

Miscellaneous.

NAUTICAL ADVENTURES.

Blackwood's Magazine.

BATTLE OF THE NILE.

Our intrepid Admiral, subsequent to the unfortunate affair of Santa Cruz, had been sent to England for the purpose of recruiting his strength which had suffered materially in consequence of the amputation of his arm. Towards the end of the year, (1779,) the surgeon who attended him pronounced that he was again fit for service. It was not, however, till the first of April in the following year that he left his native Albion, in the Vanguard of seventy-four guns, to rejoin Earl St. Vincent off Cadiz, where he arrived on the 29th. At this time the ever restless ambition of the French Republic was hatching a plot of considerable magnitude and importance. The Harbour of Toulon was soon discovered to be the centre of operations. All was stir and bustle in that warlike and celebrated depot. It was not long ere a large fleet of men of war was seen hastily getting in readiness for sea, together with a great many transports. Troops in vast numbers were collecting from all quarters, to be under the command of Napoleon Bonaparte. Although they were nearly ready for embarkation, such was the secrecy of the projected enterprise, that none could ascertain the destination of this formidable armament.

As by infallible presentiment of the future greatness and glory of Britain's choicest naval hero, St. Vincent directed his attention to Nelson, and thought this the most suitable time to draw him forth, as a match in all respects adequate to the wily policy and daring prowess of Napoleon. He was accordingly detached in the Vanguard, and, taking with him the Orion and Alexander, seventy-four gun ships, the Emerald and Terpsichore frigates, and the Bonne Citoyenne, sloop of war, which he found at Gibraltar, proceeded towards Toulon to watch the movements of the French fleet. On his way thither, he learned that it consisted of fifteen sail of the line, besides frigates, and about two hundred transports for the embarkation of forty thousand troops. On the 21st of May not far from Toulon, a heavy gale of wind from the north-west carried away the main and mizen-topmast, and afterwards the foremast of the Vanguard, which constrained the squadron, taking Nelson's ship in tow, to proceed to the island of Sardinia, to refit.

Whilst lying at Sardinia, Nelson heard that, on the very day of his disaster, the French fleet set out to sea. Not knowing what course they were steering, as soon as the squadron was equipped, he proceeded to his former station; and on the fifth of June, to the no small joy of the squadron, intelligence was brought by the Mutine brig, that on the 30th she had parted from a detachment of ten sail of the line, and a fifty gun ship, which last was our ship, the Leander, on their way to join him. In two days' time the two squadrons were united, which, according to instructions brought by the Mutine from Earl St. Vincent, were immediately to go in quest of Bonaparte and the Toulon fleet. The enthusiasm of the men was unbounded. They had long panted for some service by which they might signalize their valour. Here was an occasion worthy of the genius of Nelson, and the high spirited officers and men under his command. The eyes of Britain, of Europe, of the world, were watching the issue of the expected conflict between two of the greatest chiefs recorded in history, each on his own peculiar element.

The only clew which seemed likely to conduct us to the enemy, was the direction of the wind when they left Toulon, which being to the northward and westward, led to the presumption, that they had shaped their course up the Mediterranean. Signal was accordingly made to pursue the same track. To exasperate our impatience we were for a considerable time becalmed, but at length a breeze springing up, we made sail along the coast of Italy. The first information obtained of the enemy was, I believe, by our ship. By a small vessel whom we hailed, we were informed, that the fleet of which we were in pursuit had been seen off the coast of Sicily. Pursuing our course, on the 16th of June we came in sight of Vesuvius, and standing into the bay of Naples, sent Captain Trowbridge and Hardy on the shore to obtain, if possible, further information. All, however, we could learn from the British ambassador at Naples was, that the French fleet had not put into the bay, but had coasted along the island of Sardinia, standing to the southward. With all possible speed we made for Sicily, where we touched, for the purpose of wooding and watering, and recruiting our provisions. On the 20th of the month we passed the celebrated straits of Messina. Here a scene as imposing as it was novel presented itself. Already had the progress of the French arms excited the dread and the hatred of the inhabitants, and their attention was eagerly directed towards the only power capable of withstanding French aggressions and tyranny. On taking our departure, we were greeted with such a display of devoted affection and respect, as was, perhaps, never surpassed. The sea was chiefly covered over with boats filled with persons of the first distinction, chiefly of the ecclesiastical order. It was thought that not less than five hundred priests were present on the occasion. These adorned with their rich and splendid vestments, and bearing the insignia of their respective orders, elevated their crucifixes, and, with uplifted hands, imploring the blessing of heaven upon the British arms, in making them instrumental in humbling the

haughty and profane enemies of God and men, formed one of the most interesting objects ever beheld. Nor was our fleet behind in acknowledging with loud and reiterated cheering the sense we had of their good wishes and prayers; the confidence we had in the goodness of our cause, and the assurance we possessed, whenever we should fall in with the stealthy foe, that British valour would prove an overmatch for French boasting.

Under these favourable auspices, with information obtained that the Toulon fleet had sailed for Malta, and actually taken possession of that important island, and were lying at anchor there, thither we immediately shaped our course with a steady gale from the northwest, confidently hoping that a day or two would lay us along-side of Napoleon and his myrