happen which would act for thee the part of Defoe's ghost! May no great naval disaster (the first in our annals) suggest to any writer the remark — "The causes of this defeat were clearly set forth in a book published so long ago as 1846, but which nobody ever read!"

APPENDIX.

No I.

ADMIRAL LINOIS, who, as asserted by his countrymen in 1801, and by M. Thiers a year since, defeated a British squadron double his own force, very narrowly missed a high but factitious reputation.

In maritime England, where the natural obstacles in the shape of rocks and shoals, which saved him from defeat, were understood and appreciated, Linois was never over-rated; but it required a long succession of defeats to dispel the illusions of his countrymen as to the hero of Algeziras.

His first reverse, after his victorious squadron had been increased by 6 ships, and the defeated British force *diminished* by one, must have taught him the value of a well protected anchorage, and perhaps inspired some regret for the aspersions he had thrown on a gallant enemy. The disastrous issue of that conflict, where five British ships defeated nine French and Spanish, inflicting on them a loss of two three-deckers and one 74, was given at p. 70. of this little work. As the very same ships that had previously fought at Algeziras (excepting one British, left upon the rocks under the Spanish batteries) here met again in deep water, and a reinforcement of six ships did not save the Franco-Spanish squadron, the inference as to the cause of Sir

James Saumarez's first defeat is irresistible. The second of Admiral Linois' defeats, though less disastrous than that just related, is perhaps the most singular in naval history.

Having been despatched to the East Indies during the short peace of Amiens with, as is supposed, secret instructions in contemplation of hostilities, Admiral Linois found himself, in 1804, in command of a small squadron of one 74, two frigates, a corvette, and a brig. With this force, chiefly intended to injure our commerce, he, on the 14th of February 1804, got sight of no less than 16 full laden and most valuable British merchant-ships on their return from China. The China ships, or "tea chests," as they were called, were chiefly 1200 ton ships, high out of the water (from the comparative lightness of their cargoes), and *painted* like line-of-battle ships; to which they probably bore the same resemblance that the lion on a sign-post does to the living animal.

A more tempting prize never presented itself to a fortunate officer than this helpless and invaluable fleet, without more convoy than one small brig. But the senior merchant *skipper*, who acted as commander on the occasion (and was most deservedly knighted for his conduct), resolved not to sacrifice his valuable charge without some resistance; and as the ships had each a few light guns, and some 120 or 140 men, he formed his "line-of-battle," hoisted man-of-war colours, and actually bore up to the attack!! One is puzzled here whether to admire the boldness or laugh at the impudence of this attack by the sheep on the wolves; but incredible as it may appear, we have the authority of Admiral Linois himself, that he considered his own

squadron *endangered* by the *superior force!* and *manœuvring!* of the merchant ships. "The enemy, by this manœuvre *, would have rendered my position very dangerous. The superiority of his *forces* being known, I had no longer time to deliberate on the part I should take to avoid a disastrous engagement. Profiting by the smoke which enveloped me I backed, and running (*courant*) to the E. N. E., I gained upon the enemy, who *continued to pursue* my squadron until 3 o'clock, firing several broadsides at it without effect. Such is Admiral Linois's *own account* of the engagement, in which he frankly confessed himself worsted. It is only just to say that Admiral Linois (who really was a brave officer) imagined the "tea chests" were men-of-war, and as some of them mounted 30 or 36 guns, such as they were, he did not discover his mistake until some kind friend informed him of the splendid prize he had missed.

The next repulse sustained by Linois was, singularly enough, an exact illustration of the causes to which he owed his factitious reputation as the "victor of Algeziras." The French admiral, with a 74 and two fine frigates, attacked a miserable British 50 gun ship, at anchor near Vizagapatam. The attacking force was here *more* than three times the British in tonnage, metal, and crews, with the advantage of choosing their position; but as at Algeziras, though in a far less degree, a want of local knowledge on the part of the assailants led to their defeat. The British ship "Cen-

* Translated from the original French of Linois's dispatch, as given in the Appendix to James's Naval Hist. No. 28. p. 365. The other part is also from James, but not in the *words* of the text.'

turion," however, did not receive the same aid from friendly batteries as Linois had at Algeziras, being too far from the beach to do so.

Twice did the French squadron, consisting of the Marengo 74, with the Atalante and Semillante frigates, bear down on the apparently devoted and solitary 50, while thousands from the beach witnessed, but could not share in, the unequal combat. In the early part of the action a 3-gun battery had attempted to afford some aid, but the Centurion having got under weigh, had increased her distance beyond its range. At last Admiral Linois, who, according to M. Thiers, had shown himself capable of defeating a British force double his own strength, abandoned the contest and retreated with his squadron, leaving his solitary and insignificant opponent master of the field.

The fourth defeat of Linois was by a force somewhat more near, yet still inferior, to his own. A British convoy of 10 sail of merchant ships was escorted by the Blenheim 74, when Linois with the Marengo 74, and Belle-poule frigate, determined on an attack. The advantage was of course with the assailants, who could divide their force, and thus cut off part at least of the convoy. But Linois was again destined to experience defeat, and the Blenheim triumphantly proceeded with the whole of her valuable charge after repulsing the assailants.*

The fifth defeat of the unfortunate Linois was at last by a *superior force*, and terminated in his capture. He was attacked by the British 98 gun-ship London, and, after a gallant resistance, his flag-ship, the Marengo 74, was obliged to strike. † It is worth observing,

* James's Naval History, vol. iv. p. 151. † Ibid. 223.

as illustrative of the superior ships built in France at that time, that the Marengo was actually 32 tons larger than the British three-decker, her tonnage being 1926, that of the London, 1894. Still the disparity in metal was too great to allow of any other result than defeat; and though M. Thiers even must admit that Linois was not exactly a Nelson, he was undoubtedly a brave man.

Fortune had not yet grown weary of persecuting M. Linois, and having experienced every form of defeat by sea, he was now to undergo that humiliation by land. It seems that Buonaparte remained a steady friend to the officer who, albeit his sole success was due to the rocks of Algeziras upon which the poor "Hannibal" had grounded, and to the calms and currents, was yet the *only* French admiral who had gained a victory in a general action. Linois was accordingly appointed governor of Guadaloupe, just in time to receive the attack of a British force, and once more to experience a defeat and sign a capitulation in 1815.*

Thus terminated the career of a very respectable but *most unfortunate* officer, who nevertheless is held up by M. Thiers, in a work professing to be historical, as a greater naval commander than De Saumarez. Such he would have been, had he really performed the feat which M. Thiers attributes to him; but a man's character is best judged by his acts and those who read the history of M. Linois will hardly think him a man capable of defeating double his own force in a fair field of battle.

* James's Naval History, vol. vi. p. 355. The above is all extracted from that work.

No. 2.

LIST OF GENERAL ACTIONS BETWEEN THE BRITISH AND FRENCH FLEETS, ATTENDED BY ANY CAPTURE OR DESTRUCTION OF LINE-OF-BATTLE SHIPS FROM 1793 TO 1815.

(1.) 1794. Lord Howe's action: 26 sail of the line on each side. — 7 French captured.

(2.) 1795. Vice-Admiral Hotham, off Genoa: British, 14 ships; French, 14. — 2 French captured.

(3.) 1795. Lord Bridport, off Isle Groix: British, 17; French, 12. — 3 French captured.

(4.) 1795. Vice-Admiral Hotham, off Hyeres: British, 23; French, 17 (a miserable action). — 1 French captured.

(5.) 1798. The Nile: 13 British ships; 13 French. — 9 French captured, 2 destroyed.

(6.) 1801. Sir James Saumarez: 5 British, 9 French and Spanish. — 1 French captured, 2 destroyed.

(7.) 1805. Sir Robert Calder: British, 15; Franco-Spanish, 20. — 2 Franco-Spanish captured.

(8.) 1805. Trafalgar: British, 27; Franco-Spanish, 33. — 19 Franco-Spanish captured.

(9.) 1805. Sir Richard Strachan: British, 5; French, 4. — 4 French captured.

(10.) 1806. Sir John Duckworth, San Domingo: British, 7; French, 5. — 3 French captured, 2 destroyed.

(11.) 1809. Lord Gambier, in Basque Roads: British, 11; French, 10. — 3 French destroyed.

This was an attack by fire ships, and hardly to be called an action.

(12.) 1809. Admiral Martin, near Cette, south coast of France: British force, 6; French, 3; 2 French destroyed.

(13.) The offset to these twelve actions, gained by the British, is the battle of Algeziras, 1801; where the French, being protected by the Spanish forts, and numerous rocks and shoals, captured a British ship, which had grounded under the batteries. The force on this occasion was 6 British to 3 French. The fairest account of the battle is in the "Madrid Gazette;" but of course it *leans* to the French.

It will be seen that the total of the above list does not agree with the number given at page 77., where 80 sail of the line are said to have been captured. This arises from the exclusion of all cases, which could not be termed "general actions," in the account just given.

No. 3.

LIST OF FRENCH FRIGATES CAPTURED BY BRITISH IN SINGLE FIGHT.

1793.

1. Cleopâtre, by British frigate Nymphe.
2. Reunion - - - Crescent.

1794.

3. Engageante - - Concorde.
4. Castor - - - Carysfort.

1795.

5. Gloire, by British frigate Astræa.
6. Pique - - - Blanche.

1796.

7. Proserpine - - - Dryad.
8. Tribune - - - Unicorn.
9. Vestale - - - Terpsichore.
10. Tamise - - - Santa Margarita.

1797.

11. Nereide - - - Phœbe.

1798.

12. Loire - - - Anson.
13. Immortalité - - Fisgard.
14. Bellona - - - Ethalion.
15. Resolue - - - Melampus.
16. Sensible - - - Seahorse.

1799.

17. Forte - - - Sybille.
18. Prudente - - - Dœdalus.
19. Vestale - - - Clyde.

1800.

20. Vengeance - - - Seine.
21. Desiree - - - Dart.

1801.

22. Africaine - - - Phœbe.
23. Chiffonne - - - Sybille.

1805.

24. Didon - - - Phœnix.
25. Psyche - - - San Fiorenzo.

1806.

26. Guerriere, by British frigate Blanche.

1808.

27. Piémontaise - - - San Fiorenzo.
28. Thetis - - - Amethyst.

1809.

29. Niemen - - - Amethyst.

1810.

30. Venus - - - Boadicea.

1813.

31. Trave - - - Andromache.

1814.

32. Etoile - - - Hebrus.

It is to be observed, that the ships above named are such as in our navy are called "frigates," though several in France would be styled "corvettes," having less than forty-four guns, as Ambuscade and Baionnaise.

LIST OF BRITISH FRIGATES TAKEN BY FRENCH IN SINGLE FIGHT.

1799.

1. Ambuscade, by French Baionnaise.

1805.

2. Cleopatra - - Ville de Milan.

(*Taken from James's "Naval History."*)

The force of each ship is not here given; but by reference to that work it will be found, that in nearly every case the French crews were more numerous; in

the great majority of cases the French ships were the larger, and in point of metal there is upon the whole nearly an equality including carronades. Of course this list excludes all engagements between more than two ships.

No. 4.

The proposal to render our merchant sailors available against the enemy in any sudden emergency, by some degree of previous training, is certainly neither impracticable nor useless, though accompanied by some difficulty; and what desirable change is not?

Admitting that a mere merchant seaman without any previous training would be useless in action, and that under our present system he might find himself engaged with the enemy before receiving any instruction, it is clearly desirable that he should bring with him some slight knowledge of his most indispensable duties. Nor is it in the Royal Navy alone that such knowledge would be useful, for merchant-ships have before now repelled an enemy's privateer, and thereby saved a valuable cargo. Granting the *expediency* then of the measure, we come to the question, — How, when, or where, can merchant sailors be so instructed? I apprehend then, in the first place, that in so far as was possible it would be desirable to make such training *voluntary*, and to confine it to the younger seamen, and even to the apprentices. Also to teach the *rudiments* only of the gun exercise, sponging, loading,

and firing, so as to avoid accidents, and pointing a gun passably.

Now as an illustration, let us suppose that there are within two miles of the Tower Stairs 5000 seamen afloat, and half that number ashore. Those afloat are only partially employed, those on shore not at all; and surely, to ask an hour of their time, *occasionally*, to learn a-man-of-war's-man's duty, would be no harder than to tax a landsman's time for training in the *militia*. We will suppose, then, that close to the Tower Wharf*, and opposite a screen wall (built for the purpose of avoiding any danger), a frigate's hulk is moored with a few light guns on board. The present "receiving ship" might answer the purpose. Competent officers and a few "seamen-gunners" are appointed, with instructions to teach, not the strict exercise, but that sort of "loose drill" which, to the young and healthy, is really rather an amusement than a task. Next comes the question, "The instructors being there, how are we to get the scholars?"

First, either by a separate act, or a clause in the New Militia Bill, it might be enacted, "That whereas seamen are exempted from the militia ballot, but it is nevertheless expedient they should contribute to the public defence, they shall therefore be required, when within the limits of the port of London for more than ———— days, to attend at least ———— times on board H. M. S. ——, or other vessel appointed, for the purpose of being instructed in the gun exercise." To enforce this, it would be sufficient to provide that

* This might be done on the crown-land, thus causing little expense.

no vessel should receive her custom "clearance" without a certificate from the commanding officer of the "exercising ship," to the effect that the crew had attended at least ——— times for the purpose of instruction. Of course every care should be used to prevent this requirement being felt as a burthen; and where the master of any trader declared that the temporary absence of *any part* of his crew would be prejudicial, a written exemption should be granted. *All* man-of-wars'-men might be exempted, as well as all those who, having learned their exercise, should receive a certificate to that effect. Seamen *unemployed* might be *invited* to attend, with the inducement of receiving a certificate which should thereafter exempt them, and probably some other inducement might be devised. As to the *young* hands, they would soon take an interest in the exercise (if not kept too long or too strictly at it), and the mere pleasure of firing away blank cartridges would be inducement enough. A small prize for proficiency, an encouraging word, a little tact in management, would soon make the exercise popular with *them;* and the elder seamen, where either indisposed or unapt to learn, might be excused. At first there might, and would, be some opposition on the part of merchants, ship-owners, and others; but by carefully considering their *interests* (which should in no case suffer), by conciliation and accommodating treatment, this would be removed. One effect of thus bringing merchant sailors in contact with naval officers, properly selected for the service, would be the removal of their prejudices against the navy, and a consequent increase of its popularity; but this would be only a secondary, though a valuable, result.

The same arrangements should be extended to Liverpool, Bristol, Glasgow, &c., at each of which ports, whether on shore or afloat, there might be a place for gun exercise. To complete the system, power might be given to the commissioners of H. M. ships on foreign stations to exercise the crews of merchant vessels lying *unemployed* at the same anchorage, and to grant certificates for future exemption; but this only *with the consent* of the master. I am aware this consent would often be refused; but still it would not *always* be so; and perhaps the *power* of refusal would lead to a better understanding, and, *in time,* to a general assent.

Indeed it might be well that the masters and mates *themselves* should be *invited* to attend the exercise, leaving it of course quite optional with them. I am much mistaken, if many of that loyal and enterprising class would not be glad to acquire the knowledge which would enable them to emulate the fame of gallant "Sir Nathaniel Danse," who beat off Admiral Linois, and saved a China fleet worth 3,000,000*l.*

Whatever arguments establish the propriety of training the militia, a mere reserve force, must apply with still greater cogency to training seamen, on whom the first brunt of war will fall. We do not delay training the first until *invasion* occurs, nor *ought* we to delay training the second until war breaks out. It is true, that, under different circumstances from those of the present day, we have thought any previous instruction unnecessary for seamen, but that was before naval gunnery became *an art.*

With respect to the objections which may be urged against training our merchant seamen, it may be worth while examining the principal ones.

It may occur to many persons, that the crew of a merchant vessel in harbour (suppose in the port of London) will find enough to do in fitting the ship for sea, and taking in or discharging cargo. Such *used to be* the case when merchant vessels employed their own hands for the purpose; but at present they are usually rigged and loaded by a class of men known about the docks as "lumpers," before the crew is entered. In cases where the crew were really employed taking in or discharging a cargo, or fitting for sea, it would not, of course, be expedient to interfere with them.

In foreign ports, again, it is common to see our merchant vessels lying idle for weeks and months while waiting for a cargo, and in such cases there could surely be no objection to requiring a *part* of their crews to attend exercise on board of any ship of war present. The intercourse which would thus ensue between the merchant sailors and those of Her Majesty's navy, would not fail to make the Queen's service popular, while the merchant sailors would rather enjoy the companionship of their brethren, and the *novelty* of the exercise.

That any system of compulsory training must be *at first* unpopular, I do not deny; but I believe the good effects would far outweigh this temporary evil, more especially with judicious mildness on the part of exercising officers.

The minor inconveniences to be apprehended are not to be placed in competition with the security given to the state, by adding above 100,000, at least *half*-trained, men to its defensive power, and that at hardly any expense.

At the same time, while explaining one particular method of organising our resources in *personnel*, I claim no superior advantages for it. Other methods may be just as good; and *no* plan by which a supply of trained seamen is ensured can be so bad as trusting entirely to chance, in the manner which we do at present. I say "trusting to chance," for the only reasonable ground upon which we can rely for future immunity from defeat is, that our fleets may not encounter a *disciplined* enemy, until *time* has changed our untaught crews into efficient fighting men.

No. 5.

EXTRACTS FROM AN UNPUBLISHED PAMPHLET BY A FLAG OFFICER.

There is no captain who has been employed during peace that will not admit that he did not consider his ship in all points an efficient man-of-war until she had been from twelve to eighteen months in commission, and particularly in relation to the management of her guns. However anxious a captain may be to have his ship perfect in that respect, he at first meets an obstacle at every step. To exercise the guns as they ought to be, breaks in upon the whole day's work: it is therefore postponed from time to time, and just enough exercise performed to fill up the quarterly report.

About the period before mentioned, a ship becomes in

all respects in a state a man-of-war ought to be : the men know and agree with each other, they work together, and are comfortable in their messes ; the drudgery of the exercise of sails, guns, arms, &c., is over, and desertion ceases, and the officers begin to reap the benefit of their exertions. The ship being complete in all respects, the exercising of guns, sails, &c., goes on regularly and without interruption ; and this continues for a twelvemonth or a little more, when the prospect of paying off comes in view, and then discipline, exercise, &c., begin to relax, and, if at home, the ship is paid off at the end of three years, and all belonging to her dispersed. Recommission this ship the next day, and she is perfectly a new creation, and the same routine to be repeated. The men who were lately in her have no more inducement to return to that ship than any other, as she is but the shell they formerly inhabited ; and although a crew may be collected, all of men lately serving in a man-of-war, yet you will have the same complaint from the present as from her former captain, as to their inefficiency and want of union, and the same discontent will for an equal period exist, and the ship be in a similar state of inefficiency for a similar length of time.

I have always considered that a peace establishment was as much a preliminary preparation for war as for any other service ; that consequently your ships thus employed should be manned with picked men, and that they should be in that state of training and efficiency that each ship, on a rupture taking place, could turn over one watch to form the groundwork of another vessel to be fitted out. To accomplish this much-desired end, allow me to suggest the following plan : —

That when a ship is commissioned, she should never

be entirely paid off; that if the ship herself became unserviceable, the whole crew be transferred to another of equal size; let the captain and officers be appointed for the period they are now kept in employment, and the men be entered for a period not under five years, and as much longer as they please; and instead of paying off altogether, the captain, officers, and men be discharged respectively as their period of service expires; and that if the ship be employed on a foreign station, the men whose time is up, and who wish their dischage, to be sent home in the first man-of-war, or allowed to find their own way.

The advantage to be derived from this plan, I conceive to be the following: first, that, as before mentioned, at the end of eighteen months, the ship's company have become known and attached to each other—they have got over the drudgery and annoyance of fitting out—of exercising in all its various branches—and have only to keep the ship in the state she is then in; there is no general looking forward to discharge. In a frigate of a complement of three hundred, after the first four years, the number to be discharged will be about three per month. Supposing a ship is out five months, and, returning into port, discharges fifteen men, these men, instead of going on shore in a herd with two or three hundred others, without a home, or one place more than another of which to make choice, each encouraging the other in every species of dissipation and vagrancy, they are landed with the knowledge that they have left a home where they might have remained and continued in the enjoyment of every comfort; they have no multitude to keep them in countenance in their debaucheries; and the want of old associates soon makes them tired of

their present life, and cast an eye to the home and mess-mates they have left; but they know, too, the ship is but fifteen short of complement, and that their places may be filled up; and I am much mistaken, unless the ship has something in her that makes her very unpopular, if ten out of the fifteen do not return, or if, before quitting her, they do not give in their names to return again after their cruise is out. It must be quite clear that any man would rather return to a comfortable, well-regulated mess of old acquaintances, and the drudgery of equipping over, than go where he would meet none but strange faces and all the vexation of first fitting out. Even the new men, who are to supply the five the ship is now short of, will instantly partake of the comforts of the rest of the crew; they will in a few days fall into the mode of discipline preserved in the ship, and be as expert at their duty as any others of equal talents who may be on board; and here another advantage, with respect to discipline, or the mode of carrying on duty, will be obtained. It must be well known, as it is quite notorious, that there are almost as many systems of carrying on duty as there are officers in command; and that men, on first coming together, are for some time at a loss to find out the system to be observed; but if a ship have been commanded by an officer of any professional talent for three years, and shall have been brought to that proper efficient state a man-of-war ought to be in, it is impossible but his successor will, more or less, follow the plans heretofore adopted; for, whatever his fancies and caprices may be, he must be devoid of all sense to entirely overturn a system that has been pursued with success; and, while he tries to bend others to his ways, he insensibly

falls into those already adopted, and neither officers nor crew will feel that change which they inevitably must do in joining a newly-commissioned ship.

With respect to desertion — which is now carried on to a most extraordinary pitch — I am quite persuaded the want of comfort on board a newly-commissioned ship has much to do with it. In coroboration I may mention, that three weeks after the ·—— was paid her advance, on being first commissioned, she was obliged to be docked at Portsmouth, and during that period she lost fifty men. I was told I only met the fate of others; but fearing that the cause might be dissatisfaction, either at the conduct of some of the officers, or discontent with my own, I privately sent for some of the oldest petty officers on several occasions, and begged them to tell me fairly if any cause of complaint existed, when they assured me that none whatever did; that they had no fault to find with my arrangements, nor with the conduct of the officers; and although they could give no satisfactory account for the desertions, yet they allowed the people were not happy among themselves — that they were new to each other, and constantly quarrelling; and I am quite persuaded that this accounted for most of the desertions that had taken place. The attachment of men to ships to which they have for some time belonged is very great, and I entertain little doubt but many would serve their whole time in the same vessel.

If any difficulty should be started with respect to ships on foreign stations being able to replace the men they occasionally discharge, it would be quite easy to supply them with volunteers by the ships from time to time joining the station from England; not

that I consider such to be necessary, as there is no want of men abroad with whom to fill up the vacancies that may occur, even should most of the men take advantage of their discharge, which I am persuaded would not be the case. On this system being first adopted, there would be a little inconvenience at the end of the first five years, as many having entered at the same period would be entitled to their discharge at the same time. To remedy this, I would recommend discharging at the end of the first three years a certain portion of such as did not intend to enter again for a second term, after which the entering and discharging would proceed regularly. The army did formerly enlist men in a very similar way, and found no inconvenience from it; but what state would each regiment be in, if disbanded at the end of every three years?

THE END.

LONDON:
Printed by A. SPOTTISWOODE,
New-Street-Square.

October, 1846.

A CATALOGUE OF
NEW WORKS AND NEW EDITIONS

PRINTED FOR

MESSRS. LONGMAN, BROWN, GREEN, AND LONGMANS,

LONDON.

CLASSIFIED INDEX.

AGRICULTURE & RURAL AFFAIRS.

Pages

Bayldon on Valuing Rents, etc. - - 6
Crocker's Land Surveying - - - 9
Davy's Agricultural Chemistry - - 9
Greenwood's (Col.) Tree-Lifter - - 12
Johnson's Farmer's Encyclopædia - - 15
Loudon's Encyclopædia of Agriculture - 18
,, Self-Instruction for Farmers, etc. 18
,, (Mrs.) Lady's Country Companion 18
Low's Breeds of the Domesticated Animals 19
,, Elements of Agriculture - - 19
,, On Landed Property - - - 18
,, On the Domesticated Animals - 19
Thomson on Fattening Cattle, etc. - - 30

ARTS, MANUFACTURES, AND ARCHITECTURE.

Brande's Dictionary of Science, etc. - 7
Buckler's St. Alban's Abbey - - - 7
Budge's Miner's Guide - - - - 7
Cartoons (The Prize) - - - - 8
Cresy's Encycl. of Civil Engineering - 9
De Burtin on the Knowledge of Pictures 9
Gwilt's Encyclopædia of Architecture - 13
Haydon's Lectures on Painting & Design 13
Holland's Manufactures in Metal - - 14
Lerebours On Photography - - - 17
Loudon's Rural Architecture - - - 18
Moseley's Engineering and Architecture 22
Porter's Manufacture of Silk - - - 24
,, ,, Porcelain & Glass 24
Reid (Dr.) on Warming and Ventilating 25
Steam Engine (The), by the Artisan Club 6
Ure's Dictionary of Arts, etc. - - 31

BIOGRAPHY.

Aikin's Life of Addison - - - - 5
Bell's Lives of the British Poets - - 6
Dover's Life of the King of Prussia - - 10
Dunham's Early Writers of Britain - 10
,, Lives of the British Dramatists 10
Forster's Statesmen of the Commonwealth 11
,, Life of Jebb - - - - 11
Gleig's British Military Commanders - 12
Grant (Mrs.) Memoir and Correspondence 12
James's Life of the Black Prince - 15
,, Eminent Foreign Statesmen - 15
Lál's (M.) Life of Dost Mohammed - - 21
Leslie's Life of Constable - - - 17
Life of a Travelling Physician - - 17
Mackintosh's Life of Sir T. More - - 19
Maunder's Biographical Treasury - 20
Mignet's Antonio Perez and Philip II. - 21
Roberts's Life of the Duke of Monmouth 25
Roscoe's Lives of Eminent British Lawyers 26
Russell's Bedford Correspondence - 6
Shelley's Literary Men of Italy, etc. - 27
,, Eminent French Writers - 27
Southey's Lives of the British Admirals - 28
,, Life of Wesley - - - - 28
Townsend's Twelve eminent Judges - 30
Waterton's Autobiography and Essays - 32

BOOKS OF GENERAL UTILITY.

Acton's (Eliza) Cookery Book - - 5
Black's Treatise on Brewing - - - 6
,, Supplement on Bavarian Beer - 6
Collegian's Guide - - - - - 8
Donovan's Domestic Economy - - 10
Hand-Book of Taste - - - - 13
Hints on Etiquette - - - - - 13
Hudson's Parent's Hand-Book - - 15
,, Executor's Guide - - - 15
,, On Making Wills - - - 15
Loudon's Self Instruction - - - 18
,, (Mrs.) Amateur Gardener - 17
Maunder's Treasury of Knowledge - - 20
,, Scientific and Literary Treasury 21
,, Treasury of History - - 21
,, Biographical Treasury - - 20
Parkes's Domestic Duties - - - 23
Pycroft's Course of English Reading - 24
Reader's Time Tables - - - - 25
Riddle's Eng.-Lat. and Lat.-Eng. Dict. - 25
Robinson's Art of Curing, Pickling, etc. 26
Rowton's Debater - - - - - 26
Short Whist - - - - - - 27
Thomson's Management of Sick Room - 30
,, Interest Tables - - - 30
Tomlins' Law Dictionary - - - - 30
Walker's Dictionary, by Smart - - 31
Webster's Encycl. of Domestic Economy 32

BOTANY AND GARDENING.

Abercrombie's Practical Gardener - - 5
,, and Main's Gardener - 5
Callcott's Scripture Herbal - - - 8
Conversations on Botany - - - 8
Drummond's First Steps to Botany - - 10
Glendinning On the Pine Apple - - 12
Greenwood's (Col.) Tree-Lifter - - 12
Henslow's Botany - - - - - 13
Hoare On the Grape Vine on Open Walls 13
,, On the Roots of Vines - - - 13
Hooker's British Flora - - - - 14
,, and Taylor's Muscologia Britannica 14
Jackson's Pictorial Flora - - - 15
Lindley's Theory of Horticulture - - 17
,, Orchard and Kitchen Garden - 17
,, Introduction to Botany - - 17
,, Flora Medica - - - - 17
,, Synopsis of British Flora - - 17
Loudon's Hortus Britannicus - - - 18
,, Hortus Lignosus Londinensis - 18
,, Encyclopædia of Trees & Shrubs 18
,, ,, Gardening - 18
,, ,, Plants - - 18
,, Suburban Gardener - - - 18
,, Self-Instruction for Gardeners 18
,, (Mr.) Amateur Gardener - - 17
Repton's Landscape Gardening, etc. - 25
Rivers's Rose Amateur's Guide - - 25

London: Printed by M. Mason, Ivy Lane, Paternoster Row.

Pages

Rogers's Vegetable Cultivator - - - 26
Schleiden's Scientific Botany - - - 26
Smith's Introduction to Botany - - 27
,, English Flora - - - - 27
,, Compendium of English Flora - 27

CHRONOLOGY.

Blair's Chronological Tables - - - 6
Nicolas's Chronology of History - - 23
Riddle's Ecclesiastical Chronology - - 25
Tate's Horatius Restitutus - - - 29

COMMERCE AND MERCANTILE AFFAIRS.

Baylis's Arithmetic of Annuities - - 6
Gilbart On Banking - - - - 11
Lorimer's Letters to a Master Mariner - 17
M'Culloch's Dictionary of Commerce - 20
Reader's Time Tables - - - - 25
Steel's Shipmaster's Assistant - - - 28
Tate's Naval Book-keeping - - - 29
Thomson's Tables of Interest - - - 30
Walford's Customs' Laws - - - 31

GEOGRAPHY AND ATLASES.

Butler's Ancient and Modern Geography 7
,, Atlas of Modern Geography - 8
,, ,, Ancient Geography - 8
,, ,, General Geography - 8
Cooley's World Surveyed - - - 8
De Strzelecki's New South Wales - - 10
Forster's Historical Geography of Arabia 11
Hall's Large General Atlas - - - 13
M'Culloch's Geographical Dictionary - 19
Murray's Encyclopædia of Geography - 22
Ordnance Maps, and Publications of the Geological Society - - - - 23
Parrot's Ascent of Mount Ararat - - 8

HISTORY AND CRITICISM.

Adair's (Sir R.) Mission to Vienna - - 5
" Constantinople - - - - 5
Addison's History of the Knights Templars 5
,, History of the Temple Church 5
Bell's History of Russia - - - - 6
Blair's Chron. and Historical Tables - 6
Bloomfield's Translation of Thucydides - 6
,, Edition of Thucydides - - 6
Cooley's Maritime and Inland Discovery 8
Crowe's History of France - - - 9
Dahlmann's English Revolution - - 9
De Sismondi's Fall of the Roman Empire 10
,, Italian Republics - - 10
Dunham's History of Spain and Portugal 10
,, Europe in the Middle Ages - 10
,, History of the German Empire 10
,, Denmark, Sweden, and Norway 10
,, History of Poland - - - 10
Dunlop's History of Fiction - - 10
Eccleston's English Antiquities - - 10
Fergus's United States of America - 11
Grant (Mrs.) Memoir and Corespondence 12
Grattan's History of Netherlands - - 12
Grimblot's William III. and Louis XIV. 12
Guicciardini's Hist. Maxims - - - 13
Halsted's Life of Richard III. - - 13
Haydon's Lectures on Painting and Design 13
Historical Pictures of the Middle Ages - 13
Horsley's (Bp.) Biblical Criticism - - 14
Jeffrey's (Lord) Contributions - - 15
Keightley's Outlines of History - - 16
Laing's Kings of Norway - - - 16
Lemprière's Classical Dictionary - - 17
Macaulay's Essays - - - - 19
Mackinnon's History of Civilisation - 19
Mackintosh's History of England - - 19
,, Miscellaneous Works - 19
M'Culloch's Dictionary, Historical, Geographical, and Statistical - - 19

Pages

Maunder's Treasury of History - - 21
Mignet's Antonio Perez and Philip II. - 21
Milner's Church History - - - - 21
Moore's History of Ireland - - - 21
Mosheim's Ecclesiastical History - - 22
Müller's Mythology - - - - - 22
Nicolas's Chronology of History - - 23
Ranke's History of the Reformation - 25
Roberts's Duke of Monmouth - - - 25
Rome, History of - - - - - 26
Russell's Bedford Correspondence - - 6
Scott's History of Scotland - - - 26
Sinnett's Byways of History - - - 27
Stebbing's History of the Christian Church 28
,, History of the Reformation - 28
,, Church History - - - 28
Switzerland, History of - - - - 29
Sydney Smith's Works - - - - 27
Thirlwall's History of Greece - - - 29
Tooke's History of Prices - - - 30
Turner's History of England - - - 31
Tytler's Elements of General History - 31
Zumpt's Latin Grammar - - - - 32

JUVENILE BOOKS.

Amy Herbert - - - - - - - 5
Boy's (The) Own Book - - - - 7
Gertrude - - - - - - - - 11
Gower's Scientific Phenomena - - 12
Hawes's Tales of the N. American Indians 13
Howitt's Boy's Country Book - - - 15
Laneton Parsonage - - - - - 16
Mackintosh's Life of Sir T. More - - 19
Marcet's Conversations—
On the History of England - - 20
On Chemistry - - - - - 20
On Natural Philosophy - - - 20
On Political Economy - - - 20
On Vegetable Physiology - - - 20
On Land and Water - - - - 20
On Language - - - - - 20
Marryat's Masterman Ready - - - 20
,, Privateer's-Man - - - 20
,, Settlers in Canada - - - 20
,, Mission; or, Scenes in Africa 20
Pycroft's Course of English Reading - 24

MEDICINE.

Bull's Hints to Mothers - - - 7
,, Management of Children - - 7
Copland's Dictionary of Medicine - - 9
Elliotson's Human Physiology - - 11
Esdaile's Mesmerism in India - - - 11
Holland's Medical Notes - - - - 14
Lane's Water Cure at Malvern - - 16
Pereira On Food and Diet - - - 23
Reece's Medical Guide - - - - 25
Sandby On Mesmerism - - - - 26
Thomson on Food - - - - - 30

MISCELLANEOUS.

Acts of Parliament of Scotland - - 5
Bray's Philosophy of Necessity - - 7
Cartoons (The Prize) - - - - 8
Clavers's Forest Life - - - - 8
Cocks's Bordeaux, its Wines, etc. - - 8
Collegian's Guide - - - - - 8
Colton's Lacon - - - - - - - 8
De Burtin On the Knowledge of Pictures 9
De Morgan On Probabilities - - - 10
De Strzelecki's New South Wales - - 10
Dunlop's History of Fiction - - - 10
Good's Book of Nature - - - - 12
Gower's Scientific Phenomena - - 12
Graham's English - - - - - 12
Grant's Letters from the Mountains - 12
Guest's Mabinogion - - - - - 13
Hand-Book of Taste - - - - 13
Hobbes's (Thos.) complete Works - 14

	Pages
Howitt's Rural Life of England	14
,, Visits to Remarkable Places	14
,, Student Life of Germany	14
,, Rural and Social Life of Germany	14
,, Colonisation and Christianity	14
Jeffrey's (Lord) Contributions	15
King's (Col.) Argentine Republic	16
Lane's Life at the Water Cure	16
Life of a Travelling Physician	16
Loudon's (Mrs.) Lady's Country Companion	17
Macaulay's Critical and Historical Essays	19
Mackintosh's (Sir J.) Miscellaneous Works	19
Maitland's Church in Catacombs	20
Michelet's Priests, Women, and Families	21
,, The People	21
Müller's Mythology	22
Necker De Saussure's on Education	22
Perry On German University Education	23
Peter Plymley's Letters	24
Pycroft's English Course of Reading	24
Roget's Economic Chess-board	26
Rowton's Debater	26
Sandby On Mesmerism	26
Sandford's Parochialia	26
Seaward's Narrative of his Shipwreck	26
Southey's Common-Place Book	28
,, The Doctor	28
Sydney Smith's Works	27
Taylor's Statesman	29
Thomson on Food of Animals, etc.	30
Walker's Chess Studies	31
Welsford On the English Language	32
Willoughby's (Lady) Diary	32
Zumpt's Latin Grammar	32

NATURAL HISTORY IN GENERAL.

Catlow's Popular Conchology	8
Doubleday's Butterflies and Moths	10
Drummond's Letters to a Naturalist	10
Gray's Figures of Molluscous Animals	12
,, and Mitchell's Ornithology	12
Kirby and Spence's Entomology	16
Lee's Taxidermy	17
,, Elements of Natural History	17
Newell's Zoology of the English Poets	23
Stephens' British Coleoptera	28
Swainson on the Study of Natural History	29
,, Animals	29
,, Quadrupeds	29
,, Birds	29
,, Animals in Menageries	29
,, Fish, Amphibians, & Reptiles	29
,, Insects	29
,, Malacology	29
,, Habits and Instincts	29
,, Taxidermy	29
Turton's Shells of the British Islands	31
Waterton's Essays on Natural History	31
Westwood's Classification of Insects	32
Zoology of H.M. S.s' Erebus and Terror	32

NOVELS AND WORKS OF FICTION.

Bray's (Mrs.) Novels	7
Dunlop's History of Fiction	10
Fawn of Sertorius	11
Margaret Russell	20
Marryat's Masterman Ready	20
,, Privateer's-Man	20
,, Settlers in Canada	20
,, Mission; or, Scenes in Africa	20
Pericles, A Tale of Athens	23
Southey's, The Doctor, etc.	28
Willis's (N.P.) Dashes at Life	32

ONE VOLUME ENCYCLOPÆDIAS AND DICTIONARIES.

Blaine's, of Rural Sports	6
Brande's, of Science, Literature, and Art	7
Copland's, of Medicine	9
Cresy's, of Civil Engineering	9
Gwilt's, of Architecture	13
Johnson's Farmer	15
Loudon's, of Trees and Shrubs	18
,, of Gardening	18
,, of Agriculture	18
,, of Plants	18
,, of Rural Architecture	18
M'Culloch's Geographical Dictionary	19
,, Dictionary of Commerce	20
Murray's Encyclopædia of Geography	22
Ure's Arts, Manufactures, and Mines	31
Webster's Domestic Economy	32

POETRY AND THE DRAMA.

Aikin's (Dr.) British Poets	26
Ballads of the East	6
Bürger's Leonora, by Cameron	7
Chalenor's Walter Gray	8
,, Poetical Remains	8
Collier's Roxburghe Ballads	8
Costello's Persian Rose Garden	9
Dante, translated by Wright	9
Goldsmith's Poems	12
Gray's Elegy, illuminated	12
Horace, by Tate	29
Howitt's (Mary) Ballads	15
L. E. L.'s Poetical Works	17
Linwood's Anthologia Oxoniensis	17
Macaulay's Lays of Ancient Rome	19
Mackay's English Lakes	19
Montgomery's Poetical Works	21
Moore's Poetical Works	21
,, Lalla Rookh	22
,, Irish Melodies	22
Moral of Flowers	22
Poet's Pleasaunce	24
Pope's Works	24
Reynard the Fox	25
Shakspeare, by Bowdler	27
Sheldon's Minstrelsy	27
Sophocles, by Linwood	27
Southey's Poetical Works	28
,, Oliver Newman	28
,, British Poets	26
Spirit of the Woods	28
Thomson's Seasons	29
Turner's Richard III.	31
Watts's (A. A.) Lyrics of the Heart	32

POLITICAL ECONOMY AND STATISTICS.

Gilbart on Banking	11
M'Culloch's Geographical, Statistical, and Historical Dictionary	19
M'Culloch's Dictionary of Commerce	20
,, Literature of Polit. Economy	19
,, On Taxation and Funding	19
,, Statistics of the British Empire	19
Marat's Conversations on Polit. Economy	20
Thornton on Over-population	30
Tooke's History of Prices	30
Twiss's Oregon Question Examined	31

RELIGIOUS AND MORAL WORKS, ETC.

Amy Herbert, edited by Rev. W. Sewell	5
Bailey's Essays on the Pursuit of Truth	6
Bloomfield's Greek Testament	7
,, College and School ditto	7
,, Lexicon to Greek Testament	7
Burns's Christian Philosophy	7
,, Christian Fragments	7
Callcott's Scripture Herbal	8
Cooper's Sermons	9
Dale's Domestic Liturgy	9
Dibdin's Sunday Library	10

	Pages
Doddridge's Family Expositor	10
Englishman's Hebrew Concordance	11
,, Greek Concordance	11
Etheridge's Syrian Churches	11
Fitzroy's (Lady) Scripture Conversations	11
Forster's Historical Geography of Arabia	11
,, Life of Bishop Jebb	11
From Oxford to Rome	11
Gertrude, edited by the Rev. W. Sewell	11
Hook's (Dr.) Lectures on Passion Week	14
Horne's Introduction to the Scriptures	14
,, Compendium of ditto	14
Horsley's (Bp.) Biblical Criticism	14
,, Psalms	14
Jebb's Protestant Kempis	15
,, Pastoral Instructions	15
,, Correspondence with Knox	15
Knox's (Alexander) Remains	16
Laing's Notes on the German Schism	16
Laneton Parsonage	16
Letters to my Unknown Friends	17
Maitland's Church in the Catacombs	20
Marriage Gift	20
Michelet's Priests, Women, and Families	21
,, and Quinet's Jesuits	21
Milner's Church History	21
Moore on the Power of the Soul	22
,, on the Use of the Body	22
Mosheim's Ecclesiastical History	22
Parables (The)	23
Parkes's Domestic Duties	23
Peter Plymley's Letters	24
Pitman's Sermons on the Psalms	24
Quinet's Christianity	25
Riddle's Letters from a Godfather	25
Robinson's Greek and English Lexicon	26
Sandford On Female Improvement	26
,, On Woman	26
,, 's Parochialia	26
Sermon on the Mount (The)	27
Shepherd's Horæ Apostolicæ	27
Smith's Female Disciple	27
,, (G.) Perilous Times	27
,, Religion of Ancient Britain	27
Southey's Life of Wesley	28
Stebbing's Church History	28
Sydney Smith's Sermons	27
Tate's History of St. Paul	29
Tayler's (Rev. C.B.) Margaret; or, the Pearl	29
,, ,, Sermons	29
,, ,, Dora Melder	29
,, ,, Lady Mary	29
Taylor's (Jeremy) Works	29
Tomline's Christian Theology	30
,, Introduction to the Bible	30
Trollope's Analecta Theologica	30
Turner's Sacred History	31
Wardlaw On Socinian Controversy	32
Weil's Bible, Koran, and Talmud	31
Whitley's Life Everlasting	32
Wilberforce's View of Christianity	32
Willoughby's (Lady) Diary	32

RURAL SPORTS.

Blaine's Dictionary of Sports	6
Hansard's Fishing in Wales	13
Hawker's Instructions to Sportsmen	13
Loudon's (Mrs.) Lady's Country Companion	18
Stable Talk and Table Talk	28

THE SCIENCES IN GENERAL, AND MATHEMATICS.

Bakewell's Introduction to Geology	6
Balmain's Lessons on Chemistry	6
Brande's Dictionary of Science, etc.	7
Brewster's Optics	7
De la Beche on the Geology of Cornwall, etc.	9
Donovan's Chemistry	10
Elliot's Geometry	10
Farey on the Steam Engine	11
Fosbroke on the Arts of the Ancients	11
Gower's Scientific Phenomena	12
Greener on the Gun	12
Herschel's Natural Philosophy	13
,, Astronomy	13
Holland's Manufactures in Metal	14
Humboldt's Cosmos	15
Hunt's Researches on Light	15
Kane's Elements of Chemistry	15
Kater and Lardner's Mechanics	16
La Place's System of the World	16
Lardner's Cabinet Cyclopædia	16
,, Hydrostatics and Pneumatics	16
,, and Walker's Electricity	16
,, Arithmetic	16
,, Geometry	16
,, Treatise on Heat	16
Lerebours On Photography	17
Lloyd On Light and Vision	17
Low's Chemistry	18
Mackenzie's Physiology of Vision	19
Marcet's Conversations on the Sciences,	20
Memoirs of the Geological Survey	21
Moseley's Practical Mechanics	22
,, Engineering and Architecture	22
Nesbit's Mensuration	22
Owen's Lectures On Comparative Anatomy	23
Pearson's Practical Astronomy	23
Peschel's Physics	24
Phillips's Palæozoic Fossils of Cornwall, etc.	24
,, Guide to Geology	24
,, Treatise on Geology	24
,, Introduction to Mineralogy	24
Poisson's Mechanics	24
Portlock's Geology of Londonderry	24
Powell's Natural Philosophy	24
Quarterly Journal of the Geological Society	24
Ritchie (Robert) on Railways	25
Roberts's Dictionary of Geology	25
Thomson's Algebra	30

TRAVELS.

Allan's Mediterranean	5
Cooley's World Surveyed	8
Costello's (Miss) North Wales	9
De Custine's Russia	9
De Strzelecki's New South Wales	10
Erman's Travels through Siberia	8
Harris's Highlands of Æthiopia	13
Howitt's (R.) Australia Felix	15
King's (Col.) Argentine Republic	16
Laing's Notes of a Traveller	16
,, Tour in Sweden	16
Life of a Travelling Physician	17
Mackay's English Lakes	19
Montauban's Wanderings	21
Parrot's Ascent of Mount Ararat	8
Paton's (A.A.) Servia	23
,, Modern Syrians	23
Pedestrian Reminiscences	23
Seaward's Narrative of his Shipwreck	26
Tischendorf's Travels in Russia	30
Von Orlich's Travels in India	31

VETERINARY MEDICINE

Field's Veterinary Records	11
Miles On the Horse's Foot	21
Morton's Veterinary Toxicological Chart	22
,, ,, Medicine	22
Percivall's Hippopathology	23
,, Anatomy of the Horse	23
Spooner on the Foot and Leg of the Horse	28
Stable Talk and Table Talk	28
Thomson on Fattening Cattle	30
Turner On the Foot of the Horse	31
Winter On the Horse	32

NEW WORKS AND NEW EDITIONS.

ABERCROMBIE.—**ABERCROMBIE'S PRACTICAL GARDENER, AND** IMPROVED SYSTEM OF MODERN HORTICULTURE, alphabetically arranged. 4th Edition, with an Introductory Treatise on Vegetable Physiology, and Plates by W. Salisbury. 12mo. 6*s*. boards.

ABERCROMBIE AND MAIN.—**THE PRACTICAL GARDENER'S COMPANION**; Or, Horticultural Calendar: to which is added, the Garden-Seed and Plant Estimate. Edited, from a MS. of J. Abercrombie, by J. Main. 8th Edition. 32mo. 2*s*. 6*d*. sewed.

ACTON (MISS).—**MODERN COOKERY,**
In all its Branches, reduced to a System of Easy Practice. For the use of Private Families. In a Series of Practical Receipts, all of which have been strictly tested, and are given with the most minute exactness. By Eliza Acton. New Edition, to which are added, Directions for Carving. Foolscap 8vo. with Plates and Woodcuts, 7*s*. 6*d*. cloth.

ACTS OF THE PARLIAMENTS OF SCOTLAND:
Vol. 1, A.D. 1124 to 1423. Printed by command of Her Majesty Queen Victoria, in pursuance of an Address of the House of Commons of Great Britain. Folio, with numerous coloured fac-similes of MSS., Diplomata, and Documenta, 3*l*. 5*s*. half-bound.

THE ACTS OF THE LORDS OF COUNCIL IN CIVIL CAUSES [SCOTLAND].
Vol. 2, A.D. 1478 to 1495. Printed by command of His Majesty King George III., in pursuance of an Address of the House of Commons of Great Britain. Folio, with fac-similes, 1*l*. 5*s*. half-bound.

THE ACTS OF THE LORDS AUDITORS OF CAUSES AND COMPLAINTS [SCOTLAND]. Vol. 3, A.D. 1466 to 1494. Printed by command of His Majesty King George III., in pursuance of an Address of the House of Commons of Great Britain. Folio, 15*s*. half-bound.

ADAIR (SIR ROBERT).—**AN HISTORICAL MEMOIR OF A MISSION** TO THE COURT OF VIENNA IN 1806. By the Right Honorable Sir Robert Adair, G.C.B. With a Selection from his Despatches, published by permission of the proper Authorities. 8vo. 18*s*. cloth.

ADAIR (SIR ROBERT).—**THE NEGOTIATIONS FOR THE PEACE OF** THE DARDANELLES, in 1808–9; with Despatches and Official Documents. By the Right Honorable Sir Robert Adair, G.C.B. Being a Sequel to the Memoir of his Mission to Vienna in 1806. 2 vols. 8vo. 28*s*. cloth.

ADDISON.—**THE KNIGHTS TEMPLARS.**
By C.G. Addison, of the Inner Temple. 2d Edition, enlarged. Square crown 8vo. with Illustrations, 18*s*. cloth.—By the same Author,

THE TEMPLE CHURCH IN LONDON: Its History and Antiquities. Square crown 8vo. with 6 Plates, 5*s*. cloth.—Also,

A FULL AND COMPLETE GUIDE, HISTORICAL AND DESCRIPTIVE, TO THE TEMPLE CHURCH. Square crown 8vo. 1*s*. sewed.

AIKIN.—**THE LIFE OF JOSEPH ADDISON.**
Illustrated by many of his Letters and Private Papers never before published. By Lucy Aikin. 2 vols. post 8vo. with Portrait from Sir Godfrey Kneller's Picture, 18*s*. cloth.

ALLAN (J. H.)—**A PICTORIAL TOUR IN THE MEDITERRANEAN;**
Comprising Malta, Dalmatia, Turkey, Asia Minor, Grecian Archipelago, Egypt, Nubia, Greece, Sicily, Italy, and Spain. J. H. Allan. 2d Edition. Imperial 4to. with upwards of 40 lithographed Drawings, and 70 Wood Engravings, 3*l*. 3*s*. cloth.

AMY HERBERT.
By a Lady. Edited by the Rev. William Sewell, B.D. of Exeter College, Oxford. 3d Edition. 2 vols. foolscap 8vo. 9*s*. cloth.

ARTISAN CLUB (THE).—**A TREATISE ON THE STEAM ENGINE.**
In its application to Mines, Mills, Steam Navigation, and Railways. By the Artisan Club. Edited by John Bourne, C.E. 4to. with 30 Steel Plates, etc., and about 350 Wood Engravings, 27*s.* cloth.

BAILEY.—**ESSAYS ON THE PURSUIT OF TRUTH,**
And on the Progress of Knowledge. By Samuel Bailey, author of "Essays on the Formation and Publication of Opinions," "Berkeley's Theory of Vision," etc. 2d Edition, revised and enlarged. 8vo. 9*s.* 6*d.* cloth.

BAKEWELL.—**AN INTRODUCTION TO GEOLOGY.**
Intended to convey Practical Knowledge of the Science, and comprising the most important recent Discoveries; with Explanations of the Facts and Phenomena which serve to confirm or invalidate various Geological Theories. By Robert Bakewell. Fifth Edition, considerably enlarged. 8vo. with numerous Plates and Woodcuts, 21*s.* cloth.

BALLADS OF THE EAST,
And other Poems. By T. H. P. Square crown 8vo 4*s.* sewed.

BALMAIN.—**LESSONS ON CHEMISTRY,**
For the Use of Pupils in Schools, Junior Students in Universities, and Readers who wish to learn the fundamental Principles and leading Facts: with Questions for Examination, Glossaries of Chemical Terms and Chemical Symbols, and an Index. By William H. Balmain. With numerous Woodcuts, illustrative of the Decompositions. Foolscap 8vo. 6*s.* cloth.

BAYLDON.—**THE ART OF VALUING RENTS AND TILLAGES,**
And the Tenant's Right of Entering and Quitting Farms, explained by several Specimens of Valuations; and Remarks on the Cultivation pursued on Soils in different Situations. Adapted to the Use of Landlords, Land-Agents, Appraisers, Farmers, and Tenants. By J. S. Bayldon. 6th Edition, corrected and revised by John Donaldson. 8vo. 10*s.* 6*d.* cloth.

BAYLIS.—**THE ARITHMETIC OF ANNUITIES AND LIFE ASSURANCE;**
Or, Compound Interest Simplified: explaining the value of Annuities, certain or contingent, on one or two Lives, and the values of Assurances in Single and Annual Payments; and comprehending the values of Leases, Pensions, Freeholds, and Reversionary Sums, in possession or expectation, immediate, deferred, or temporary. Illustrated with practical and familiar Examples. By Edward Baylis, Actuary of the Anchor Life Assurance Company. 8vo. 5*s.* cloth.

BEDFORD CORRESPONDENCE.—**CORRESPONDENCE OF JOHN,**
FOURTH DUKE OF BEDFORD, selected from the Originals at Woburn Abbey: with Introductions by Lord John Russell. 8vo. vol. 1 (1742-48), 18*s.* cloth; vol. 2 (1749-60), 15*s.* cl.
*** *Vol. III. to complete the work, is nearly ready.*

BELL.—**LIVES OF THE MOST EMINENT ENGLISH POETS.**
By Robert Bell, Esq. 2 vols. foolscap 8vo. with Vignette Titles, 12*s.* cloth.

BELL.—**THE HISTORY OF RUSSIA,**
From the Earliest Period to the Treaty of Tilsit. By R. Bell, Esq. 3 vols. foolscap 8vo. 18*s.*

BLACK.—**A PRACTICAL TREATISE ON BREWING.**
Based on Chemical and Economical Principles: with Formulæ for Public Brewers, and Instructions for Private Families. By William Black. Third Edition, revised and corrected, with considerable Additions. 8vo. 10*s.* 6*d.* cloth.—Also,

SUPPLEMENT, of REMARKS on BAVARIAN BEER, London Porter, the Influence of Electricity on Fermentation, and other Subjects. By William Black. 8vo. 2*s.* 6*d.* sewed.

BLAINE.—**AN ENCYCLOPÆDIA OF RURAL SPORTS;**
Or, a complete Account, Historical, Practical, and Descriptive, of Hunting, Shooting, Fishing, Racing, and other Field Sports and Athletic Amusements of the present day. By Delabere P. Blaine, Esq., author of "Canine Pathology," etc. etc. With nearly 600 Engravings on Wood, by R. Branston, from Drawings by Alken, T. Landseer, Dickes, etc. 8vo. 50*s.* cloth.

BLAIR'S **CHRONOLOGICAL AND HISTORICAL TABLES,**
From the Creation to the present Time: with Additions and Corrections from the most authentic Writers; including the Computation of St. Paul, as connecting the Period from the Exode to the Temple. Under the revision of Sir Henry Ellis, K.H., Principal Librarian of the British Museum. Imperial 8vo. 31*s.* 6*d.* half-bound morocco.

BLOOMFIELD.—**THE HISTORY OF THE PELOPONNESIAN WAR.**
By Thucydides. Newly Translated into English, and accompanied with very copious Notes, Philological and Explanatory, Historical and Geographical. By the Rev. S. T. Bloomfield, D.D. F.S.A. 3 vols. 8vo. with Maps and Plates, 2*l.* 5*s.* boards.

BLOOMFIELD.—**THE HISTORY OF THE PELOPONNESIAN WAR.**
By Thucydides. A New Recension of the Text, with a carefully amended Punctuation; and copious Notes, Critical, Philological, and Explanatory, almost entirely original, but partly selected and arranged from the best Expositors: accompanied with full Indexes. Illustrated by Maps and Plans. By the Rev. S. T. Bloomfield, D.D. F.S.A. 2 vols. 8vo. 38*s.* cloth.

BLOOMFIELD.—THE GREEK TESTAMENT:
With copious English Notes, Critical, Philological, and Explanatory. Formed for the use of advanced Students of Divinity and Candidates for Holy Orders. By the Rev. S. T. Bloomfield, D.D. F.S.A. 6th Edit. improved. 2 vols. 8vo. with a Map of Palestine, 40*s.* cloth.

BLOOMFIELD.—THE GREEK TESTAMENT FOR COLLEGES AND SCHOOLS; with shorter English Notes, Critical, Philological, and Explanatory. By the Rev. S. T. Bloomfield, D.D. Fourth Edition, enlarged and improved, with a New Map of Syria and Palestine, and an Index. Foolscap 8vo. 10*s.* 6*d.* cloth.

BLOOMFIELD.—GREEK AND ENGLISH LEXICON TO THE NEW TESTAMENT: especially adapted to the use of Colleges, and the Higher Classes in Public Schools; but also intended as a convenient Manual for Biblical Students in general. By Dr. Bloomfield. 2d Edition, enlarged, and improved. Foolscap 8vo. 10*s.* 6*d.* cloth.

BOY'S OWN BOOK (THE):
A Complete Encyclopædia of all the Diversions, Athletic, Scientific, and Recreative, of Boyhood and Youth. 23d Edition. Square 12mo., with many Engravings on Wood, 6*s.* boards.

BRANDE.—A DICTIONARY OF SCIENCE, LITERATURE, AND ART;
Comprising the History, Description, and Scientific Principles of every Branch of Human Knowledge; with the Derivation and Definition of all the Terms in general use. Edited by W. T. Brande, F.R.S.L. and E.; assisted by J. Cauvin. 8vo. with Woodcuts, 3*l.* cloth.

BRAY (MRS.)—MRS. BRAY'S NOVELS AND ROMANCES,
Revised and corrected by Mrs. Bray. In 10 vols. fcap. 8vo., uniformly with the "Standard Novels," with Frontispieces and Vignettes. 3*l.* cloth; or separately 6*s.* each, as follows:—

Vol. I. "*The White Hoods*," *with portrait of the Author, a view of her residence, and General Preface to the Series;*—Vol. II. "*De Foix;*"—Vol. III. "*The Protestant;*"—Vol. IV. "*Fitz of Fitz-Ford;*"—Vol. V. "*The Talba;*"—Vol. VI. "*Warleigh;*"—Vol. VII. "*Trelawny;*" Vol. VIII. "*Trials of the Heart;*"—Vol. IX. "*Henry de Pomeroy;*"—Vol. X. "*Courtenay of Walreddon.*"

BRAY.—THE PHILOSOPHY OF NECESSITY;
Or, the Law of Consequences as applicable to Mental, Moral, and Social Science. By Charles Bray. 2 vols. 8vo. 15*s.* cloth.

BREWSTER.—A TREATISE ON OPTICS.
By Sir David Brewster, LL.D. F.R.S. etc. New Edition. Foolscap 8vo. with vignette title, and 176 Woodcuts, 6*s.* cloth.

BUCKLER.—A HISTORY OF THE ARCHITECTURE OF THE ABBEY CHURCH of ST. ALBAN, with especial reference to the Norman Structure. By J. C. and C. A. Buckler, Architects. 8vo. with numerous Illustrations. [*In the press.*

BUDGE (J.)—THE PRACTICAL MINER'S GUIDE:
Comprising a Set of Trigonometrical Tables adapted to all the purposes of Oblique or Diagonal, Vertical, Horizontal, and Traverse Dialling; with their application to the Dial, Exercise of Drifts, Lodes, Slides, Levelling, Inaccessible Distances, Heights, etc. By J. Budge. New Edition, considerably enlarged, 8vo. with Portrait of the Author, 12*s.* cloth.

BULL.—HINTS TO MOTHERS,
For the Management of Health during the Period of Pregnancy and in the Lying-in Room; with an Exposure of Popular Errors in connexion with those subjects. By Thomas Bull, M.D. 4th Edition, revised and considerably enlarged. Foolscap 8vo. 7*s.* cloth.

BULL.—THE MATERNAL MANAGEMENT OF CHILDREN,
In HEALTH and DISEASE. By Thomas Bull, M.D. Physician Accoucheur to the Finsbury Midwifery Institution, etc. 2d Edition, revised and enlarged. Foolscap 8vo. 7*s.* cloth.

BÜRGER.—THE LEONORA OF BÜRGER.
Translated by Julia M. Cameron. With Six large Illustrations, drawn on Wood by D. Maclise, R.A. Engraved by John Thompson. Crown 4to. [*In the press.*

BURNS.—THE PRINCIPLES OF CHRISTIAN PHILOSOPHY;
Containing the Doctrines, Duties, Admonitions, and Consolations of the Christian Religion. By John Burns, M.D. F.R.S. 6th Edition. 12mo. 7*s.* boards.

BURNS.—CHRISTIAN FRAGMENTS;
Or, Remarks on the Nature, Precepts, and Comforts of Religion. By John Burns, M.D. F.R.S. Professor of Surgery in the University of Glasgow, author of "The Principles of Christian Philosophy." Foolscap 8vo. 5*s.* cloth.

BUTLER.—A SKETCH OF MODERN AND ANCIENT GEOGRAPHY.
By Samuel Butler, D.D., late Lord Bishop of Lichfield and Coventry; and formerly Head Master of Shrewsbury School. New Edition, revised by the Author's Son. 8vo. 9*s.* boards.

BUTLER.—**AN ATLAS OF MODERN GEOGRAPHY.**
Consisting of Twenty-three coloured Maps, from a New Set of Plates; with an Index of all the Names of Places, referring to the Latitudes and Longitudes. By the late Dr. Butler, Bishop of Lichfield. New Edition, corrected. 8vo. 12*s.* half-bound.

BUTLER.—**AN ATLAS OF ANCIENT GEOGRAPHY.**
Consisting of Twenty-three coloured Maps: with an Index of all the Names of Places, referring to the Latitudes and Longitudes. By the late Dr. Butler, Bishop of Lichfield. New Edition, corrected. 8vo. 12*s.* half-bound.

BUTLER.—**A GENERAL ATLAS OF MODERN AND ANCIENT GEOGRAPHY.**
Consisting of Forty-five coloured Maps, and copious Indices referring to the Latitudes and Longitudes. By the late Dr. Butler, Bishop of Lichfield. New Edition, from an entirely new and corrected set of Plates. 4to. 24*s.* half-bound.

CALLCOTT.—**A SCRIPTURE HERBAL:**
With upwards of 120 Wood Engravings. By Lady Callcott. Square crown 8vo. 1*l.* 5*s.* cloth.

CARTOONS.—**THE PRIZE CARTOONS EXHIBITED IN WESTMINSTER-HALL,** Published under the Sanction and Patronage of Her Majesty's Commissioners on the Fine Arts. The average size of the Prize Cartoons is fifteen feet in width and ten in height. A reduced scale of one inch and a half to the foot has been adopted; and in the process of reduction every care has been taken faithfully to preserve all the characteristic features of the originals; and the Engraving of each work has been subjected to the approval of its author. Lithography has been chosen as the most suitable medium for producing copies of these important works.

The size of the work is large folio. The price of the Eleven Engravings, in a neat Portfolio, 5*l.* 5*s.*; Proofs before letters, 8*l.* 8*s.*

CATLOW.—**POPULAR CONCHOLOGY;**
Or, the Shell Cabinet arranged: being an Introduction to the modern System of Conchology; with a sketch of the Natural History of the Animals, an account of the Formation of the Shells, and a complete Descriptive List of the Families and Genera. By Agnes Catlow. Foolscap 8vo. with 312 Woodcuts, 10*s.* 6*d.* cloth.

CHALENOR.—**WALTER GRAY,**
A Ballad, and other Poems. By Mary Chalenor. 2d Edition, with Additions, including the Author's Poetical Remains. Fcap. 8vo. 6*s.* cloth.

CHALENOR.—**THE POETICAL REMAINS OF MARY CHALENOR.**
Fcap. 8vo. 4*s.* cloth.

CLAVERS.—**FOREST LIFE.**
By Mary Clavers, an Actual Settler; author of "A New Home, Who'll Follow?" 2 vols. fcap. 8vo. 12*s.* cloth.

COCKS (C.)—**BORDEAUX, ITS WINES, AND THE CLARET COUNTRY.**
By C. Cocks, B.L., Professor of the Living Languages in the Royal Colleges of France; Translator of the Works of Michelet, Mignet, and Quinet. Post 8vo. with View of Bordeaux, 8*s.* 6*d.* cloth.

COLLEGIAN'S GUIDE (THE);
Or, Recollections of College Days; setting forth the Advantages and Temptations of a University Education. By **** ******, M.A., —— Coll. Oxon. Post 8vo. 10*s.* 6*d.* cloth.

COLLIER (J. PAYNE.)—**A BOOK OF ROXBURGHE BALLADS.**
Edited by John Payne Collier, Esq. Post 4to. [*In the press.*

COLTON—**LACON; OR, MANY THINGS IN FEW WORDS.**
By the Rev. C. C. Colton. New Edition, 8vo. 12*s.* cloth.

CONVERSATIONS ON BOTANY.
9th Edition, improved. Foolscap 8vo. with 22 Plates, 7*s.* 6*d.* cloth; with coloured Plates, 12*s.*

COOLEY.—**THE WORLD SURVEYED IN THE NINETEENTH CENTURY;**
Or, Recent Narratives of Scientific and Exploring Expeditions (chiefly undertaken by command of Foreign Governments). Collected, translated, and, where necessary, abridged, by W. D. Cooley, Esq., author of "The History of Maritime and Inland Discovery," in the Cabinet Cyclopædia, etc.

The First Volume contains "The Ascent of Mount Ararat." By Dr. Friedrich Parrot, Professor of Natural Philosophy in the University of Dorpat, Russian Imperial Councillor of State, etc. 8vo. with a Map by Arrowsmith, and Woodcuts, 14*s.* cloth.

*** *Each volume will form, for the most part, a Work complete in itself, and the whole Series will present an accurate and luminous picture of all the known portions of the earth. The Second Work of the Series, "Erman's Travels through Siberia," is in the press, in 2 vols. 8vo.*

COOLEY.—**THE HISTORY OF MARITIME AND INLAND DISCOVERY.**
By W. D. Cooley, Esq. 3 vols. foolscap 8vo. with Vignette Titles, 18*s.* cloth.

COOPER (REV. E.)—**SERMONS,**
Chiefly designed to elucidate some of the leading Doctrines of the Gospel. To which is added an Appendix, containing Sermons preached on several Public Occasions, and printed by desire. By the Rev. Edward Cooper. 7th Edition. 2 vols. 12mo. 10*s.* boards.

COOPER (REV. E.)—**PRACTICAL AND FAMILIAR SERMONS,**
Designed for Parochial and Domestic Instruction. By the Rev. Edward Cooper. New Editions. 7 vols. 12mo. 1*l.* 18*s.* boards.

*** *Vols.* 1 *to* 4, 5*s. each; Vols.* 5 *to* 7, 6*s. each.*

COPLAND.—**A DICTIONARY OF PRACTICAL MEDICINE;**
Comprising General Pathology, the Nature and Treatment of Diseases, Morbid Structures, and the Disorders especially incidental to Climates, to Sex, and to the different Epochs of Life, with numerous approved Formulæ of the Medicines recommended. By James Copland, M.D., etc. etc. In 3 vols. Vols. 1 and 2, 8vo. 3*l.* cloth; and Part 10, 4*s.* 6*d.* sewed.

*** *To be completed in One more Volume.*

COSTELLO (MISS).—**THE ROSE GARDEN OF PERSIA.**
A Series of Translations from the Persian Poets. By Louisa Stuart Costello, author of "Specimens of the Early Poetry of France," etc. Long 8vo. with 12 Illuminated Titles, and Borders printed in Gold and Colours, 18*s.* boards; or 31*s.* 6*d.* bound in morocco (*oriental style*), by Hayday.

COSTELLO (MISS)—**FALLS, LAKES, AND MOUNTAINS OF NORTH WALES;** being a Pictorial Tour through the most interesting parts of the Country. By Louisa Stuart Costello, author of "The Rose Garden of Persia," "Bearn and the Pyrenees," etc. Profusely illustrated with Views, from Original Sketches by D. H. M'Kewan, engraved on wood, and lithographed, by T. and E. Gilks. Square 8vo. with Map, 14*s.* cloth.

CRESY (E.)—**AN ENCYCLOPAEDIA OF CIVIL ENGINEERING, HISTORICAL, THEORETICAL, and PRACTICAL.** By Edward Cresy, F.S.A. C.E. Illustrated by many hundred Engravings on Wood, explanatory of the Principles, Machinery, and Constructions which come under the Direction of the Civil Engineer. 8vo. uniform with Messrs. Longman and Co.'s Series of One-Volume Encyclopædias and Dictionaries. [*In the press.*

CROCKER'S **ELEMENTS OF LAND SURVEYING.**
Fifth Edition, corrected throughout, and considerably improved and modernised, by T. G. Bunt, Land Surveyor, Bristol. To which are added, TABLES OF SIX-FIGURE LOGARITHMS, etc., superintended by Richard Farley, of the Nautical Almanac Establishment. Post 8vo. 12*s.* cloth.

CROWE.—**THE HISTORY OF FRANCE,**
From the Earliest Period to the Abdication of Napoleon. By E. E. Crowe, Esq. 3 vols. foolscap 8vo. with Vignette Titles, 18*s.* cloth.

DAHLMANN.—**HISTORY OF THE ENGLISH REVOLUTION.**
By F. C. Dahlmann, late Professor of History at the University of Göttingen. Translated from the German, by H. Evans Lloyd, Esq. 8vo. 10*s.* 6*d.* cloth.

DALE (THE REV. THOMAS).—**THE DOMESTIC LITURGY AND FAMILY CHAPLAIN,** in Two Parts: the First Part being Church Services adapted for Domestic Use, with Prayers for every Day of the Week, selected exclusively from the Book of Common Prayer. Part II. comprising an appropriate Sermon for every Sunday in the Year. By the Rev. Thomas Dale, M.A. Canon Residentiary of St. Paul's, and Vicar of St. Bride's, London. Post 4to. handsomely printed, 21*s.* cloth: or, bound by Hayday, 31*s.* 6*d.* calf lettered; 50*s.* morocco, with goffered edges.

DANTE, TRANSLATED BY WRIGHT.—**DANTE.**
Translated by Ichabod Charles Wright, M.A. late Fellow of Magdalen College, Oxford. A New Edition, revised and corrected. 3 vols. foolscap 8vo. with Portrait, 7*s.* 6*d.* sewed.

*** *Vol. I. contains the Inferno; Vol. II. the Purgatorio; Vol. III. the Paradiso.*

DAVY (SIR HUMPHRY).—**ELEMENTS OF AGRICULTURAL CHEMISTRY** in a Course of Lectures. By Sir Humphry Davy. With Notes by Dr. John Davy. 6th Edition. 8vo. with 10 Plates, 15*s.* cloth.

DE BURTIN.—**A TREATISE ON THE KNOWLEDGE NECESSARY TO AMATEURS OF PICTURES.** Translated and abridged from the French of M. Francis Xavier De Burtin, First Stipendiary Member of the Royal Academy of Brussels in the Class of Sciences, etc. By Robert White, Esq. 8vo. with Illustrations, 12*s.* cloth.

DE CUSTINE.—**RUSSIA.**
By the Marquis De Custine. Translated from the French. 2d Edition. 3 vols. post 8vo. 31*s.* 6*d.* cloth.

DE LA BECHE.—**REPORT ON THE GEOLOGY OF CORNWALL, DEVON, AND WEST SOMERSET.** By Henry T. De la Beche, F.R.S. etc., Director of the Ordnance Geological Survey. Published by Order of the Lords Commissioners of H. M. Treasury. 8vo. with Maps, Woodcuts, and 12 large Plates, 14*s.* cloth.

DE MORGAN.—**AN ESSAY ON PROBABILITIES,**
And on their Application to Life Contingencies and Insurance Offices. By Aug. De Morgan, Esq., of Trinity College, Cambridge. Foolscap 8vo. with Vignette Title, 6*s*. cloth.

DE SISMONDI.—**THE HISTORY OF THE ITALIAN REPUBLICS:**
Or, of the Origin, Progress, and Fall of Freedom in Italy, from A.D. 476 to 1806. By J. C. L Sismondi. Fcap. 8vo. with Vignette Title, 6*s*. cloth.

DE SISMONDI.—**THE HISTORY OF THE FALL OF THE ROMAN EMPIRE.** Comprising a View of the Invasion and Settlement of the Barbarians. By J. C. L. De Sismondi. 2 vols. Fcap. 8vo. with Vignette Titles, 12*s*. cloth.

DE STRZELECKI (P. E.)—**PHYSICAL DESCRIPTION OF NEW SOUTH WALES AND VAN DIEMAN'S LAND.** Accompanied by a Geological Map, Sections, and Diagrams, and Figures of the Organic Remains. By P. E. De Strzelecki. 8vo. with coloured Map and numerous Plates, 24*s*. cloth.

DIBDIN (THE REV. T. F.)—**THE SUNDAY LIBRARY:**
Containing nearly One hundred Sermons by eminent Divines. With Notes, etc. by the Rev. T. F. Dibdin, D.D. 6 vols. foolscap 8vo. with 6 Portraits, 30*s*. cloth; neatly half-bound in morocco, with gilt edges, 2*l*. 12*s*. 6*d*.

DODDRIDGE.—**THE FAMILY EXPOSITOR;**
Or, a Paraphrase and Version of the New Testament: with Critical Notes, and a Practical Improvement of each Section. By P. Doddridge, D.D. To which is prefixed, a Life of the Author, by A. Kippis, D.D. F.R.S. and S.A. New Edition. 4 vols. 8vo. 1*l*. 16*s*. cloth.

DONOVAN.—**A TREATISE ON CHEMISTRY.**
By Michael Donovan, Esq. M.R.I.A. 4th Edition. Fcap. 8vo. with Vignette Title, 6*s*. cloth.

DONOVAN.—**A TREATISE ON DOMESTIC ECONOMY.**
By M. Donovan, Esq. M.R.I.A., Professor of Chemistry to the Company of Apothecaries in Ireland. 2 vols. foolscap 8vo. with Vignette Titles, 12*s*. cloth.

DOUBLEDAY'S BUTTERFLIES.—**THE GENERA OF DIURNAL LEPIDOPTERA**; comprising their Generic Characters—a Notice of the Habits and Transformations—and a Catalogue of the Species of each Genus. By Edward Doubleday, Esq. F.L.S. etc., Assistant in the Zoological Department of the British Museum. Imperial 4to. uniform with Gray and Mitchell's Ornithology; illustrated with 75 coloured Plates.

*** *To be published in Monthly Parts, 5s. each; each Part to consist of two coloured Plates, with accompanying Letter-press. Part I. will appear on the 2d of November.*

DOVER.—**LIFE OF FREDERICK II. KING OF PRUSSIA.**
By Lord Dover. 2d Edition. 2 vols. 8vo. with Portrait, 28*s*. boards.

DRUMMOND (DR. J. L.)—**LETTERS TO A YOUNG NATURALIST ON THE STUDY OF NATURE AND NATURAL THEOLOGY.** By James L. Drummond, M.D. Second Edition. Post 8vo. with Wood Engravings, 7*s*. 6*d*. boards.

DRUMMOND.—**FIRST STEPS TO BOTANY,**
Intended as popular Illustrations of the Science, leading to its study as a branch of general Education. By J. L. Drummond, M.D. 4th Edit. 12mo. with numerous Woodcuts, 9*s*. boards.

DUNHAM.—**THE HISTORY OF THE GERMANIC EMPIRE.**
By Dr. Dunham. 3 vols. foolscap 8vo. with Vignette Titles, 18*s*. cloth.

By the same Author.

THE HISTORY OF EUROPE DURING THE MIDDLE AGES. 4 vols. 1*l*. 4*s*.

THE HISTORY OF SPAIN AND PORTUGAL. 5 vols. foolscap 8vo. 1*l*. 10*s*.

THE HISTORY OF SWEDEN, DENMARK, AND NORWAY. 3 vols. foolscap 8vo. 18*s*.

THE HISTORY OF POLAND. Fcap. 8vo. 6*s*.

THE LIVES OF THE EARLY WRITERS OF GREAT BRITAIN. Foolscap 8vo. 6*s*.

THE LIVES OF BRITISH DRAMATISTS. 2 vols. foolscap 8vo. 12*s*.

DUNLOP (JOHN).—**THE HISTORY OF FICTION:**
Being a Critical Account of the most celebrated Prose Works of Fiction, from the earliest Greek Romances to the Novels of the Present Age. By John Dunlop. 3d Edition, complete in One Volume. Medium 8vo. 15*s*. cloth.

ECCLESTON (JAMES).—**A MANUAL OF ENGLISH ANTIQUITIES.**
By James Eccleston, B.A. Head Master of Sutton Coldfield Grammar School. 8vo. with numerous Illustrations on Wood. [*In the press.*

ELLIOT (J.)—**A COMPLETE TREATISE ON PRACTICAL GEOMETRY AND MENSURATION.** With numerous Exercises. By James Elliot, formerly Teacher of Mathematics in the Mechanics' Institution of Liverpool. 8vo. 5*s*. cloth.

*** *Key, containing full Demonstrations and Solutions. 8vo. 6s. cloth.*

ELLIOTSON.—**HUMAN PHYSIOLOGY:**
With which is incorporated much of the Elementary Part of the "Institutiones Physiologicæ" of J. F. Blumenbach, Professor in the University of Gottingen. By John Elliotson, M.D. Cantab. F.R.S. Fifth Edition, 8vo. with numerous Woodcuts, 2*l.* 2*s.* cloth.

THE ENGLISHMAN'S GREEK CONCORDANCE OF THE NEW TESTAMENT; being an attempt at a Verbal Connexion between the Greek and the English Texts; including a Concordance to the Proper Names, with Indexes, Greek-English and English-Greek. 2d Edition, carefully revised, with a new Index, Greek and English. Royal 8vo. 42*s.*

THE ENGLISHMAN'S HEBREW AND CHALDEE CONCORDANCE OF THE OLD TESTAMENT; being an attempt at a Verbal Connexion between the Original and the English Translations: with Indexes, a List of the Proper Names and their occurrences, etc. etc. 2 vols. royal 8vo. 3*l.* 13*s.* 6*d.* cloth; large paper, 4*l.* 14*s.* 6*d.*

ESDAILE.—**MESMERISM IN INDIA;**
And its Practical Application in Surgery and Medicine. By James Esdaile, M.D. Civil Assistant-Surgeon, E.I.C.S. Bengal. Fcap. 8vo. 6*s.* 6*d.* cloth.

ETHERIDGE (J. N.)—**THE SYRIAN CHURCHES:**
Their early History, Liturgies, and Literature, with a Literal Translation of the Four Gospels from the Peschito, or Canon of Holy Scripture in use among the Oriental Christians from the earliest Times. By J. W. Etheridge. 12mo. 7*s.* 6*d.* cloth. [*Just ready.*

FAREY.—**A TREATISE ON THE STEAM-ENGINE,**
Historical, Practical, and Descriptive. By John Farey, Engineer. 4to. illustrated by numerous Woodcuts, and 25 Copper-plates, 5*l.* 5*s.* in boards.

FAWN (THE) OF SERTORIUS. 2 vols. post 8vo. 18*s.* cloth.
"*As a work that contains lively and graphic pictures of life and manners, in a distant age, we commend it to the perusal of our readers.*"—Critic.

FERGUS.—**THE HISTORY OF THE UNITED STATES OF AMERICA,**
From the Discovery of America to the Election of General Jackson to the Presidency. By the Rev. H. Fergus. 2 vols. foolscap 8vo. with Vignette Titles, 12*s.* cloth.

FIELD.—**POSTHUMOUS EXTRACTS FROM THE VETERINARY RECORDS OF THE LATE JOHN FIELD.** Edited by his Brother, William Field, Veterinary Surgeon, London. 8vo. 8*s.* boards.

FITZROY (LADY).—**SCRIPTURAL CONVERSATIONS BETWEEN CHARLES AND HIS MOTHER.** By Lady Charles Fitzroy. Foolscap 8vo. 4*s.* 6*d.* cloth.

FORSTER.—**STATESMEN OF THE COMMONWEALTH OF ENGLAND.**
With an Introductory Treatise on the Popular Progress in English History. By John Forster, Esq. 5 vols. foolscap 8vo. with Original Portraits of Pym, Eliot, Hampden, Cromwell, and an Historical Scene after a Picture by Cattermole, 1*l.* 10*s.* cloth.

The above 5 vols. form Mr. Forster's Portion of the Lives of Eminent British Statesmen, by Sir James Mackintosh, the Right Hon. T. P. Courtenay, and John Forster, Esq. 7 vols. foolscap 8vo. with Vignette Titles, 2*l.* 2*s.* cloth.

FORSTER (REV. C.)—**THE HISTORICAL GEOGRAPHY OF ARABIA;**
Or, the Patriarchal Evidences of Revealed Religion. A Memoir, with illustrative Maps and an Appendix, containing Translations, with an Alphabet and Glossary of the Hamyaritic Inscriptions recently discovered in Hadramaut. By the Rev. Charles Forster, B.D., Rector of Stisted, Essex, author of "Mahometanism Unveiled." 2 vols. 8vo. 30*s.* cloth.

FORSTER (REV. C.)—**THE LIFE OF JOHN JEBB, D.D. F.R.S.**
Late Bishop of Limerick. With a Selection from his Letters. By the Rev. Charles Forster, B.D., Rector of Stisted, Essex, and one of the Six Preachers in the Cathedral of Christ, Canterbury, formerly Domestic Chaplain to the Bishop. 2d Edition. 8vo. with Portrait, etc. 16*s.* cloth.

FOSBROKE.—**A TREATISE ON THE ARTS, MANNERS, MANUFACTURES, and INSTITUTIONS of the GREEKS and ROMANS.** By the Rev. T. D. Fosbroke, etc. 2 vols. foolscap 8vo. with Vignette Titles, 12*s.* cloth.

FROM OXFORD TO ROME: AND, HOW IT FARED WITH SOME WHO MADE THE JOURNEY. By a Companion Traveller. Foolscap 8vo. [*Nearly ready.*

GERTRUDE.
A Tale. By the author of "Amy Herbert." Edited by the Rev. William Sewell, B.D., of Exeter College, Oxford. Third Edition. 2 vols. foolscap 8vo. 9*s.* cloth.

GILBART (J. W.)—**THE HISTORY AND PRINCIPLES OF BANKING.**
By James William Gilbart, General Manager of the London and Westminster Bank. Third Edition. 8vo. 9*s.* boards.

GLEIG.—**LIVES OF THE MOST EMINENT BRITISH MILITARY COMMANDERS.** By the Rev. G. R. Gleig. 3 vols. foolscap 8vo. with Vignette Titles, 18*s.* cloth.

GLENDINNING.—**PRACTICAL HINTS ON THE CULTURE OF THE PINEAPPLE.** By R. Glendinning, Gardener to the Right Hon. Lord Rolle, Bicton. 12mo. with Plan of Pinery, 5*s.* cloth.

GOLDSMITH—**THE POETICAL WORKS OF OLIVER GOLDSMITH.** Illustrated by Wood Engravings, from the Designs of G. W. Cope. A.R.A., Thomas Creswick, A.R.A., J. C. Horsley, R. Redgrave, A.R.A., and Frederick Tayler, Members of the Etching Club. With a Biographical Memoir, and Notes on the Poems. Edited by Bolton Corney, Esq. Square crown 8vo., uniform with "Thomson's Seasons," 21*s.* cloth; or 36*s.* bound in morocco, by Hayday.

*** *One Hundred Copies, 2l. 2s. each, printed on prepared paper of great beauty.*

GOOD.—**THE BOOK OF NATURE.** A Popular Illustration of the General Laws and Phenomena of Creation. By John Mason Good, M.D. F.R.S. etc. 3d Edition, corrected. 3 vols. foolscap 8vo. 24*s.* cloth.

GOWER.—**THE SCIENTIFIC PHENOMENA OF DOMESTIC LIFE.** By Charles Foote Gower. Foolscap 8vo. [*In the press.*

GRAHAM.—**ENGLISH; OR, THE ART OF COMPOSITION** explained in a Series of Instructions and Examples. By G. F. Graham. 2d Edition, revised and improved. Foolscap 8vo. 7*s.* cloth.

GRANT (MRS.)—**LETTERS FROM THE MOUNTAINS.** Being the Correspondence with her Friends, between the years 1773 and 1803. By Mrs. Grant, of Laggan. 6th Edition. Edited, with Notes and Additions, by her Son, J. P. Grant, Esq. 2 vols. post 8vo. 21*s.* cloth.

GRANT (MRS., OF LAGGAN).—**MEMOIR AND CORRESPONDENCE** of the late Mrs. Grant, of Laggan, author of "Letters from the Mountains," etc. Edited by her Son, J. P. Grant, Esq. 2d Edition. 3 vols. post 8vo. Portrait, 1*l.* 11*s.* 6*d.* cloth.

GRATTAN.—**THE HISTORY OF THE NETHERLANDS,** From the Invasion by the Romans to the Belgian Revolution in 1830. By T. C. Grattan, Esq. Foolscap 8vo. with Vignette Titles, 6*s.* cloth.

GRAY (JOHN).—**GRAY'S ELEGY,** Written in a Country Churchyard. Illuminated in the Missal style. By Owen Jones, Architect. Imp. 8vo. 31*s.* 6*d.* elegantly bound in patent relievo leather.

GRAY.—**FIGURES OF MOLLUSCOUS ANIMALS,** Selected from various Authors. Etched for the Use of Students. By Maria Emma Gray. Vol. I. 8vo. with 78 plates of Figures, 12*s.* cloth.

GRAY AND MITCHELL'S ORNITHOLOGY.—**THE GENERA OF BIRDS;** Comprising their Generic Characters, a Notice of the Habits of each Genus, and an extensive List of Species, referred to their several Genera. By George Robert Gray, Acad. Imp. Georg. Florent. Soc. Corresp. Senior Assistant of the Zoological Department, British Museum; and author of the "List of the Genera of Birds," etc. etc. Imperial 4to. illustrated with 350 Plates, by David William Mitchell, B.A.

*** *In course of publication in Monthly Parts, 10s. 6d. each; each Part consisting of Four coloured Plates and Three plain, with Letter-press, giving the Generic Characters, short Remarks on the Habits, and a List of Species of each Genus as complete as possible. The uncoloured Plates contain the Characters of all the Genera of the various Sub-families, consisting of numerous details of Heads, Wings, and Feet, as the case may require, for pointing out their distinguishing Characters. The Work will not exceed 50 Monthly Parts. No. 30 was published on 1st of October.*

GREENER.—**THE GUN;** Or, a Treatise on the various Descriptions of Small Fire Arms. By W. Greener, Inventor of an Improved Method of Firing Cannon by Percussion, etc. 8vo. with Illustrations, 15*s.* boards.

GREENWOOD (COL.)—**THE TREE-LIFTER;** Or a New Method of Transplanting Trees. By Col. Geo. Greenwood. 8vo. with an Illustrative Plate, 7*s.* cloth.

GRIMBLOT (P.)—**LETTERS OF WILLIAM III. AND LOUIS XIV. AND OF THEIR MINISTERS.** Illustrating the Domestic and Foreign Policy of England during the period which followed the Revolution of 1688. Extracted from the Archives of France and England, and from Foreign Papers. Edited by P. Grimblot. 8vo. [*In the press.*

GUEST.—**THE MABINOGION,**
From the Llyfr Coch o Hergest, or Red Book of Hergest, and other ancient Welsh MSS. with an English Translation and Notes. By Lady Charlotte Guest. Parts 1 to 6. Royal 8vo. 8*s.* each sewed.

GUICCIARDINI (F.)—**THE MAXIMS OF FRANCIS GUICCIARDINI, THE** HISTORIAN. Translated by Emma Martin. With Notes, and Parallel Passages from the Works of Machiavelli, Lord Bacon, Pascal, Rochefoucault, Montesquieu, Burke, Prince Talleyrand, Guizot, and others; and a Sketch of the Life of Guicciardini. Square foolscap 8vo. with Portrait, 7*s.* boards; or 14*s.* bound in morocco (*old style*), by Hayday.

GWILT.—**AN ENCYCLOPÆDIA OF ARCHITECTURE;**
Historical, Theoretical, and Practical. By Joseph Gwilt, Esq., F.S.A. Illustrated with upwards of 1,000 Engravings on Wood, from Designs by J. S. Gwilt. 8vo. 2*l.* 12*s.* 6*d.* cloth.

HALL.—**NEW GENERAL LARGE LIBRARY ATLAS OF FIFTY-THREE** MAPS, on Colombier Paper; with the Divisions and Boundaries carefully coloured. Constructed entirely from New Drawings, and engraved by Sidney Hall. New Edition, thoroughly revised and corrected; including all the Alterations rendered necessary by the recent Official Surveys, the New Roads on the Continent, and a careful Comparison with the authenticated Discoveries published in the latest Voyages and Travels. Folded in half, Nine Guineas, half-bound in russia; full size of the Maps, Ten Pounds, half-bound in russia.

HALSTED.—**LIFE AND TIMES OF RICHARD THE THIRD,**
as Duke of Gloucester and King of England: in which all the Charges against him are carefully investigated and compared with the Statements of the Cotemporary Authorities. By Caroline A. Halsted, author of "The Life of Margaret Beaufort." 2 vols. 8vo. with Portrait and other Illustrations, 1*l.* 10*s.* cloth.

HAND-BOOK OF TASTE (THE);
Or, How to Observe Works of Art, especially Cartoons, Pictures, and Statues. By Fabius Pictor. 3d Edition. Foolscap 8vo. 3*s.* boards.

HANSARD.—**TROUT AND SALMON FISHING IN WALES.**
By G. A. Hansard, 12mo. 6*s.* 6*d.* cloth.

HARRIS.—**THE HIGHLANDS OF ÆTHIOPIA;**
Being the Account of Eighteen Months' Residence of a British Embassy to the Christian Court of Shoa. By Major Sir W. C. Harris, author of "Wild Sports in Southern Africa," etc. 2d Edition. 3 vols. 8vo. with Map and Illustrations, 2*l.* 2*s.* cloth.

HAWES (BARBARA).—**TALES OF THE NORTH AMERICAN INDIANS,**
and Adventures of the Early Settlers in America; from the Landing of the Pilgrim Fathers in 1620, to the Time of the Declaration of Independence. By Barbara Hawes. Fcap. 8vo. 6*s.*

HAWKER.—**INSTRUCTIONS TO YOUNG SPORTSMEN**
In all that relates to Guns and Shooting. By Lieut. Col. P. Hawker. 9th edition, corrected, enlarged, and improved, with Eighty-five Plates and Woodcuts, by Adlard and Branston, from Drawings by C. Varley, Dicks, etc. 8vo. 21*s.* cloth.

HAYDON (B. R.)—**LECTURES ON PAINTING AND DESIGN,**
Delivered at the London Institution, the Royal Institution, Albermarle Street, to the University of Oxford, etc. By B. R. Haydon, Historical Painter. 2 vols. 8vo. with Portraits of the Author and of Sir David Wilkie, and numerous other Illustrations, 24*s.* cloth.

HENSLOW.—**THE PRINCIPLES OF DESCRIPTIVE AND PHYSIOLO-** GICAL BOTANY. By J. S. Henslow, M.A. F.L.S. etc. Foolscap 8vo. with Vignette Title, and nearly 70 Woodcuts, 6*s.* cloth.

HERSCHEL.—**A TREATISE ON ASTRONOMY.**
By Sir John Herschel. New Edition. Fcap. 8vo. with Vignette Title, 6*s.* cloth.

HERSCHEL.—**A PRELIMINARY DISCOURSE ON THE STUDY OF** NATURAL PHILOSOPHY. By Sir John Herschel. New Edition. Foolscap 8vo. 6*s.*

HINTS ON ETIQUETTE AND THE USAGES OF SOCIETY:
With a Glance at Bad Habits. By Αγωγός. "Manners make the Man." 24th Edition, revised (with additions) by a Lady of Rank. Foolscap 8vo. 2*s.* 6*d.* cloth.

HISTORICAL PICTURES OF THE MIDDLE AGES,
In Black and White. Made on the spot, from Records in the Archives of Switzerland. By a Wandering Artist. 2 vols. post 8vo. 18*s.* cloth.

HOARE.—**A DESCRIPTIVE ACCOUNT OF A NEW METHOD OF** PLANTING AND MANAGING THE ROOTS OF GRAPE VINES. By Clement Hoare, author of "A Treatise on the Cultivation of the Grape Vine on Open Walls." 12mo. 5*s.* cl.

HOARE.—**A PRACTICAL TREATISE ON THE CULTIVATION OF THE** GRAPE VINE ON OPEN WALLS. By Clement Hoare. 3d Edition, 8vo. 7*s.* 6*d.* cloth.

HOBBES.—**THE COMPLETE WORKS OF THOMAS HOBBES,**
Of Malmesbury; now first collected, and edited by Sir William Molesworth, Bart. 16 vols. 8vo. 8*l.* cloth.

*** *Separately, the English Works, in* 11 *vols.* 5*l.* 10*s.*; *the Latin Works, in* 5 *vols.* 2*l.* 10*s.*

HOLLAND.—**A TREATISE ON THE MANUFACTURES IN METAL.**
By John Holland, Esq. 3 vols. foolscap 8vo. with about 300 Woodcuts, 18*s.* cloth.

HOLLAND.—**MEDICAL NOTES AND REFLECTIONS.**
By Henry Holland, M.D. F.R.S. etc. Fellow of the Royal College of Physicians, Physician Extraordinary to the Queen, and Physician in Ordinary to His Royal Highness Prince Albert. 2d Edition. 8vo. 18*s.* cloth.

HOOK (DR. W. F.)—**THE LAST DAYS OF OUR LORD'S MINISTRY;**
A Course of Lectures on the principal Events of Passion Week. By Walter Farquhar Hood, D.D., Vicar of Leeds, Prebendary of Lincoln, and Chaplain in Ordinary to the Queen. 4th Edition. Foolscap 8vo. 6*s.* cloth.

HOOKER.—**THE BRITISH FLORA.**
In 2 vols.; Vol. I. comprising the Phænogamous or Flowering Plants, and the Ferns. By Sir William Jackson Hooker, K.H. LL.D. F.R.A. and L.S. etc. etc. etc. 5th Edition, with Additions and Corrections; and 173 Figures, illustrative of the Umbelliferous Plants, the Composite Plants, the Grasses, and the Ferns. Vol. I. 8vo., with 12 Plates, 14*s.* plain; with the plates coloured, 24*s.* cloth.

Vol. II. in Two Parts, comprising the Cryptogamia and the Fungi, completing the British Flora, and forming Vol. V., Parts 1 and 2, of Smith's English Flora, 24*s.* boards.

HOOKER AND TAYLOR.—**MUSCOLOGIA BRITANNICA.**
Containing the Mosses of Great Britain and Ireland, systematically arranged and described; with Plates, illustrative of the character of the Genera and Species. By Sir W. J. Hooker and T. Taylor, M.D. F.L.S. etc. 2d Edition, enlarged. 8vo. 31*s.* 6*d.* plain; 3*l.* 3*s.* coloured.

HORNE (THE REV. T. H.)—**AN INTRODUCTION TO THE CRITICAL**
STUDY AND KNOWLEDGE OF THE HOLY SCRIPTURES. By the Rev. Thomas Hartwell Horne, B.D. of St. John's College, Cambridge. 9th Edition, revised and corrected. 5 vols. 8vo. with Maps and Fac-similes, 3*l.* 3*s.* cloth; or 5*l.* bound in calf half-extra, by Hayday.

SUPPLEMENTARY PAGES, for purchasers of the 7th and 8th Editions, 1*s.* 6*d.*

HORNE (THE REV. T. H.)—**A COMPENDIOUS INTRODUCTION TO THE**
STUDY OF THE BIBLE. By the Rev. Thomas Hartwell Horne, B.D. of St. John's College, Cambridge. Being an Analysis of his "Introduction to the Critical Study and Knowledge of the Holy Scriptures." 7th Edition, 12mo. with Maps and Engravings, 9*s.* boards.

HORSLEY (BISHOP).—**BIBLICAL CRITICISM ON THE FIRST FOUR-**
TEEN HISTORICAL BOOKS OF THE OLD TESTAMENT; AND ON THE FIRST NINE PROPHETICAL BOOKS. By Samuel Horsley, LL.D. F.R.S. F.A.S. Lord Bishop of St. Asaph. Second Edition, containing Translations by the Author, never before published, together with copious Indexes. 2 vols. 8vo. 30*s.* cloth. By the same Author,

THE BOOK OF PSALMS; translated from the Hebrew: with Notes, explanatory and critical. 4th Edition. 8vo. 12*s.* cloth.

HOWITT.—**THE RURAL LIFE OF ENGLAND.**
By William Howitt. Third Edition, corrected and revised. Medium 8vo. with Engravings on Wood by Bewick and Williams, uniform with "Visits to Remarkable Places," 21*s.* cloth.

HOWITT.—**VISITS TO REMARKABLE PLACES;**
Old Halls, Battle-Fields, and Scenes illustrative of Striking Passages in English History and Poetry. By William Howitt. New Edition. Medium 8vo. with 40 Illustrations, 21*s.* cloth.

SECOND SERIES, chiefly in the Counties of DURHAM and NORTHUMBERLAND, with a Stroll along the BORDER. Medium 8vo. with upwards of 40 highly-finished Woodcuts, from Drawings made on the spot, 21*s.* cloth.

HOWITT.—**THE RURAL AND DOMESTIC LIFE OF GERMANY:**
With Characteristic Sketches of its chief Cities and Scenery. Collected in a General Tour, and during a Residence in that Country in the Years 1840-42. By William Howitt, author of "The Rural Life of England," etc. Medium 8vo., with above 50 Illustrations, 21*s.* cloth.

HOWITT.—**THE STUDENT-LIFE OF GERMANY.**
From the Unpublished MS. of Dr. Cornelius. By William Howitt. 8vo. with 24 Wood-Engravings, and 7 Steel Plates, 21*s.* cloth.

HOWITT.—**COLONISATION AND CHRISTIANITY:**
A Popular History of the Treatment of the Natives, in all their Colonies, by the Europeans. By William Howitt. Post 8vo. 10*s.* 6*d.* cloth.

HOWITT.—**THE BOY'S COUNTRY BOOK:**
Being the real Life of a Country Boy, written by Himself; exhibiting all the Amusements, Pleasures, and Pursuits of Children in the Country. Edited by William Howitt, author of "The Rural Life of England," etc. 2d Edition. Fcap. 8vo. with 40 Woodcuts, 8*s.* cloth.

HOWITT, (MARY)—**A COLLECTION OF THE BALLADS OF MARY HOWITT.**
Square crown 8vo. with a Portrait from a Picture by Miss Gillies, beautifully engraved by W. H. Egleton. [*In the press.*

HOWITT (RICHARD).—**IMPRESSIONS OF AUSTRALIA FELIX,**
During a Four Years' Residence in that Colony: with particular reference to the Prospects of Emigrants. With Notes of a Voyage round the World, Australian Poems, etc. By Richard Howitt. Foolscap 8vo. 7*s.* cloth.

HUDSON.—**THE PARENT'S HAND-BOOK;**
Or, Guide to the Choice of Professions, Employments, and Situations; containing useful and practical information on the subject of placing out Young Men, and of obtaining their Education with a view to particular occupations. By J. C. Hudson. Fcap. 8vo. 5*s.* cloth.

HUDSON.—**PLAIN DIRECTIONS FOR MAKING WILLS**
In conformity with the Law, and particularly with reference to the Act 7 Wm. IV. and 1 Vict. c. 26. To which is added, a clear Exposition of the Law relating to the Distribution of Personal Estate in the case of Intestacy, with two Forms of Wills, and much useful Information, etc. By J. C. Hudson, Esq. 13th Edition, corrected. Fcap. 8vo. 2*s.* 6*d.* cloth.

HUDSON.—**THE EXECUTOR'S GUIDE.**
By J. C. Hudson, Esq., of the Legacy Duty Office, London: author of "Plain Directions for Making Wills," and "The Parent's Hand-Book." 4th Edition. Foolscap 8vo. 5*s.* cloth.

*** *The above two works may be had in One volume, price 7s. cloth.*

HUMBOLDT (BARON).—**COSMOS:**
A Sketch of a Physical Description of the Universe. Translated, with the Author's Sanction and Cooperation, under the superintendence of Lieutenant-Colonel Edward Sabine, F.R.S. For. Sec. R.S. Vols. I, post 8vo. 12*s.* cloth. [*Vol. II. is in the press.*

HUNT.—**RESEARCHES ON LIGHT:**
An Examination of all the Phenomena connected with the Chemical and Molecular Changes produced by the Influence of the Solar Rays; embracing all the known Photographic Processes, and new Discoveries in the Art. By Robert Hunt, Keeper of Mining Records, Museum of Economic Geology. 8vo. with Plate and Woodcuts, 10*s.* 6*d.* cloth.

JACKSON.—**THE PICTORIAL FLORA;**
Or, British Botany Delineated, in 1500 Lithographic Drawings of all the Species of Flowering Plants indigenous to Great Britain; illustrating the descriptive works on English Botany of Hooker, Lindley, Smith, etc. By Miss Jackson. 8vo. 15*s.* cloth.

JAMES.—**A HISTORY OF THE LIFE OF EDWARD THE BLACK PRINCE,**
and of various Events connected therewith, which occurred during the Reign of Edward III. King of England. By G. P. R. James, Esq. 2d Edition. 2 vols. foolscap 8vo. with Map, 15*s.*

JAMES.—**LIVES OF THE MOST EMINENT FOREIGN STATESMEN.**
By G. P. R. James, Esq., and E. E. Crowe, Esq. 5 vols. foolscap 8vo. 30*s.* cloth.

JEBB (BISHOP).—**PASTORAL INSTRUCTIONS ON THE CHARACTER AND PRINCIPLES OF THE CHURCH OF ENGLAND,** selected from his former Publications. By John Jebb, D.D. F.R.S., late Bishop of Limerick, Ardfert, and Aghadoe. A New Edition. Foolscap 8vo. 6*s.* cloth.—By the same Author,

PIETY WITHOUT ASCETICISM; or, the Protestant Kempis: a Manual of Christian Faith and Practice, selected from the Writings of Scongal, Charles Howe, and Cudworth; with corrections and occasional Notes. Second Edition. Foolscap 8vo. 6*s.* cloth.

JEBB (BISHOP) AND KNOX (ALEXANDER).—**THIRTY YEARS' CORRESPONDENCE** between John Jebb, D.D. F.R.S., Bishop of Limerick, Ardfert, Aghadoe, and Alexander Knox, Esq. M.R.I.A. Edited by the Rev. Charles Forster, B.D. Rector of Stisted, formerly Domestic Chaplain to Bishop Jebb. 2d Edition. 2 vols. 8vo. 28*s.* cloth.

LORD JEFFREY.—**CONTRIBUTIONS TO THE EDINBURGH REVIEW.**
By Francis Jeffrey, now one of the Judges in the Court of Session in Scotland. 4 vols. 8vo. 48*s.* cloth.

JOHNSON.—**THE FARMER'S ENCYCLOPÆDIA,**
And DICTIONARY of RURAL AFFAIRS: embracing all the recent Discoveries in Agricultural Chemistry; adapted to the comprehension of unscientific Readers. By Cuthbert W. Johnson, Esq., F.R.S. Barrister-at-Law, Editor of the "Farmers' Almanack," etc. 8vo. with Wood Engravings, 2*l.* 10*s.* cloth.

KANE.—**ELEMENTS OF CHEMISTRY;**
Including the most Recent Discoveries and Applications of the Science to Medicine and Pharmacy, and to the Arts. By Sir Robert Kane, M.D. M.R.I.A. Professor of Natural Philosophy to the Royal Dublin Society. 8vo. with 236 Woodcuts, 24*s.* cloth.

KATER AND LARDNER.—**A TREATISE ON MECHANICS.**
By Captain Kater and Dr. Lardner. New Edition. Foolscap 8vo. with Vignette Title, and 19 Plates, comprising 224 distinct figures, 6*s*. cloth.

KEIGHTLEY.—**OUTLINES OF HISTORY,**
From the Earliest Period. By Thomas Keightley, Esq. New Edition, corrected and considerably improved. Foolscap 8vo., 6*s*. cloth; or 6*s*. 6*d*. bound.

KING.—**TWENTY-FOUR YEARS IN THE ARGENTINE REPUBLIC.**
Embracing the Author's Personal Adventures, with the Civil and Military History of the Country, and an Account of its Political Condition, before and during the administration of Governor Rosas; his course of policy; the causes and character of his interference with the Government of Monte Video, and the circumstances which led to the interposition of England and France. By Col. J. Anthony King, an Officer in the Army of the Republic. 8vo. 14*s*. cl.

KIRBY AND SPENCE.—**AN INTRODUCTION TO ENTOMOLOGY;**
Or, Elements of the Natural History of Insects: comprising an account of noxious and useful Insects, of their Metamorphoses, Food, Stratagems, Habitations, Societies, Motions, Noises, Hybernation, Instinct, etc. By W. Kirby, M.A. F.R.S. & L.S. Rector of Barham; and W. Spence, Esq., F.R.S. & L.S. 6th Edition, enlarged. 2 vols. 8vo. 31*s*. 6*d*. cloth.

KNOX (ALEXANDER). — **REMAINS OF ALEXANDER KNOX, ESQ.**
Of Dublin, M.R.I.A.; containing Essays, chiefly explanatory, of Christian Doctrine; and Confidential Letters, with Private Papers, illustrative of the Writer's Character, Sentiments, and Life. 3d Edition. 4 vols. 8vo. 2*l*. 8*s*. cloth.

LAING.—**NOTES ON THE SCHISM FROM THE CHURCH OF ROME,**
called the GERMAN CATHOLIC CHURCH, instituted by J. Ronge and I. Czerzki, in October 1844, on occasion of the Pilgrimage to the Holy Coat at Treves. By S. Laing, Esq., author of "Notes of a Traveller," etc. 2d Edition. Foolscap 8vo. 5*s*. cloth.

LAING.—**THE CHRONICLE OF THE KINGS OF NORWAY,**
From the Earliest Period of the History of the Northern Sea Kings to the Middle of the Twelfth Century, commonly called the Heimskringla. Translated from the Icelandic of Snorro Sturleson, with Notes, and a Preliminary Discourse, by Samuel Laing, author of "Notes of a Traveller," etc. 3 vols. 8vo. 36*s*. cloth.

LAING.—**A TOUR IN SWEDEN**
In 1838; comprising Observations on the Moral, Political, and Economical State of the Swedish Nation. By Samuel Laing, Esq. 8vo. 12*s*. cloth.

LAING.—**NOTES OF A TRAVELLER**
On the Social and Political State of France, Prussia, Switzerland, Italy, and other parts of Europe, during the present Century. By Samuel Laing, Esq. 2d Edition. 8vo. 16*s*. cloth.

LANE (R. J.)—**LIFE AT THE WATER CURE:**
Or, a Month at Malvern. A Diary of Facts and Fancies. To which is added the Sequel. By Richard J. Lane, A.R.A., Lithographer in Ordinary to Her Majesty and His Royal Highness Prince Albert. Post 8vo. with many Illustrations, 14*s*. cloth.

LANETON PARSONAGE:
A Tale for Children, on the practical use of a portion of the Church Catechism. By the Author of "Amy Herbert," and "Gertrude." Edited by the Rev. W. Sewell, B.D. New Edition. Foolscap 8vo. 5*s*. cloth.

LAPLACE (THE MARQUIS DE).—**THE SYSTEM OF THE WORLD.**
By M. Le Marquis De Laplace. Translated from the French, and elucidated with Explanatory Notes. By the Rev. Henry H. Harte, F.T.C.D. M.R.I.A. 2 vols. 8vo. 24*s*. boards.

LARDNER'S **CABINET CYCLOPÆDIA;**
Comprising a Series of Original Works on History, Biography, Literature, the Sciences, Arts, and Manufactures. Conducted and edited by Dr. Lardner.

The Series complete in One Hundred and Thirty-three Volumes, 39*l*. 18*s*. The Works separately, 6*s*. per volume.

LARDNER.—**A TREATISE ON ARITHMETIC.**
By Dr. Lardner, LL.D. F.R.S. Foolscap 8vo. with Vignette Title, 6*s*. cloth.

LARDNER.—**A TREATISE ON GEOMETRY,**
And its Application to the Arts. By Dr. Lardner. Foolscap 8vo., 6*s*. cloth.

LARDNER.—**A TREATISE ON HEAT.**
By Dr. Lardner, LL.D. etc. Fcap. 8vo. with Vignette Title and Woodcuts, 6*s*. cloth.

LARDNER.—**A TREATISE ON HYDROSTATICS AND PNEUMATICS.**
By Dr. Lardner. New Edition. Foolscap 8vo. with Vignette Title, 6*s*. cloth.

LARDNER AND WALKER.—**A MANUAL ON ELECTRICITY, MAGNETISM, and METEOROLOGY.** By Dr. Lardner, LL.D. F.R.S., and C. V. Walker, Secretary of the Electrical Society. 2 vols. foolscap 8vo. with Vignette Titles, 12*s*. cloth.

L. E. L.—THE POETICAL WORKS OF LETITIA ELIZABETH LANDON.
New Edition, 4 vols. foolscap 8vo. with Illustrations by Howard, etc. 28*s.* cloth; or bound in morocco, with gilt edges, 2*l.* 4*s.*

The following Works separately:—

The IMPROVISATRICE - - 10*s.* 6*d.* | The GOLDEN VIOLET - - - 10*s.* 6*d.*
The VENETIAN BRACELET - 10*s.* 6*d.* | The TROUBADOUR - - - - 10*s.* 6*d.*

LEE.—TAXIDERMY;
Or, the Art of Collecting, Preparing, and Mounting Objects of Natural History. For the use of Museums and Travellers. By Mrs. R. Lee (formerly Mrs. T. E. Bowdich), author of "Memoirs of Cuvier," etc. 6th Edition, improved, with an account of a Visit to Walton Hall, and Mr. Waterton's method of Preserving Animals. Fcap. 8vo. with Woodcuts, 7*s.*

LEE.—ELEMENTS OF NATURAL HISTORY,
For the Use of Schools and Young Persons: comprising the Principles of Classification, interspersed with amusing and instructive original Accounts of the most remarkable Animals. By Mrs. R. Lee author of "Taxidermy," etc. 12mo. with 55 Woodcuts, 7*s.* 6*d.* bound.

LEMPRIÈRE.—A CLASSICAL DICTIONARY;
Containing a copious Account of all the Proper Names mentioned in Ancient Authors; with the Value of Coins, Weights, and Measures, used amongst the Greeks and Romans; and a Chronological Table. By T. Lemprière, D.D. 20th Edition, corrected. 8vo. 9*s.* cloth.

LEREBOURS (N.P.)—A TREATISE ON PHOTOGRAPHY;
Containing the latest Discoveries appertaining to the Daguerréotype. Compiled from Communications by M.M. Daguerre and Arago, and other eminent Men of Science. By N. P. Lerebours, Optician to the Observatory, Paris, etc. Translated by J. Egerton. Post 8vo. with Plate, 7*s.* 6*d.* cloth.

LESLIE (C.R.)—MEMOIRS OF THE LIFE OF JOHN CONSTABLE, ESQ.
R.A. Composed chiefly of his Letters. By C. R. Leslie, R.A. Second Edition, with further Extracts from his Correspondence. Small 4to. with two Portraits (one from a new Sketch, by Mr. Leslie,) and a plate of "Spring," engraved by Lucas, 21*s.* cloth.

LETTERS TO MY UNKNOWN FRIENDS.
Foolscap 8vo. [*In the press.*

LIFE OF A TRAVELLING PHYSICIAN,
From his first Introduction to Practice; including Twenty Years' Wanderings throughout the greater part of Europe. By the late Sir G. Lefevre, M.D. 3 vols. post 8vo. 31*s.* 6*d.* cloth.

LINDLEY.—INTRODUCTION TO BOTANY.
By Prof. J. Lindley, Ph.D. F.R.S. L.S. etc. 3d Edition, with Corrections and considerable Additions. 8vo. with Six Plates and numerous Woodcuts, 18*s.* cloth.

LINDLEY.—FLORA MEDICA;
A Botanical Account of all the most important Plants used in Medicine in different Parts of the World. By John Lindley, Ph.D. F.R.S. etc. 8vo. 18*s.* cloth.

LINDLEY.—A SYNOPSIS OF THE BRITISH FLORA,
Arranged according to the Natural Orders. By Professor John Lindley, Ph. D., F.R.S., etc. Third Edition, with numerous Additions and Improvements. 12mo. 10*s.* 6*d.* cloth.

LINDLEY.—THE THEORY OF HORTICULTURE;
Or, an Attempt to Explain the Principal Operations of Gardening upon Physiological Principles. By John Lindley, Ph.D. F.R.S. 8vo. with Illustrations on Wood, 12*s.* cloth.

LINDLEY.—GUIDE TO THE ORCHARD AND KITCHEN GARDEN;
Or, an Account of the most valuable Fruits and Vegetables cultivated in Great Britain: with Kalendars of the Work required in the Orchard and Kitchen Garden during every month in the Year. By George Lindley, C.M.H.S. Edited by Professor Lindley. 8vo. 16*s.* boards.

LINWOOD (W.)—ANTHOLOGIA OXONIENSIS;
Sive, Florilegium e lusibus poeticis diversorum Oxoniensium Græcis et Latinis decerptum. Curante Gulielmo Linwood, M.A. Ædis Christi Alummo. 8vo. 14*s.* cloth.

LLOYD.—A TREATISE ON LIGHT AND VISION.
By the Rev. H. Lloyd, M.A., Fellow of Trin. Coll. Dublin. 8vo. 5*s.* boards.

LORIMER.—LETTERS TO A YOUNG MASTER MARINER,
On some Subjects connected with his Calling. By Charles Lorimer. 3d edition. 12mo. with an Appendix, 5*s.* 6*d.* cloth.

LOUDON (MRS.)—THE AMATEUR GARDENER'S CALENDAR;
Being a Monthly Guide, as to what should be avoided as well as what should be done in a Garden in each Month, with plain Rules *how to do* what is requiste. By Mrs. Loudon, author of "The Lady's Country Companion," "Gardening for Ladies," etc. Fcap. 8vo. with numerous Illustrations. [*In the press.*

LOUDON (MRS.)—THE LADY'S COUNTRY COMPANION;
Or, How to Enjoy a Country Life Rationally. By Mrs. Loudon, author of "Gardening for Ladies," etc. New Edition. Foolscap 8vo., with an Engraving on Steel, and Illustrations on Wood, 7*s*. 6*d*. cloth.

LOUDON (J. C.)—SELF INSTRUCTION
For Young Gardeners, Foresters, Bailiffs, Land Stewards, and Farmers; in Arithmetic Book-keeping, Geometry, Mensuration, Practical Trigonometry, Mechanics, Land-Surveying, Leveling, Planning and Mapping, Architectural Drawing, and Isometrical Projection and Perspective; with Examples shewing their applications to Horticultural and Agricultural Purposes. By the late J. C. Loudon, F.L.S. H.S. etc. With a Portrait of Mr. Loudon, and a Memoir by Mrs. Loudon. 8vo. with Wood Engravings, 7*s*. 6*d*. cloth.

LOUDON.—AN ENCYCLOPÆDIA OF TREES AND SHRUBS;
Being the "Arboretum et Fruticetum Britannicum" abridged: containing the Hardy Trees and Shrubs of Great Britain, Native and Foreign, scientifically and popularly described: with their Propagation, Culture, and Uses in the Arts. By J.C. Loudon, F.L.S. etc. 8vo. with upwards of 2,000 Engravings on Wood, 2*l*. 10*s*. cloth.

The Original Work; a New Edition, in 8 vols. 8vo. with above 400 8vo. Plates of Trees, and upwards of 2,500 Woodcuts, 10*l*. cloth.

LOUDON.—AN ENCYCLOPÆDIA OF GARDENING;
Presenting in one systematic view, the History and Present State of Gardening in all Countries, and its Theory and Practice in Great Britain: with the Management of the Kitchen Garden, the Flower Garden, Laying-out Grounds, etc. By J. C. Loudon, F.L.S. etc. A new Edition, 8vo. with nearly 1,000 Engravings on Wood, 2*l*. 10*s*. cloth.

LOUDON.—AN ENCYCLOPÆDIA OF AGRICULTURE;
Comprising the Theory and Practice of the Valuation, Transfer, Laying-out, Improvement, and Management of Landed Property, and of the cultivation and economy of the Animal and Vegetable productions of Agriculture, including all the latest improvements; By J. C. Loudon, F.L.G.Z. and H.S. etc. Fifth Edition. 8vo. with upwards of 1,100 Engravings on Wood, by Branston, 2*l*. 10*s*. cloth. The Supplement, *separately*, 5*s*. sewed.

LOUDON.—AN ENCYCLOPÆDIA OF PLANTS;
Including all the Plants which are now found in, or have been introduced into, Great Britain: giving their Natural History, accompanied by such Descriptions, Engraved Figures, and Elementary Details, as may enable a beginner, who is a mere English reader, to discover the name of every Plant which he may find in flower, and acquire all the information respecting it which is useful and interesting. By J. C. Loudon, F.L.S., etc. The Specific Characters by an Eminent Botanist; the Drawings by J. D. C. Sowerby, F.L.S. A new Edition, with a new Supplement and a new Indix. 8vo. with nearly 10,000 Wood Engravings, 73*s*. 6*d*. cloth.

*** The last Supplement, *separately*, 8vo. 15*s*. cloth.

LOUDON.—AN ENCYCLOPÆDIA OF COTTAGE, FARM, AND VILLA ARCHITECTURE and FURNITURE. Containing Designs for Cottages, Villas, Farm Houses, Farmeries, Country Inns, Public Houses, Parochial Schools, etc.; with the requisite Fittings-up, Fixtures, and Furniture, and appropriate Offices, Gardens, and Garden Scenery: each Design accompanied by Analytical and Critical Remarks. By J. C. Loudon, F.L.S. etc. New Edition, Edited by Mrs. Loudon. 8vo. with more than 2,000 Engravings on Wood, 63*s*. cloth.—The Supplement, *separately*, 8vo. 7*s*. 6*d*. sewed.

LOUDON.—HORTUS BRITANNICUS:
A Catalogue of all the Plants indigenous to or introduced into Britain. The 3d Edition, with a New Supplement, prepared, under the direction of J. C. Loudon, by W. H. Baxter, and revised by George Don, F.L.S. 8vo. 31*s*. 6*d*. cloth.

LOUDON.—THE SUBURBAN GARDENER AND VILLA COMPANION:
Comprising the Choice of a Villa or Suburban Residence, or of a situation on which to form one; the Arrangement and Furnishing of the House; and the Laying-out, Planting, and general Management of the Garden and Grounds; the whole adapted for Grounds from one perch to fifty acres and upwards in extent; intended for the instruction of those who know little of Gardening or Rural Affairs, and more particularly for the use of Ladies. By J. C. Loudon, F.L.S., etc. 8vo. with above 300 Wood Engravings, 20*s*. cloth.

LOUDON.—HORTUS LIGNOSUS LONDINENSIS;
Or, a Catalogue of all the Ligneous Plants cultivated in the neighbourhood of London. To which are added their usual Prices in Nurseries. By J. C. Loudon, F.L.S. etc. 8vo. 7*s*. 6*d*.

LOW.—ON LANDED PROPERTY, AND THE ECONOMY OF ESTATES;
Comprehending the Relations between Landlord and Tenant, and the Principles and Forms of Leases; of Farm-buildings, Enclosures, Drains, Embankments, Roads, and other Rural Works, Minerals, and Woods. By David Low, Esq. F.R.S.E. etc., author of "Elements of Practical Agriculture," etc. 8vo. with numerous Wood Engravings, 21*s*. cloth.

LOW.—AN ENQUIRY INTO THE NATURE OF THE SIMPLE BODIES OF CHEMISTRY. By David Low, Esq., F.R.S.E. etc. 8vo. 6*s*. cloth.

LOW.--ON THE DOMESTICATED ANIMALS OF GREAT BRITAIN,
comprehending the Natural and Economical History of the Species and Breeds; Illustrations of the Properties of External Form; and Observations on the Principles and Practice of Breeding. By David Low, Esq., F.R.S.E. Professor of Agriculture in the University of Edinburgh, etc.; author of "Elements of Practical Agriculture," etc. 8vo. with Engravings on Wood, 25*s*. cloth.

LOW.—THE BREEDS OF THE DOMESTICATED ANIMALS OF GREAT BRITAIN described. By David Low, Esq. F.R.S.E., Professor of Agriculture in the University of Edinburgh, etc. etc. The Plates from drawings by W. Nicholson, R.S.A., reduced from a Series of Oil Paintings, executed for the Agricultural Museum of the University of Edinburgh, by W. Shiels, R.S.A. 2 vols. atlas quarto, with 56 Plates of Animals, beautifully coloured after Nature, 16*l*. 16*s*. half-bound in morocco.

Or in four separate portions, as follow:—

The OX. 1 Vol. atlas quarto, with 22 Plates, price 6*l*. 16*s*. 6*d*. half-bound morocco.
The SHEEP. 1 Vol. atlas quarto, with 21 Plates, price 6*l*. 16*s*. 6*d*. half-bound morocco.
The HORSE. 1 Vol. atlas quarto, with 8 Plates, price 3*l*. half-bound morocco.
The HOG. 1 Vol. atlas quarto, with 5 Plates, price 2*l*. 2*s*. half-bound morocco.

LOW.—ELEMENTS OF PRACTICAL AGRICULTURE;
Comprehending the Cultivation of Plants, the Husbandry of the Domestic Animals, and the Economy of the Farm. By David Low, Esq. F.R.S.E., Professor of Agriculture in the University of Edinburgh. 4th Edition, with Alterations and Additions. 8vo. with above 200 Woodcuts, 21*s*. cloth.

MACAULAY.—CRITICAL AND HISTORICAL ESSAYS CONTRIBUTED TO THE EDINBURGH REVIEW. By the Right Hon. Thomas Babington Macaulay, M.P. 4th Edition. 3 vols. 8vo. 36*s*. cloth.

MACAULAY.—LAYS OF ANCIENT ROME.
By the Right Honorable Thomas Babington Macaulay, M.P. 8th Edition. Crown 8vo. 10*s*. 6*d*. cloth.

MACAULAY.—MR. MACAULAY'S LAYS OF ANCIENT ROME.
A New Edition. With numerous Illustrations, Original and from the Antique, Drawn on Wood by George Scharf, jun.; and Engraved by Samuel Williams. Small 4to. [*In the press.*

MACKAY (CHARLES).—THE SCENERY AND POETRY OF THE ENGLISH LAKES; a Summer Ramble. By Charles Mackay, Esq. L.L.D. author of "Legends of the Isles," "The Salamandrine," "The Thames and its Tributaries," etc. 8vo. with beautiful Wood Engravings from Original Sketches, 14*s*. cloth.

MACKENZIE.—THE PHYSIOLOGY OF VISION.
By W. Mackenzie, M.D., Lecturer on the Eye in the University of Glasgow. 8vo. with Woodcuts, 10*s*. 6*d*. boards.

MACKINNON.—THE HISTORY OF CIVILISATION.
By Wm. Alexander Mackinnon, F.R.S. M.P. for Lymington. 2 vols. 8vo. 24*s*. cloth.

MACKINTOSH (SIR JAMES).—THE LIFE OF SIR THOMAS MORE.
By the Right Hon. Sir James Mackintosh. Reprinted from the Cabinet Cyclopædia; and intended for a Present-Book or School Prize. Foolscap 8vo. with Portrait, 5*s*. cloth; or bound in vellum gilt (*old style*), 8*s*.

MACKINTOSH'S (SIR JAMES) MISCELLANEOUS WORKS;
Including his Contributions to The EDINBURGH REVIEW. Edited by Robert James Mackintosh, Esq. 3 vols. 8vo. 42*s*. cloth.

MACKINTOSH, ETC.—THE HISTORY OF ENGLAND.
By Sir James Mackintosh; W. Wallace, Esq.; and Robert Bell, Esq. 10 vols. foolscap 8vo. with Vignette Titles, 3*l*. cloth.

M'CULLOCH.—THE LITERATURE OF POLITICAL ECONOMY;
Being a Classified Catalogue of the principal Works in the different departments of Political Economy, interspersed with Historical, Critical, and Biographical Notices. By J. R. M'Culloch, Esq. 8vo. 14*s*. cloth.

M'CULLOCH (J. R.)—AN ACCOUNT, DESCRIPTIVE, AND STATISTICAL, of the BRITISH EMPIRE; exhibiting its Extent, Physical Capacities, Population, Industry, and Civil and Religious Institutions. By J. R. M'Culloch, Esq. 3d Edition, corrected, enlarged, and greatly improved. 2 thick vols. 8vo. [*In the press.*

M'CULLOCH.—A TREATISE ON THE PRINCIPLES AND PRACTICAL INFLUENCE OF TAXATION AND THE FUNDING SYSTEM. By J. R. M'Culloch, Esq. 8vo. 15*s*. cloth.

M'CULLOCH.—A DICTIONARY, GEOGRAPHICAL, STATISTICAL, AND HISTORICAL, of the various Countries, Places, and Principal Natural Objects in the World. By J. R. M'Culloch, Esq. A new Edition. 2 vols. 8vo. with Six large Maps, 4*l*. cloth.

*** *The new Articles are printed separately as a Supplement to the former Edition. They comprise a full account of the present state of the United Kingdom, the Oregon Territory, etc.* 8*vo.* 5*s. sewed.*

M'CULLOCH.—**A DICTIONARY, PRACTICAL, THEORETICAL, AND** HISTORICAL, OF COMMERCE, AND COMMERCIAL NAVIGATION. By J. R. M'Culloch, Esq. A New Edition, corrected, enlarged, and improved. 8vo. with Maps and Plans, 50*s.* cloth; or 55*s.* strongly half-bound in russia, with flexible back.

*** *This Edition, which has been carefully corrected, comprises, besides the New Tariff, the new Acts relating to Banking, the Sugar Trade, Navigation and Customs, the hiring of Seamen, etc.; and is further enriched with valuable information from all parts of the world.*

A SUPPLEMENT, for the use of the purchasers of the last Edition, 8vo. price 3*s.* 6*d.* sewed.

MAITLAND (DR. CHARLES).—**THE CHURCH IN THE CATACOMBS:** A Description of the primitive Church of Rome, Illustrated by its Sepulchral Remains. By Charles Maitland, M.D. 8vo. with numerous Engravings on Wood. 14*s.* cloth.

MARCET (MRS.)—**CONVERSATIONS ON THE HISTORY OF ENGLAND.** For the Use of Children. By Mrs. Marcet, author of "Conversations on Chemistry," etc. 2d Edition, with Additions. 18mo. 5*s.* cloth.

MARCET.—**CONVERSATIONS ON CHEMISTRY;** In which the Elements of that Science are familiarly Explained and Illustrated by Experiments. By Mrs. Marcet. New Edition, corrected. 2 vols. foolscap 8vo. 14*s.* cloth.

MARCET.—**CONVERSATIONS ON NATURAL PHILOSOPHY;** In which the Elements of that Science are familiarly explained, and adapted to the comprehension of Young Persons. By Mrs. Marcet. 10th Edition, enlarged and corrected. Fcap. 8vo. with 23 Plates, 10*s.* 6*d.* cloth.

MARCET.—**CONVERSATIONS ON POLITICAL ECONOMY;** In which the Elements of that Science are familiarly explained. By Mrs. Marcet. 7th Edition, revised and enlarged. Foolscap 8vo. 7*s.* 6*d.* cloth.

MARCET.—**CONVERSATIONS ON VEGETABLE PHYSIOLOGY;** Comprehending the Elements of Botany, with their application to Agriculture. By Mrs. Marcet. 3d Edition. Foolscap 8vo. with Four Plates, 9*s.* cloth.

MARCET.—**CONVERSATIONS ON LAND AND WATER.** By Mrs. Marcet. 3d Edition revised and corrected. Foolscap 8vo., with coloured Map, shewing the comparative Altitude of Mountains, 5*s.* 6*d.* cloth.

MARCET.—**CONVERSATIONS ON LANGUAGE,** For Children. By Mrs. Marcet, author of "Mary's Grammar," etc. 18mo. 4*s.* 6*d.* cloth.

MARGARET RUSSELL: An Autobiography. Foolscap 8vo. 6*s.* cloth.

MARRIAGE GIFT. By a Mother. A Legacy to her Children. Post 8vo. 5*s.* cloth, with gilt edges.

MARRYAT.—**THE PRIVATEER'S-MAN ONE HUNDRED YEARS AGO.** By Captain F. Marryat, C.B. Author of "Peter Simple," "Masterman Ready," etc. 2 vols. fcap. 8vo. 12*s.* cloth.

MARRYAT (CAPT).—**THE MISSION;** Or, Scenes in Africa. Written for Young People. By Captain Marryat. C.B., author of "Peter Simple," "Masterman Ready," "The Settlers in Canada," etc. 2 vols. fcap. 8vo. 12*s.* cloth.

MARRYAT (CAPT.)—**THE SETTLERS IN CANADA.** Written for Young People. By Captain Marryat, C.B. author of "Peter Simple," "Masterman Ready," etc. 2 vols. fcap. 8vo. 12*s.* cloth.

MARRYAT (CAPT.)—**MASTERMAN READY;** Or, the Wreck of the Pacific. Written for Young People. By Captain Marryat, C.B. author of "Peter Simple," etc. 3 vols. fcap. 8vo. with numerous Engravings on Wood, 22*s.* 6*d.* cloth.

MAUNDER.—**THE TREASURY OF KNOWLEDGE,** And LIBRARY of REFERENCE. By Samuel Maunder. 16th Edition, revised throughout and enlarged. Foolscap 8vo. 10*s.* cloth; bound in roan, 12*s.*

*** *The principal contents of the present new and thoroughly revised edition of "The Treasury of Knowledge," are—a new and enlarged English Dictionary, with a Grammar, Verbal Distinctions, and Exercises; a new Universal Gazetteer; a compendious Classical Dictionary; an Analysis of History and Chronology; a Dictionary of Law Terms; a new Synopsis of the British Peerage; and various useful tabular Addenda.*

MAUNDER.—**THE BIOGRAPHICAL TREASURY:** Consisting of Memoirs, Sketches, and brief Notices of above 12,000 Eminent Persons of all Ages and Nations, from the Earliest Period of History; forming a new and complete Dictionary of Universal Biography. By Samuel Maunder. 5th Edition, revised throughout, and containing a copious Supplement, brought down to 1845. Foolscap 8vo. 10*s.* cloth; bound in roan, 12*s.*

MAUNDER.—**THE SCIENTIFIC AND LITERARY TREASURY:**
A New and Popular Encyclopædia of Science and the Belles Lettres; including all Branches of Science, and every Subject connected with Literature and Art. The whole written in a familiar style, adapted to the comprehension of all persons desirous of acquiring information on the subjects comprised in the work, and also adapted for a Manual of convenient Reference to the more instructed. By Samuel Maunder. 4th Edition. Fcap. 8vo. 10*s.* cloth; bound in roan, 12*s.*

MAUNDER.—**THE TREASURY OF HISTORY;**
Comprising a General Introductory Outline of Universal History, Ancient and Modern, and a Series of separate Histories of every principal Nation that exists; developing their Rise, Progress, and Present Condition, the Moral and Social Character of their respective Inhabitants, their Religion, Manners, and Customs, etc. etc. By Samuel Maunder. 2d Edit. Fcap. 8vo. 10*s.* cloth; bound in roan, 12*s.*

MEMOIRS OF THE GEOLOGICAL SURVEY OF GREAT BRITAIN,
And of the Museum of Economic Geology in London. Published by order of the Lords Commissioners of Her Majesty's Treasury. Vol. 1, royal 8vo. with Woodcuts and 9 Plates, (seven coloured), 21*s.* cloth.

MICHELET (J.).—**PRIESTS, WOMEN, AND FAMILIES**
By J. Michelet. Translated from the French (third edition), with the Author's permission, by C. Cocks, B.L. Professor of the Living Languages in the Royal Colleges of France. New Editions. Post 8vo. 9*s.* cloth. 16mo. 1*s.* 4*d.* sewed.

MICHELET (J.)—**THE PEOPLE.**
By M. Michelet, Member of the Institute of France, etc. Translated, with the approbation of the Author, by C. Cocks, B.L. New Edition. Post 8vo. 9*s.* cloth. 16mo. 1*s.* 6*d.* sewed.

*** *Mr. Cocks's authorised translations of Michelet's "Priests, Women, and Families," and "The People," in one vol.* 16*mo.* 3*s.* 6*d. cloth.*

MICHELET AND QUINET.—**THE JESUITS.**
By J. Michelet, Member of the Institute of France; and E. Quinet, of the College of France. Translated, with the approbation of the Authors by C. Cocks, B.L. New Edition. 16mo. 1*s.* 6*d.* sewed.

*** *Mr. Cock's authorised translations of MM. Michelet and Quinet's "The Jesuits," and M. Quinet's "Christianity," in one vol.* 16*mo.* 4*s. cloth*

MIGNET (M.)—**ANTONIO PEREZ AND PHILIP II. OF SPAIN.**
By M. Mignet, Member of the Institute of France, Perpetual Secretary of the Academy of Moral and Political Sciences, etc. Translated by C. Cocks, B. L. Post 8vo. 9*s.* cloth.

MILES (W.)—**THE HORSE'S FOOT,**
And How to Keep it Sound. By William Miles, Esq. New Edition. Royal 8vo. with Engravings, 7*s.* cloth.

MILNER (REVS. J. AND I.)—**THE HISTORY OF THE CHURCH OF CHRIST.** By the Rev. Joseph Milner, A.M. With Additions and Corrections by the late Rev. Isaac Milner, D.D. F.R.S. A New Edition. 4 vols. 8vo. 2*l.* 8*s.* boards.

MOHAN LAL.—**LIFE OF THE AMIR DOST MOHAMMED KHAN OF KABUL:** with his Political Proceedings towards the English, Russian, and Persian Governments, including the Victory and Disasters of the British Army in Affghanistan. By Mohan Lal, Esq., Knight of the Persian Order of the Lion and Sun; lately attached to the Mission in Kabul. 2 vols. 8vo. with numerous Portraits, 30*s.* cloth.

MONTAUBAN (MRS. E.)—**A YEAR AND A DAY IN THE EAST;**
Or, Wanderings over Land and Sea. By Mrs. Eliot Montauban. Post 8vo. 7*s.* cloth.

MONTGOMERY'S (JAMES) **POETICAL WORKS.**
New and only complete Edition. With some additional Poems and Autobiographical Prefaces. Collected and edited by Mr. Montgomery. 4 vols. foolscap 8vo. with Portrait, and seven other Plates, 20*s.* cloth; bound in morocco, 1*l.* 16*s.*

MOORE.—**THE HISTORY OF IRELAND.**
From the earliest Kings of that Realm, down to its last Chief. By Thomas Moore, Esq. 4 vols. foolscap 8vo., with Vignette Titles, 24*s.* cloth.

MOORE'S **POETICAL WORKS;**
Containing the Author's recent Introduction and Notes. Complete in one volume, uniform with Lord Byron's Poems. Medium 8vo. with Portrait and Vignette, 1*l.* 1*s.* cloth; or 42*s.* bound in morocco, by Hayday.

*** Also, an Edition in 10 vols. foolscap 8vo. with Portrait, and 19 Plates, 2*l.* 10*s.* cloth; morocco, 4*l.* 10*s.*

MOORE'S LALLA ROOKH. AN ORIENTAL ROMANCE.
New Edition. Medium 8vo. illustrated with 13 fine Engravings, 21*s.* cloth; morocco, 35*s.*; with India Proof Plates, 42*s.* cloth.

MOORE'S LALLA ROOKH. AN ORIENTAL ROMANCE.
New Edition. Foolscap 8vo. with 4 Plates, by Westall, 10*s.* 6*d.* cloth; or 14*s.* bound in morocco.

MOORE'S IRISH MELODIES.
Illustrated by D. Maclise, R.A. Imp. 8vo. with 161 Designs, engraved on Steel, 3*l.* 3*s.* boards; or 4*l.* 14*s.* 6*d.* bound in morrocco, by Hayday. Proof Impressions (only 200 copies printed, of which a few remain), 6*l.* 6*s.* boards.

*** *India Proofs before letters of the* 161 *Designs, on Quarter Colombier, in Portfolio (only* 25 *copies printed, of which a few remain)*, 31*l.* 10*s.*

India Proofs before letters of the 51 *Large Designs, on Quarter Colombier, in Portfolio (only* 25 *copies printed, of which a few remain)*, 18*l.* 18*s.*

MOORE'S IRISH MELODIES.
New Edition. Fcap. 8vo. with Vignette Title, 10*s.* cloth; bound in morocco, 13*s.* 6*d.*

MOORE.—THE POWER OF THE SOUL OVER THE BODY,
Considerled in relation to Health and Morals. By George Moore, M.D. Member of the Royal Colege of Physicians, London, etc. 2d Edition. Post 8vo. 7*s.* 6*d.* cloth.

MOORE.—THE USE OF THE BODY IN RELATION TO THE MIND.
By George Moore, M.D. Member of the Royal College of Physicians, London, etc. Post 8vo. 9*s.* cloth.

MORAL OF FLOWERS (THE).
3d Edition. Royal 8vo. with 24 beautifully coloured Engravings, 1*l.* 10*s.* half-bound.

MORTON.—A VETERINARY TOXICOLOGICAL CHART,
Containing those Agents known to cause Death in the Horse; with the Symptoms, Antidotes, Action on the Tissues, and Tests. By W. J. T. Morton. 12mo. 6*s.* in case; 8*s.* 6*d.* on rollers.

MORTON.—A MANUAL OF PHARMACY,
For the Student in Veterinary Medicine; containing the Substances employed at the Royal Veterinary College, with an Attempt at their Classification, and the Pharmacopœia of that Institution. By W. J. T. Morton. 3d Edition, 12mo. 10*s.* cloth.

MOSELEY.—ILLUSTRATIONS OF PRACTICAL MECHANICS.
By the Rev. H. Moseley, M.A., Professor of Natural Philosophy and Astronomy in King's College, London; being the First Volume of the Illustrations of Science by the Professors of King's College. New Edition. Fcap. 8vo. with Woodcuts, 8*s.* cloth.

MOSELEY.—THE MECHANICAL PRINCIPLES OF ENGINEERING AND ARCHITECTURE. By the Rev. H. Moseley, M.A. F.R.S., Professor of Natural Philosophy and Astronomy in King's College, London; and author of "Illustrations of Practical Mechanics," etc. 8vo. with Woodcuts and Diagrams, 1*l.* 4*s.* cloth.

MOSHEIM'S ECCLESIASTICAL HISTORY,
Ancient and Modern. Translated, with copious Notes, by James Murdock, D.D. Edited, with Additions, by Henry Soames, M.A. New Edition, revised, and continued. 4 vols. 8vo. 48*s.* cloth.

MÜLLER.—INTRODUCTION TO A SCIENTIFIC SYSTEM OF MYTHOLOGY.
By C. O. Müller, author of "The History and Antiquities of the Doric Race," etc. Translated from the German by John Leitch. 8vo. uniform with "Müller's Dorians," 12*s.* cloth.

MURRAY.—AN ENCYCLOPÆDIA OF GEOGRAPHY;
Comprising a complete Description of the Earth: exhibiting its Relation to the Heavenly Bodies, its Physical Structure, the Natural History of each Country, and the Industry, Commerce, Political Institutions, and Civil and Social State of all Nations. By Hugh Murray, F.R.S.E.: New Edition. 8vo. with 82 Maps, and upwards of 1,000 other Engravings on Wood, 3*l.* cloth.

NECKER DE SAUSSURE.—PROGRESSIVE EDUCATION;
Or, Considerations on the Course of Life. Translated and Abridged from the French of Madame Necker De Saussure, by Miss Holland. 3 vols. foolscap 8vo. 19*s.* 6*d.* cloth.

*** *Separately, vols.* I. *and* II. 12*s.*; *vol.* III. 7*s.* 6*d.*

NESBIT (A.)—A TREATISE ON PRACTICAL MENSURATION;
Containing the most approved Methods of drawing Geometrical Figures; Mensuration of Superficies; Land-Surveying; Mensuration of Solids; the Use of the Carpenter's Rule; Timber Measure, etc. By A. Nesbit. 12th Edition. 12mo. with 300 Woodcuts, 6*s.* bound.

KEY. 7th Edition. 12mo. 5*s.* bound.

NEWELL (REV. R. H.)—**THE ZOOLOGY OF THE ENGLISH POETS,**
Corrected by the Writings of Modern Naturalists. By the Rev. R. H. Newell, Rector of Little Hormead. Fcap. 8vo. with Engravings on Wood, 5*s.* 6*d.* cloth.

NICOLAS—**THE CHRONOLOGY OF HISTORY,**
Containing Tables, Calculations, and Statements indispensable for ascertaining the Dates of Historical Events, and of Public and Private Documents, from the Earliest Period to the Present Time. By Sir Harris Nicolas, K.C. M.G. 2nd Edition, fcap. 8vo. 6*s.* cloth.

ORDNANCE MAPS (THE), AND PUBLICATIONS OF THE GEOLO-
GICAL SURVEY OF THE UNITED KINGDOM.—Messrs. Longman and Co. have been appointed by the Board of Ordnance Agents for the sale of the Maps of the Ordnance Survey of Great Britain. Also, sole Agents for the sale of the Maps, Sections, and Books of the Geological Survey of the United Kingdom, and of the Museum of Economic Geology, under the Chief Commissioner of Her Majesty's Woods, Works, and Land Revenues.

*** *Complete detailed Catalogues of both Series may be had on application.*

OWEN.—**LECTURES ON THE COMPARATIVE ANATOMY AND PHYSI-**
OLOGY OF THE INVERTEBRATE ANIMALS, delivered at the Royal College of Surgeons in 1843. By Richard Owen, F.R.S. Hunterian Professor to the College. From Notes taken by William White Cooper, M.R.C.S. and revised by Professor Owen. With Glossary and Index. 8vo. with nearly 140 Illustrations on Wood, 14*s.* cloth.

*** *A Second and concluding Volume, being the Lectures (on Vertebrata) delivered by Professor Owen during the last session, is preparing for publication.*

PARABLES (THE).
The Parables of Our Lord, richly Illuminated with appropriate Borders, printed in Colours, and in Black and Gold; with a Design from one of the early German engravers. Square foolscap 8vo., uniform in size with the "Sermon on the Mount," 21*s.*, in massive carved binding; or 30*s.* bound in morocco, by Hayday. [*Just ready.*

PARKES.—**DOMESTIC DUTIES;**
Or, Instructions to Young Married Ladies on the Management of their Households and the Regulation of their Conduct in the various Relations and Duties of Married Life. By Mrs. W. Parkes. 5th Edition. Foolscap 8vo. 9*s.* cloth.

PATON (A. A.)—**SERVIA, THE YOUNGEST MEMBER OF THE EUROPEAN**
FAMILY; or, a Residence in Belgrade, and Travels through the Highlands and Woodlands of the Interior, during the years 1843 and 1844. By Andrew Archibald Paton, Esq. Post 8vo. with portrait and plate, 12*s.* cloth.—By the same Author.

THE MODERN SYRIANS; or, Native Society in Damascus, Aleppo, and the Mountains of the Druses. Post 8vo. 10*s.* 6*d.* cloth.

PEARSON.—**AN INTRODUCTION TO PRACTICAL ASTRONOMY:**
By the Rev. W. Pearson, LL.D. F.R.S. etc. Rector of South Kilworth, Leicestershire, and Treasurer to the Astronomical Society of London. 2 vols. 4to. with Plates, 7*l.* 7*s.* boards.

PEDESTRIAN AND OTHER REMINISCENCES AT HOME AND ABROAD,
WITH SKETCHES OF COUNTRY LIFE. By Sylvanus. Post 8vo., with Frontispiece and Vignette Title, 10*s.* 6*d.* cloth.

PERCIVALL.—**THE ANATOMY OF THE HORSE;**
Embracing the Structure of the Foot. By W. Percivall, M.R.C.S. 8vo. 1*l.* cloth.

PERCIVALL.—**HIPPOPATHOLOGY:**
A Systematic Treatise on the Disorders and Lameness of the Horse; with their Modern and most approved Methods of Cure; embracing the Doctrines of the English and French Veterinary Schools. By W. Percivall, M.R.C.S., Veterinary Surgeon in the First Life Guards. 3 vols. 8vo. Vol. 1, 10*s.* 6*d.*; vols. 2 and 3, 14*s.* each, boards.

PEREIRA.—**A TREATISE ON FOOD AND DIET:**
With Observations on the Dietetical Regimen suited for Disordered States of the Digestive Organs; and an Account of the Dietaries of some of the principal Metropolitan and other Establishments for Paupers, Lunatics, Criminals, Children, the Sick, etc. By Jon. Pereira, M.D. F.R.S., author of "Elements of Materia Medica." 8vo. 16*s.* cloth.

PERICLES:
A Tale of Athens in the 83d Olympiad. By the author of "A Brief Sketch of Greek Philosophy." 2 vols. post 8vo. 18*s.* cloth.

PERRY (DR. W. C.)—**GERMAN UNIVERSITY EDUCATION:**
Or, the Professors and Students of Germany. To which is added, a brief account of the Public Schools of Prussia; with Observations on the Influence of Philosophy on the Studies of the German Universities. By Walter C. Perry, Phil. D. of the University of Göttingen. 2nd Edition. 12mo. 4*s.* 6*d.* cloth.

PESCHEL (C. F.)—ELEMENTS OF PHYSICS,
By C. F. Peschel, Principal of the Royal Military College, Dresden, etc. etc. Translated from the German, with Notes, by E. West. 3 vol. fcap. 8vo. with Diagrams and Woodcuts, 21*s.* cloth.

Separately { Part 1. The Physics of Ponderable Bodies. Fcap. 8vo. 7*s.* 6*d.* cloth.
Part 2. Imponderable Bodies (Light, Heat, Magnetism, Electricity, and Electro-Dynamics). 2 vol. fcap. 8vo. 13*s.* 6*d.* cloth.

PHILLIPS.—AN ELEMENTARY INTRODUCTION TO MINERALOGY:
Comprising a Notice of the Characters and Elements of Minerals; with Accounts of the Places and Circumstances in which they are found. By William Phillips, F.L.S. M.G.S. etc. 4th Edition, considerably augmented by R. Allan, F.R.S.E. 8vo. with Woodcuts, 12*s.* cloth.

PHILLIPS.—FIGURES & DESCRIPTIONS OF THE PALÆOZOIC FOSSILS OF CORNWALL, DEVON, and WEST SOMERSET; observed in the course of the Ordnance Geological Survey of that District. By John Phillips, F.R.S. F.G.S. etc. Published by Order of the Lords Commissioners of H. M. Treasury. 8vo. with 60 Plates, comprising very numerous Figures, 9*s.* cloth.

PHILLIPS.—A GUIDE TO GEOLOGY.
By John Phillips, F.R.S. G.S. etc. Foolscap 8vo. with Plates, 5*s.* cloth.

PHILLIPS.—A TREATISE ON GEOLOGY.
By John Phillips, F.R.S. G.S. etc. 2 vols. foolscap 8vo. with Woodcuts. 12*s.* cloth.

PITMAN (REV. J. R.)—SERMONS
On the principal Subjects comprised in the Book of Psalms, abridged from Eminent Divines of the Established Church. By the Rev. J. R. Pitman, A.M. Domestic Chaplain to Her Royal Highness the Duchess of Kent. 8vo. 14*s.* cloth.

PLYMLEY (PETER).—LETTERS ON THE SUBJECT OF THE CATHOLICS TO MY BROTHER ABRAHAM, WHO LIVES IN THE COUNTRY. By Peter Plymley. 21st Edition. Post 8vo. 7*s.* cloth.

POETS' PLEASAUNCE (THE);
Or, Garden of all Sorts of Pleasant Flowers, which our Pleasant Poets have in Past Time (for Pastime) Planted: with the right ordering of them. By Eden Warwick. Square crown 8vo. with very numerous Illustrations on Wood, engraved in the best manner.
[*In the press.*

POISSON (S. D.)—A TREATISE ON MECHANICS.
By S. D. Poisson. Second Edition. Translated from the French, and illustrated with Explanatory Notes, by the Rev. Henry H. Harte, late Fellow of Trinity College, Dublin. 2 volumes, 8vo. 1*l.* 8*s.* cloth.

POPE (ALEXANDER).—THE WORKS OF ALEXANDER POPE.
Edited by Thomas Roscoe, Esq. With the Author's Life. A New Edition. 8 vols. 8vo.
[*In the press.*

PORTER.—A TREATISE ON THE MANUFACTURE OF SILK.
By G. R. Porter, Esq. F.R.S., author of "The Progress of the Nation," etc. Fcap. 8vo. with Vignette Title, and 39 Engravings on Wood, 6*s.* cloth.

PORTER.—A TREATISE ON THE MANUFACTURES OF PORCELAIN AND GLASS. By G. R. Porter, Esq. F.R.S. Foolscap 8vo. with 50 Woodcuts, 6*s.* cloth.

PORTLOCK.—REPORT ON THE GEOLOGY OF THE COUNTY OF LONDONDERRY, and of Parts of Tyrone and Fermanagh, examined and described under the Authority of the Master-General and Board of Ordnance. By J. E. Portlock, F.R.S. etc. 8vo. with 48 Plates, 24*s.* cloth.

POWELL.—THE HISTORY OF NATURAL PHILOSOPHY.
From the Earliest Periods to the Present Time. By Baden Powell, M. A., Savilian Professor of Mathematics in the University of Oxford. Fcap. 8vo. with Vignette Title, 6*s.* cloth.

PYCROFT.—A COURSE OF ENGLISH READING;
Adapted to every Taste and Capacity. With Anecdotes of Men of Genius. By the Rev. James Pycroft, B.A., Trinity College, Oxford, author of "Greek Grammar Practice," and "Latin Grammar Practice;" Editor of "Virgil, with Marginal References." Foolscap 8vo. 6*s.* 6*d.* cloth.

QUARTERLY JOURNAL OF THE GEOLOGICAL SOCIETY OF LONDON.
Edited by David Thomas Ansted, M.A. F.R.S., Fellow of Jesus College, Cambridge; Professor of Geology in King's College, London; Vice-Secretary of the Geological Society. 8vo. 4*s.* each number, sewed. [*Published Quarterly.*

*** *Volume* I. *8vo. with Plates and Woodcuts,* 17*s.* 6*d. cloth.*

QUINET.—**CHRISTIANITY IN ITS VARIOUS ASPECTS,**
From the Birth of Christ to the French Revolution. By E. Quinet, of the College of France. Translated with the Author's approbation, by C. Cocks, B.L. 16mo. 2*s*. sewed.

RANKE (PROFESSOR).—**RANKE'S HISTORY OF THE REFORMATION.**
Translated by Sarah Austin, translator of Ranke's "History of the Popes." Vols 1 and 2, 8vo. 30*s*. cloth. [Vol. III. *is in the press.*

READER (THOMAS).—**TIME TABLES.**
On a New and Simplified Plan; to facilitate the Operation of Discounting Bills, and the Calculation of Interest on Banking and Current Accounts, etc.: shewing, without calculation, the Number of Days from every Day in the Year to any other Day, for any Period not exceeding 365 Days. By Thomas Reader. Post 8vo. 14*s*. cloth, or 17*s*. calf lettered.

REECE.—**THE MEDICAL GUIDE:**
For the use of the Clergy, Heads of Families, Seminaries, and Junior Practitioners in Medicine; comprising a complete Modern Dispensatory, and a Practical Treatise on the distinguishing Symptoms, Causes, Prevention, Cure, and Palliation of the Diseases incident to the Human Frame. By R. Reece, M.D. 16th Edition. 8vo. 12*s*. boards.

REID (DR.)—**ILLUSTRATIONS OF THE THEORY AND PRACTICE OF** VENTILATION: with Remarks on Warming, Exclusive Lighting, and the Communication of Sound. By D. B. Reid, M.D. F.R.S.E. etc. 8vo. with Engravings on Wood, 16*s*. cloth.

REPTON.—**THE LANDSCAPE GARDENING & LANDSCAPE ARCHITECTURE** of the late Humphrey Repton, Esq.; being his entire Works on these subjects. A New Edition, with an Historical and Scientific Introduction, a systematic Analysis, a Biographical Notice, Notes, and a copious Alphabetical Index. By J. C. Loudon, F.L.S., etc. 8vo. with a Portrait and upwards of 250 Engravings, 30*s*. cloth; with coloured Plates, 3*l*. 6*s*. cloth.

REYNARD THE FOX;
A renowned Apologue of the Middle Age. Reproduced in Rhyme. Embellished throughout with Scroll Capitals, in Colours, from Wood-block Letters made expressly for this work, after Designs of the 12th and 13th Centuries. With an Introduction. By Samuel Naylor, late of Queen's College, Oxford. Large square 8vo. 18*s*. cloth.

RIDDLE—**A COMPLETE ENGLISH-LATIN AND LATIN-ENGLISH DICTIONARY,** from the best sources, chiefly German. By the Rev. J. E. Riddle, M.A. 4th Edition. 8vo. 31*s*. 6*d*. cloth.

*** Separately—The English-Latin Dictionary, 10*s*. 6*d*.; the Latin-English Dictionary, 21*s*.

RIDDLE.—**A DIAMOND LATIN-ENGLISH DICTIONARY.**
A Guide to the Meaning, Quality, and right Accentuation of Latin Classical Words. By the Rev. J. E. Riddle, M.A. New Edition. Royal 32mo. 4*s*. bound.

RIDDLE.—**LETTERS FROM AN ABSENT GODFATHER;**
Or, a Compendium of Religious Instruction for Young Persons. By the Rev. J. E. Riddle, M.A. Foolscap 8vo. 6*s*. cloth.

RIDDLE.—**ECCLESIASTICAL CHRONOLOGY;**
Or, Annals of the Christian Church, from its Foundation to the present Time. Containing a View of General Church History, and the Course of Secular Events; the Limits of the Church and its Relations to the State; Controversies; Sects and Parties; Rites, Institutions, and Discipline; Ecclesiastical Writers. By the Rev. J. E. Riddle, M.A. 8vo. 15*s*. cloth.

RITCHIE (ROBERT.)—**RAILWAYS: THEIR RISE AND PROGRESS, AND** CONSTRUCTION, with Remarks on Railway Accidents, and Proposals for their Prevention. By Robert Ritchie, Esq., F.R.S., S.A., Civil Engineer, Associate of the Institution of Civil Engineers, etc. Fcap. 8vo. with Woodcuts and Diagrams, 9*s*. cloth.

RIVERS.—**THE ROSE AMATEUR'S GUIDE:**
Containing ample Descriptions of all the fine leading varieties of Roses, regularly classed in their respective Families; their History and mode of Culture. By T. Rivers, Jun. Fourth Edition, corrected and improved. Foolscap 8vo. 6*s*. cloth.

ROBERTS (GEORGE).—**THE LIFE, PROGRESSES, AND REBELLION OF** JAMES DUKE OF MONMOUTH, to his Capture and Execution: with a full Account of the Bloody Assizes, and copious Biographical Notices. By George Roberts. 2 vols. post 8vo. with Portrait, Maps, and other Illustrations, 24*s*. cloth.

ROBERTS.—**AN ETYMOLOGICAL AND EXPLANATORY DICTIONARY OF** the TERMS and LANGUAGE of GEOLOGY; designed for the early Student, and those who have not made great progress in the Science. By G. Roberts. Foolscap 8vo. 6*s*. cloth.

ROBINSON (JAMES).—**THE WHOLE ART OF CURING, PICKLING,** and SMOKING EVERY DESCRIPTION of MEAT and FISH, according to both the British and Foreign Modes. To which is appended, a Description of the requisite Apparatus. By James Robinson, Eighteen Years a Practical Curer. Fcap. 8vo. [*Just ready.*

ROBINSON—**GREEK AND ENGLISH LEXICON TO THE NEW TESTAMENT.** By E. Robinson, D.D., author of "Biblical Researches." Edited, with careful revision, corrections, etc., by the Rev. Dr. Bloomfield. 8vo. 18*s.* cloth.

ROGERS.—**THE VEGETABLE CULTIVATOR;** Containing a plain and accurate Description of all the different Species of Culinary Vegetables, with the most approved Method of Cultivating them by Natural and Artificial Means, and the best Modes of Cooking them; alphabetically arranged. Together with a Description of the Physical Herbs in General Use. By John Rogers, author of "The Fruit Cultivator." 2d Edition. Foolscap 8vo. 7*s.* cloth.

ROGET.—**THE ECONOMIC CHESS-BOARD;** Being a Chess-Board, provided with a complete set of Chess-Men, for playing Games in carriages, or out of doors, and for folding up, and carrying in the pocket, without disturbing the Game. Invented by P. M. Roget, M.D. and registered according to Act of Parliament. New Edition. In a neat fcap. 8vo. case, price 2*s.* 6*d.*

*** This Chess-Board is peculiarly adapted for working out Chess Problems, and for the study of published Games and Positions.—Dr. Roget is preparing a set of Chess-Problems to accompany his Chess-board.

ROME.—**THE HISTORY OF ROME (IN THE CABINET CYCLOPÆDIA).** 2 vols. foolscap 8vo. with Vignette Titles, 12*s.* cloth.

ROSCOE.—**LIVES OF EMINENT BRITISH LAWYERS.** By Henry Roscoe, Esq. Foolscap 8vo. with Vignette Title, 6*s.* cloth.

ROWTON (F.)—**THE DEBATER;** Being a Series of complete Debates, Outlines of Debates, and Questions for Discussion. With ample references to the best sources of information upon each particular topic. By Frederic Rowton, Lecturer on General Literature. Foolscap 8vo. 6*s.* cloth.

SANDBY (REV. G.)—**MESMERISM AND ITS OPPONENTS:** With a Narrative of Cases. By the Rev. George Sandby, Jun., Vicar of Flixton, and Rector of All Saints with St. Nicholas, South Elmham, Suffolk; Domestic Chaplain to the Right Hon. the Earl of Abergavenny. Foolscap 8vo. 6*s.* cloth.

SANDFORD (REV. JOHN).—**PAROCHIALIA,** or Church, School, and Parish. By the Rev. John Sandford, M.A. Vicar of Dunchurch, Chaplain to the Lord Bishop of Worcester, Hon. Canon of Worcester, and Rural Dean 8vo. with numerous Woodcuts, 16*s.* cloth.

SANDFORD.—**WOMAN IN HER SOCIAL AND DOMESTIC CHARACTER.** By Mrs. John Sandford. 6th Edition. Foolscap 8vo. 6*s.* cloth.

SANDFORD.—**FEMALE IMPROVEMENT.** By Mrs. John Sandford. 2d Edition. Foolscap 8vo. 7*s.* 6*d.* cloth.

SCHLEIDEN (PROF.)—**PRINCIPLES OF SCIENTIFIC BOTANY.** By M. J. Schleiden, Professor of Botany at Jena. Translated by E. Lankester, M.D. F.L.S. 8vo. with numerous Wood Engravings. [*In the press.*

SCOTT.—**THE HISTORY OF SCOTLAND.** By Sir Walter Scott, Bart. New Edition. 2 vols. fcap. 8vo. with Vignette Titles, 12*s.* cloth.

SEAWARD.—**SIR EDWARD SEAWARD'S NARRATIVE OF HIS SHIPWRECK,** and consequent Discovery of certain Islands in the Caribbean Sea: with a Detail of many extraordinary and highly interesting Events in his Life, from 1733 to 1749, as written in his own Diary. Edited by Miss Jane Porter. 3d Edition. 2 vols. post 8vo. 21*s.* cloth.

SELECT WORKS OF THE BRITISH POETS: From Chaucer to Withers. With Biographical Sketches, by R. Southey, LL.D. Medium 8vo. 30*s.* cloth; or, with gilt edges, 31*s.* 6*d.*

SELECT WORKS OF THE BRITISH POETS: From Ben Johnson to Coleridge. With Biograhical and Critical Prefaces by Dr. Aikin. A New Edition, with additional Selections, from more recent Poets, by Lucy Aikin. Medium 8vo. 18*s.* cloth.

*** *The peculiar feature of these two works is, that the Poems included are printed entire, without mutilation or abridgment.*

SERMON ON THE MOUNT (THE).
Intended as a Birthday-Present, or Gift-Book for all Seasons. Printed in Gold and Colours, in the Missal Style, with Ornamental Borders by Owen Jones, Architect, and an Illuminated Frontispiece by W. Boxall, Esq. A new edition. Foolscap 4to. in a rich brocaded silk cover, 21*s.*; or bound in morocco, by Hayday, 25*s.*

SHAKSPEARE, BY BOWDLER.
THE FAMILY SHAKSPEARE, in which nothing is added to the Original Text; but those Words and Expressions are omitted which cannot with propriety be read aloud. By T. Bowdler, Esq. F.R.S. Eighth Edition, 8vo. with 36 Illustrations after Smirke, etc. 30*s.* cloth; with gilt edges, 31*s.* 6*d*; or, without Illustrations, 8 vols. 8vo. 4*l.* 14*s.* 6*d.* boards.

SHELDON (F.)—**THE MINSTRELSY OF THE ENGLISH BORDER:**
Being a Collection of Ballads, Ancient, Re-modelled, and Original, founded on well-known Border Legends. With Illustrative Notes. By Frederick Sheldon. Square foolscap 8vo.
[*In the press.*

SHELLEY, ETC.—**LIVES OF THE MOST EMINENT LITERARY MEN OF ITALY, SPAIN and PORTUGAL.** By Mrs. Shelley, Sir D. Brewster, J. Montgomery, etc. 3 vols. foolscap 8vo. with Vignette Titles, 18*s.* cloth.

SHELLEY.—**LIVES OF THE MOST EMINENT FRENCH WRITERS.**
By Mrs. Shelley and others. 2 vols. foolscap 8vo. with Vignette Titles, 12*s.* cloth.

SHEPHERD (REV. W.)—**HORÆ APOSTOLICÆ;**
Or, a Digested Narrative of the Acts, Lives, and Writings of the Apostles. Arranged according to Townsend. By the Rev. William Shepherd, B.D. Rector of Margaret Roding, Essex, and Rural Dean. Fcap. 8vo. 5*s.* 6*d.* cloth.

SHORT WHIST:
Its Rise, Progress, and Laws; with Observations to make any one a Whist Player; containing also the Laws of Piquet, Cassino, Ecarte, Cribbage, Backgammon. By Major A * * * * *. 9th Edition. To which are added, Precepts for Tyros. By Mrs. B * * * * * Foolscap 8vo. 3*s.* cloth, gilt edges.

SINNETT.—**THE BY-WAYS OF HISTORY.**
By Mrs. Percy Sinnett. 2 vols. post 8vo. [*In the press.*

SMITH (GEORGE).—**THE RELIGION OF ANCIENT BRITAIN:**
Or, a Succinct Account of the several Religious Systems which have obtained in this Island from the Earliest Times to the Norman Conquest: including an Investigation into the Early Progress of Error in the Christian Church, the Introduction of the Gospel into Britain, and the State of Religion in England till Popery had gained the Ascendency. By George Smith, F.A.S. 2d Edition. 8vo. 7*s.* 6*d.* cloth.

SMITH (GEORGE).—**PERILOUS TIMES:**
Or, the Agressions of Anti-Christian Error on Scriptural Christianity: considered in reference to the Dangers and Duties of Protestants. By George Smith, F.A.S. Member of the Royal Asiatic Society, and of the Royal Society of Literature. Foolscap 8vo. 6*s.* cloth.

SMITH (MRS. H.)—**THE FEMALE DISCIPLE OF THE FIRST THREE CENTURIES OF THE CHRISTIAN ERA:** Her Trials and Her Mission. By Mrs. Henry Smith. Foolscap 8vo. 6*s.* cloth.

SMITH.—**AN INTRODUCTION TO THE STUDY OF BOTANY.**
By Sir J. E. Smith, late President of the Linnæan Society. 7th Edition, corrected; in which the object of Smith's "Grammar of Botany" is combined with that of the "Introduction." By Sir William Jackson Hooker, K.H. LL.D. etc. 8vo. with 36 Steel Plates, 16*s.* cloth, with coloured Plates, 2*l.* 12*s.* 6*d.* cloth.

SMITH.—**COMPENDIUM OF THE ENGLISH FLORA.**
By Sir J. E. Smith. 2d Edition, with Additions and Corrections. By Sir W. J. Hooker. 12mo. 7*s.* 6*d.* cloth. THE SAME IN LATIN. 5th Edition, 12mo. 7*s.* 6*d.*

SMITH.—**THE ENGLISH FLORA.**
By Sir James Edward Smith, M.D. F.R.S., late President of the Linnæan Society, etc. 6 vols. 8vo. 3*l.* 12*s.* boards.

SMITH (SYDNEY).—**SERMONS PREACHED AT ST. PAUL'S CATHEDRAL,** The Foundling Hospital, and several Churches in London; together with others addressed to a Country Congregation. By the late Rev. Sydney Smith, Canon Residentiary of St. Paul's Cathedral. 8vo. 12*s.* cloth.

SMITH.—**THE WORKS OF THE REV. SYDNEY SMITH.**
3d Edition, with additions. 3 vols. 8vo. with Portrait, 36*s.* cloth.

SOPHOCLES, BY LINWOOD.
SOPHOCLIS TRAGŒDIÆ SUPERSTITES. Recensuit, et brevi adnotatione instruxit Gulielmus Linwood, A.M. Ædis Christi apud Oxonienses Alumnus. 8vo. 16*s.* cloth.

SOUTHEY (ROBERT).—THE LATE MR. SOUTHEY'S COMMON-PLACE BOOK; comprising his Readings and Collections in History, Biography, Manners and Literature, Voyages and Travels, etc. etc.; systematically arranged. [*In the press.*

SOUTHEY (ROBERT)—THE DOCTOR, ETC.
Five vols. post 8vo. 2*l.* 12*s.* 6*d.* cloth.—Also,

THE DOCTOR, ETC. Vol VI. From the Papers of the late Robert Southey. Edited by his Son-in-Law, the Rev. John Wood Warter. Post 8vo. [*In the press.*

SOUTHEY.—THE LIFE OF WESLEY,
And Rise and Progress of Methodism. By Robert Southey, Esq. LL.D. 3rd Edition, with Notes by the late Samuel Taylor Coleridge, Esq., and Remarks on the Life and Character of John Wesley, by the late Alexander Knox, Esq. Edited by the Rev. Charles Cuthbert Southey, A.M. Curate of Cockermouth. 2 vols. 8vo. with two Portraits, 1*l.* 8*s.* cloth.

SOUTHEY, ETC.—LIVES OF THE BRITISH ADMIRALS;
With an Introductory View of the Naval History of England. By R. Southey, Esq. and R. Bell, Esq. 5 vols. foolscap 8vo., with Vignette Titles, 1*l.* 10*s.* cloth.

SOUTHEY (ROBERT).—OLIVER NEWMAN;
A New England Tale (unfinished): with other Poetical Remains. By the late Robert Southey. Foolscap 8vo. 5*s.* cloth.

SOUTHEY'S (ROBERT) COMPLETE POETICAL WORKS:
Containing all the Author's last Introductions and Notes. Complete in one volume, medium 8vo. with Portrait and Vignette, uniform with Byron's and Moore's Poetical Works, 21*s.*; or 42*s.* bound in morocco, by Hayday.

Also, an Edition in 10 vols. foolscap 8vo. with Portrait and 19 Plates, 2*l.* 10*s.*; morocco, 4*l.* 10*s.*

SPIRIT OF THE WOODS (THE).
By the author of "The Moral of Flowers." 2d Edition. Royal 8vo. with 23 beautifully coloured Engravings of the Forest Trees of Great Britain, 1*l.* 11*s.* 6*d.* cloth.

SPOONER.—A TREATISE ON THE STRUCTURE, FUNCTIONS, AND DISEASES of the FOOT and LEG of the HORSE; comprehending the Comparative Anatomy of these Parts in other Animals; embracing the subject of Shoeing and the proper Treatment of the Foot; with the Rationale and Effects of various Important Operations, and the best Methods of performing them. By W. C. Spooner, M.R.V.C. 12mo. 7*s.* 6*d.* cloth.

STABLE TALK AND TABLE TALK; OR, SPECTACLES FOR YOUNG SPORTSMEN. By Harry Hieover. 2 vols. 8vo. with Portrait, 12*s.* cloth.

*** Vol. II. with Portrait of the Author and Index to the complete work, may be had separately, price 12*s.*

"*An amusing and instructive book, which will be read with pleasure by the old sportsman, and may be perused with profit by the young one.*"—Times.

STEBBING (REV. H.)—THE HISTORY OF THE CHURCH OF CHRIST,
From the Diet of Augsburg, 1530, to the Eighteenth Century; originally designed as a Continuation of Milner's "History of the Church of Christ." By the Rev. Henry Stebbing, D.D. 3 vols. 8vo. 36*s.* cloth.

STEBBING.—THE HISTORY OF THE CHRISTIAN CHURCH,
From its Foundation to A.D. 1492. By the Rev. H. Stebbing, M.A., etc. 2 vols. foolscap 8vo. with Vignette Titles, 12*s.* cloth.

STEBBING.—THE HISTORY OF THE REFORMATION.
By the Rev. H. Stebbing. 2 vols. foolscap 8vo. with Vignette Titles, 12*s.* cloth.

STEEL'S SHIPMASTER'S ASSISTANT.
Compiled for the use of Merchants, Owners and Masters of Ships, Officers of Customs, and all Persons connected with Shipping or Commerce; containing the Law and Local Regulations affecting the Ownership, Charge, and Management of Ships and their Cargoes; together with Notices of other Matters, and all necessary Information for Mariners. New Edition, rewritten throughout. Edited by Graham Willmore, Esq. M.A. Barrister-at-Law; the Customs and Shipping Department by George Clements, of the Customs, London, compiler of "The Customs Guide;" The Exchanges, etc. and Naval Book-keeping, by William Tate, author of "The Modern Cambist." 8vo. 28*s.* cloth; or 29*s.* bound.

STEPHENS.—A MANUAL OF BRITISH COLEOPTERA;
Or, BEETLES: containing a Description of all the Species of Beetles hitherto ascertained to inhabit Great Britain and Ireland, etc. With a complete Index of the Genera. By J. F. Stephens, F.L.S., author of "Illustrations of Entomology." Post 8vo. 14*s.* cloth.

SWAINSON.—A PRELIMINARY DISCOURSE ON THE STUDY OF NATURAL HISTORY. By W. Swainson, Esq. Foolscap 8vo. 6*s.* cloth.—By the same Author.

A TREATISE ON THE NATURAL HISTORY & CLASSIFICATION of ANIMALS. Fcap. 8vo. 6*s.*

NATURAL HISTORY AND CLASSIFICATION OF QUADRUPEDS. Fcap. 8vo. 6*s.*

NATURAL HISTORY AND CLASSIFICATION OF BIRDS. 2 vols. fcap. 8vo. 12*s.*

HABITS AND INSTINCT OF ANIMALS. Fcap. 8vo. 6*s.*

ANIMALS IN MENAGERIES. Fcap. 8vo. 6*s.*

NATURAL HISTORY ETC. OF FISH, AMPHIBIA, & REPTILES. 2 vols. fcap. 8vo. 12*s.*

A TREATISE ON MALACOLOGY; Or, the Natural Classification of Shells and Shell-Fish. Fcap. 8vo. 6*s.*

HISTORY AND NATURAL ARRANGEMENT OF INSECTS. Fcap. 8vo. 6*s.*

A TREATISE ON TAXIDERMY; with the Biography of Zoologists, and Notices of their Works. Fcap. 8vo. 6*s.*

SWITZERLAND.—THE HISTORY OF SWITZERLAND.
(In the Cabinet Cyclopædia.) Foolscap 8vo. with Vignette Title, 6*s.* cloth.

TATE.—AN EPITOME OF NAVAL BOOK-KEEPING, ACCORDING TO THE PRACTICE OF MERCANTILE BOOK-KEEPING, BY DOUBLE AND SINGLE ENTRY; Shewing the Principles and Forms of Entries, with the arrangement of a Set of Books, and the mode of making up the accounts of Owners, Captains, and Consignees of Vessels in the Merchant Service. By William Tate, author of "The Modern Cambist." 8vo. 5*s.* cloth.

TATE.—HORATIUS RESTITUTUS;
Or, the Books of Horace arranged in Chronological Order, according to the Scheme of Dr. Bentley, from the Text of Gesner, corrected and improved. With a Preliminary Dissertation, very much enlarged, on the Chronology of the Works, on the Localities, and on the Life and Character of that Poet. By James Tate, M.A. Second Edition. 8vo. 12*s.* cloth.

TATE.—THE CONTINUOUS HISTORY OF THE LIFE AND WRITINGS OF ST. PAUL, on the basis of the Acts; with Intercalary Matter of Sacred Narrative, supplied from the Epistles, and elucidated in occasional Dissertations: with the Horæ Paulinæ of Dr. Paley, in a more correct edition, subjoined. By James Tate, M.A. 8vo. Map, 13*s.* cloth.

TAYLER (REV. CHARLES B.)—MARGARET;
Or, the Pearl. By the Rev. Charles B. Tayler, M.A. Rector of St. Peter's, Chester, author of "Lady Mary; or, Not of the World;" etc. 2d Edition. Foolscap 8vo. 6*s.* cloth.

TAYLER (REV. CHARLES B.)—LADY MARY; OR, NOT OF THE WORLD.
By the Rev. Charles B. Tayler, Rector of St. Peter's, Chester; author of "Margaret, or the Pearl," etc. Foolscap 8vo. 6*s.* 6*d.* cloth.

TAYLER (REV. CHARLES B.)—TRACTARIANISM NOT OF GOD.
Sermons. By the Rev. C. B. Tayler, Rector of St. Peter's, and Evening Lecturer at St. Mary's, Chester; author of "Lady Mary; or, Not of the World," etc. Fcap. 8vo. 6*s.* cloth.

TAYLER (REV. CHARLES B.)—DORA MELDER:
A Story of Alsace. By Meta Sander. A Translation. Edited by the Rev. C. B. Tayler, author of "Margaret; or, the Pearl," etc. Fcap. 8vo., with two Illustrations, 7*s.* cloth.

TAYLOR (JEREMY).—BISHOP JEREMY TAYLOR'S WORKS.
With the References verified. A New and thoroughly revised Edition.

*** *This Work is in the hands of a competent Editor at Oxford, and will be published in volumes, price* 10*s.* 6*d. each; to be completed in* 12 *volumes, each of* 600 *closely printed pages, published at intervals of two months. The first volume will probably be published in January* 1847. *Subscribers' names received by the Proprietors, and all Booksellers.*

TAYLOR.—THE STATESMAN.
By Henry Taylor, Esq., author of "Philip Van Artevelde." 12mo. 6*s.* 6*d.* boards.

THIRLWALL.—THE HISTORY OF GREECE.
By the Right Rev. the Lord Bishop of St. David's. A new Edition, revised; with Notes. Vols. I. to III. demy 8vo. with Maps, 12*s.* each cloth. To be completed in 8 volumes.
[Vol. IV. *is in the press.*

*** *Also, an Edition in* 8 *vols. fcap. 8vo. with Vignette Titles,* 2*l.* 8*s. cloth.*

THOMSON'S SEASONS.
Edited by Bolton Corney, Esq. Illustrated with Seventy-seven Designs drawn on Wood by the Members of the Etching Club. Engraved by Thompson and other eminent Engravers. Square crown 8vo. uniform with "Goldsmith's Poems," 21*s.* cloth; bound in morocco, by Hayday, 36*s.*

THOMSON.—AN ELEMENTARY TREATISE ON ALGEBRA,
Theoretical and Practical. By James Thomson, LL.D. Professor of Mathematics in the University of Glasgow. 2d Edition. 12mo. 5*s*. cloth.

*** *A Key to this Work is in preparation.*

THOMSON.—EXPERIMENTAL RESEARCHES ON THE FOOD OF ANIMALS,
AND THE FATTENING OF CATTLE: with Remarks on the Food of Man. By Robert Dundas Thomson, M.D. of the University of Glasgow. Fcap. 8vo. 5*s*. cloth.

"*The question of the origin of the fat of animals appears to be completely resolved by these beautiful and elaborate experiments.*"—Baron Liebig.

"*We can only say, that we have read them attentively, and that, in our judgment, they have been conducted with all possible precautions against accidental error.*"—Gardeners' Chronicle.

THOMSON (JOHN).—TABLES OF INTEREST,
At Three, Four, Four-and-a-half, and Five per Cent., from One Pound to Ten Thousand, and from One to Three Hundred and Sixty-five Days, in a regular progression of Single Days; with Interest at all the above Rates, from One to Twelve Months, and from One to Ten Years. Also, Tables shewing the Exchange on Bills, etc. etc. etc. By John Thomson, Accountant in Edinburgh. 12mo. 8*s*. bound.

THOMSON.—THE DOMESTIC MANAGEMENT OF THE SICK ROOM,
Necessary, in Aid of Medical Treatment, for the Cure of Diseases. By Anthony Todd Thomson, M.D. F.L.S. etc. 2d Edition. Post 8vo. 10*s*. 6*d*. cloth.

THORNTON.—OVER POPULATION AND ITS REMEDY:
Or, an Enquiry into the Extent and Causes of the Distress prevailing among the Labouring Classes of the British Islands, and into the means of remedying it. By William Thomas Thornton. 8vo. 10*s*. 6*d*. cloth.

TISCHENDORF—CONSTANTINE TISCHENDORF'S TRAVELS IN THE EAST,
Translated from the German. 16mo. uniform with the cheap authorised English Translations of the works of Michelet and Quinet. [*In the press.*

TOMLINE (BISHOP).—AN INTRODUCTION TO THE STUDY OF THE BIBLE:
Being the First Volume of the Elements of Christian Theology; containing Proofs of the Authenticity and Inspiration of the Holy Scriptures; a Summary of the History of the Jews; an Account of the Jewish Sects; and a brief Statement of the Contents of the several Books of the Old Testament. By the late George Tomlin, D.D.F.R.S. 20th Edition. Foolscap 8vo. 5*s*. 6*d*. cloth.

TOMLINE (BISHOP).—ELEMENTS OF CHRISTIAN THEOLOGY;
Containing Proofs of the Authenticity and Inspiration of the Holy Scriptures; a Summary of the History of the Jews; a Brief Statement of the Contents of the several Books of the Old and New Testaments; a Short Account of the English Translations of the Bible, and of the Liturgy of the Church of England; and a Scriptural Exposition of the Thirty-Nine Articles of Religion. By George Tomline, D.D. F.R.S. 14th Edition. With Additional Notes, and a Summary of Ecclesiastical History. By Henry Stebbing, D.D. 2 vols. 8vo. 21*s*. cloth.

TOMLINS.—A POPULAR LAW DICTIONARY;
Familiarly explaining the Terms and Nature of English Law; adapted to the comprehension of Persons not educated for the Legal Profession, and affording Information peculiarly useful to Magistrates, Merchants, Parochial Officers, and others. By Thomas Edlyne Tomlins, Attorney and Solicitor. Post 8vo. 18*s*. cloth.

TOOKE.—A HISTORY OF PRICES;
With reference to the Causes of their principal Variations, from 1792 to the Present Time. Preceded by a Sketch of the History of the Corn Trade in the last Two Centuries. By Thomas Tooke, Esq. F.R.S. 3 vols. 8vo. 2*l*. 8*s*. cloth.

*** Separately, Vols. I. and II. 36*s*.; Vol. III. 12*s*.

TOWNSEND (CHARLES).—THE LIVES OF TWELVE EMINENT JUDGES.
OF THE LAST AND OF THE PRESENT CENTURY. By W. Charles Townsend, Esq. A.M. Recorder of Macclesfield, author of "Memoirs of the House of Commons." 2 vols. 8vo. 28*s*. cloth.

"*With such excellent subjects, and ample materials to his hand, and with his professional* esprit de corps, *Mr. Townsend could scarcely fail in producing a pleasant and useful book for the world at large, and an interesting work for the lawyer or law-student.*"—Spectator.

TROLLOPE (REV. W.)—ANALECTA THEOLOGICA:
A Critical, Philological, and Exegetical Commentary on the New Testament, adapted to the Greek Text; compiled and digested from the most approved sources, British and Foreign, and so arranged as to exhibit the comparative weight of the different Opinions on Disputed Texts. By the Rev. William Trollope, M.A. New Edition. 2 vols. 8vo. 1*l*. 12*s*. cloth.

TURNER.—**THE SACRED HISTORY OF THE WORLD,**
Philosophically considered. By S. Turner, F.S.A. R.A.S.L. New Edit. 3 vols. 8vo. 42*s*. bds.

TURNER (SHARON).—**RICHARD III.:**
A Poem. By Sharon Turner, Esq., F.S.A. and R.A.S.L., author of "The History of the Anglo-Saxons," "The Sacred History of the World," etc. Foolscap 8vo. 7*s*. 6*d*. cloth.

TURNER.—**THE HISTORY OF ENGLAND,**
From the Earliest Period to the Death of Elizabeth. By Sharon Turner, Esq. F.A.S. R.A.S.L. New Editions. 12 vols. 8vo. 8*l*. 3*s*. cloth—or separately,

THE HISTORY of the ANGLO-SAXONS. 3 vols. 8vo. 2*l*. 5*s*.
THE HISTORY of ENGLAND during the MIDDLE AGES. 5 vols. 8vo. 3*l*.
THE HISTORY of the REIGN of HENRY VIII. 2 vols. 8vo. 26*s*.
THE REIGNS of EDWARD VI., MARY, and ELIZABETH. 2 vols. 8vo. 32*s*.

TURNER.—**A TREATISE ON THE FOOT OF THE HORSE,**
And a New System of Shoeing, by One-sided Nailing; and on the Nature, Origin, and Symptoms of the Navicular Joint Lameness, with Preventive and Curative Treatment. By James Turner, M.R.V.C. Royal 8vo. 7*s*. 6*d*. boards.

TURTON'S (DR.) **MANUAL OF THE LAND AND FRESHWATER SHELLS OF** THE BRITISH ISLANDS. A new Edition, thoroughly revised, and with considerable Additions. By John Edward Gray, Keeper of the Zoological Collection in the British Museum. Post 8vo. with Woodcuts, and 12 coloured Plates, 15*s*. cloth.

TWISS (DR. T.)—**THE OREGON QUESTION EXAMINED,**
In respect to Facts and the Law of Nations. By Travers Twiss, D.C.L. F.R.S. Professor of Political Economy in the University of Oxford, and Advocate at Doctors' Commons. 8vo. with Maps of North America and the Oregon Territory, 12*s*. cloth.

TYTLER (PROFESSOR). — **PROFESSOR TYTLER'S ELEMENTS OF** GENERAL HISTORY, Ancient and Modern, with Dr. Nares' Continuation. A new Edition, revised and continued to the Death of William IV. 8vo. with 7 Maps, 14*s*. cloth.

URE.—**DICTIONARY OF ARTS, MANUFACTURES, AND MINES**
Containing a clear Exposition of their Principles and Practice. By Andrew Ure, M.D. F.R.S. M.G.S. M.A.S. Lond.; M. Acad. N.S. Philad.; S. Ph. Soc. N. Germ. Hanov.; Mullii. etc. etc. Third Edition, corrected. 8vo. with 1240 Woodcuts, 50*s*. cloth.

By the same Author,

SUPPLEMENT OF RECENT IMPROVEMENTS. 2d Edition. 8vo. 14*s*. cloth.

VON ORLICH (CAPT.)—**TRAVELS IN INDIA,**
And the adjacent Countries, in 1842 and 1843. By Capt. Leopold Von Orlich. Translated from the German by H. Evans Lloyd, Esq. 2 vols. 8vo. with coloured Frontispieces, and numerous Illustrations on Wood, 25*s*. cloth.

WALFORD (J. E.)—**THE LAWS OF THE CUSTOMS,**
Compiled by Direction of the Lords Commissioners of Her Majesty's Treasury, and published under the Sanction of the Commissioners of Her Majesty's Customs; with Notes and a General Index. Edited by J. G. Walford, Esq. Solicitor for the Customs. Printed for Her Majesty's Stationery Office, and published by Authority. 8vo. 10*s*. 6*d*. cloth.

WALKER'S PRONOUNCING DICTIONARY OF THE ENGLISH LANGUAGE,
adapted to the Present State of Literature and Science. By B. H. Smart, Author of "Theory and Practice of Elocution," etc. 2nd Edition. To which are now added, an enlarged Etymological Index; and a Supplement, containing nearly 3,000 words not included in the previous Edition of the Dictionary. 8vo. 15*s*. cloth.

*** The Supplement, with the Etymological Index, may be had separately, price 3*s*. 6*d*. sewed.

WALKER'S PRONOUNCING DICTIONARY, Epitomised by Smart. New Edition. 16mo. 7*s*. 6*d*. cloth.

WALKER (GEO.)—**CHESS STUDIES:**
Comprising 1000 Games actually Played during the last Half Century; presenting a unique Collection of Classical and Brilliant Specimens of Chess Skill in every stage of the Game, and forming an Encyclopædia of Reference. By George Walker. Medium 8vo. 10*s*. 6*d*. sewed.

WARDLAW.—**DISCOURSES ON THE PRINCIPAL POINTS OF THE SOCINIAN** CONTROVERSY—the Unity of God, and the Trinity of Persons in the Godhead—the Supreme Divinity of Jesus Christ—the Doctrine of the Atonement—the Christian Character, etc. By Ralph Wardlaw, D.D. 5th Edition. 8vo. 15*s*. cloth.

WATERTON.—ESSAYS ON NATURAL [illegible]Y,
Chiefly Ornithology. By Charles Waterton [illegible]uthor of "Wanderings in South America." With an Auto[illegible]raphy of the Au[illegible]. View of Walton Hall. New Edition, foolscap 8vo. 8*s.* cloth

SECOND SERIES. W[illegible] aterton's Autobiography. New Edition, fcap. 8vo. with Vignette [illegible]TAL RESE[illegible] ..6*d.* cloth.
[illegible]F CATTLE

WATTS (A. A.)—L[illegible] HE HEART,
With other Poems. [illegible]. Watts. Illustrated by 40 highly-finished Line Engravings, from the Designs of many of the eminent modern Painters, by the best Engravers of the age. Square crown 8vo. printed and embellished uniformly with Rogers's "Italy" and "Poems," 31*s.* 6*d.* boards; or proof impressions, 63*s.* boards; proofs before letters, on 4to. colombier, India paper (only 50 copies printed), price 5*l.* 5*s.* [*At Christmas.*

WEBSTER.—AN ENCYCLOPÆDIA OF DOMESTIC ECONOMY;
Comprising such subjects as are most immediately connected with Housekeeping; as, The Construction of Domestic Edifices, with the modes of Warming, Ventilating, and Lighting them—A description of the various articles of Furniture, with the nature of their Materials—Duties of Servants, etc. etc. etc. By Thomas Webster, F.G.S., etc.; assisted by the late Mrs. Parkes, author of "Domestic Duties." 8vo. with nearly 1,000 Woodcuts, 50*s.* cloth.

WEIL (DR.)—THE BIBLE, THE KORAN, AND THE TALMUD;
Or, Biblical Legends of the Mussulmans, compiled from Arabic Sources, and compared with Jewish Traditions. By Dr. G. Weil, Librarian of the University of Heidelberg, etc. Translated from the German, with occasional Notes. Post 8vo. 7*s.* 6*d.* cloth.

WELSFORD (HENRY).—ON THE ORIGIN AND RAMIFICATIONS OF THE ENGLISH LANGUAGE; preceded by an Inquiry into the Primitive Seats, Early Migrations, and Final Settlements, of the principal European Nations. By Henry Welsford. 8vo. 10*s.* 6*d.*

WESTWOOD (J. O).—AN INTRODUCTION TO THE MODERN CLASSIFICATION OF INSECTS; founded on the Natural Habits and compounding Organisation of the different Families. By J. O. Westwood, F. L. S. etc. etc. etc. 2 vols. 8vo. with numerous Illustrations, 2*l.* 7*s.* cloth.

WHITLEY (DR. JOHN).—THE LIFE EVERLASTING:
In which are considered the Intermediate Life, the New Body and the New World, the Man in Heaven, Angels, the Final Consummate Life. By John Whitley, D.D. Rector of Ballymackey, and Chancellor of Killaloe. 8vo. 9*s.* cloth.

WILBERFORCE (W.)—A PRACTICAL VIEW OF THE PREVAILING RELIGIOUS SYSTEMS OF PROFESSED CHRISTIANS, in the Higher and Middle Classes in this Country, contrasted with Real Christianity. By William Wilberforce, Esq. M.P. for the County of York. New Editions. 8vo. 8*s.* boards. 12mo. 4*s.* 6*d.* cloth.

WILLIS (N.P.)—DASHES AT LIFE WITH A FREE PENCIL.
By N. P. Willis, Esq., author of "Pencillings by the Way," "Inklings of Adventure," etc. 8 vols. post 8vo. 31*s.* 6*d.* boards.

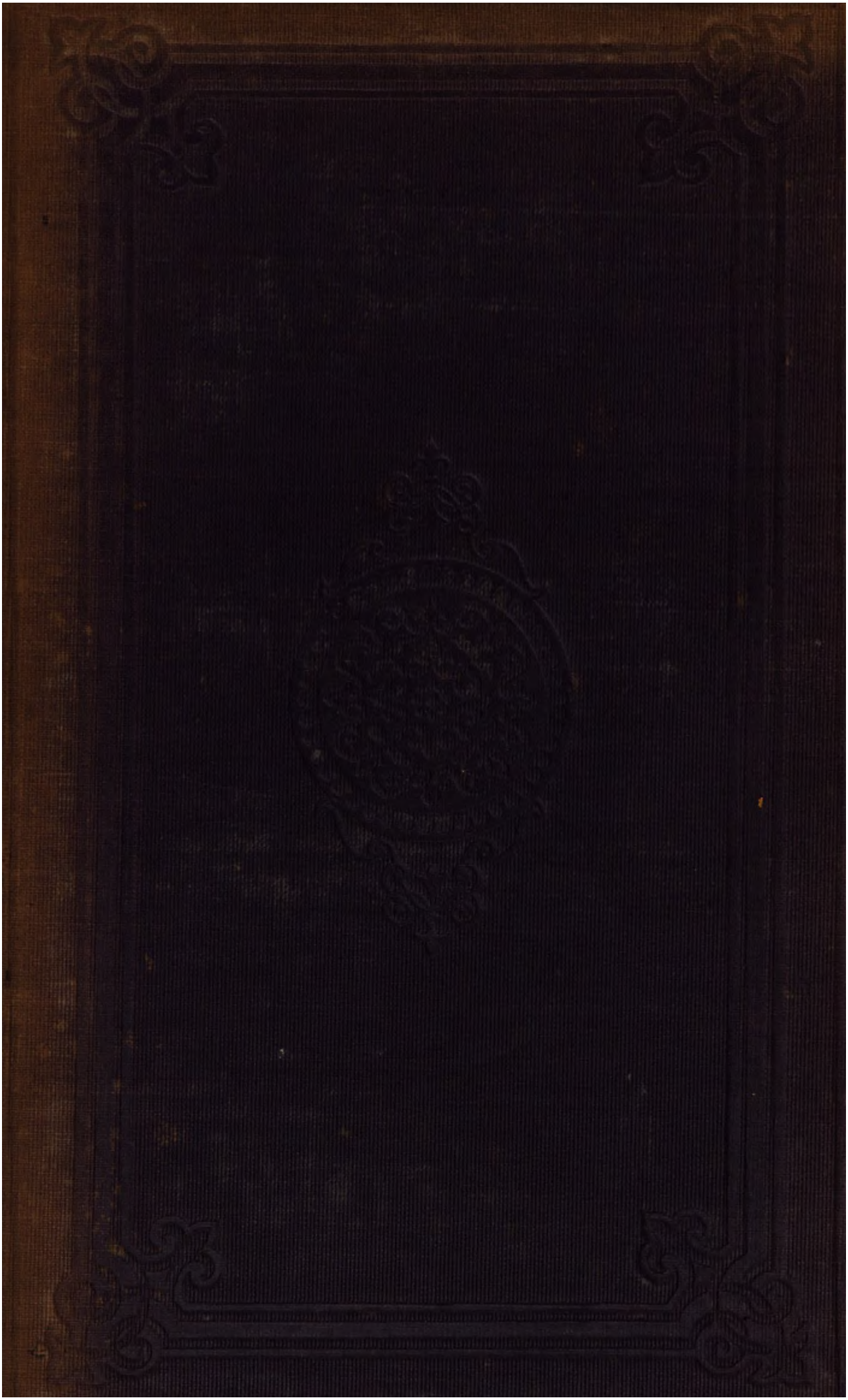
WILLOUGHBY (LADY)—A DIARY,
Purporting to be by the LADY WILLOUGHBY of the Reign of Charles I., embracing some Passages of her Domestic History from 1635 to 1648. 3d edition. Square foolscap 8vo. 8*s.* boards; or 18*s.* bound in morocco (*old style*).

*** *This volume is printed and bound in the style of the period to which* The Diary *refers.*

WINTER (J. W.)—THE HORSE IN HEALTH AND DISEASE:
Or, Suggestions on his Natural and General History, Varieties, Conformation, Paces, Age, Soundness, Stabling, Condition, Training, and Shoeing. With a Digest of Veterinary Practice. By James W. Winter, M.R.C.V.S.L. 8vo. 10*s.* 6*d.* cloth.

ZOOLOGY OF THE VOYAGE OF H.M.SS' EREBUS AND TERROR.
Under the Command of Capt. Sir James Clark Ross, R.N. F.R.S. during the years 1839, 40, 41, 42, 43. Published by Authority of the Lords Commissioners of the Admiralty. Edited by John Richardson, M.D. F.R.S. etc.; and John Edward Gray, Esq. F.R.S. Parts I. to XI. Royal 4to. with numerous coloured and plain Plates, 10*s.* each, sewed.

*** *To be completed in about* 15 *parts.*

ZUMPT (PROF.)—A GRAMMAR OF THE LATIN LANGUAGE.
By C. G. Zumpt, Ph. D. Professor in the University, and Member of the Royal Academy of Berlin. Translated from the 9th Edition of the original, and adapted to the use of English Students, by Leonhard Schmitz, Ph. D., Rector of the High School of Edinburgh; with numerous Additions and Corrections by the Author. 8vo. 14*s.* cloth.

Londo[illegible]nted by M. Mason, Ivy Lane, Paternoster Row.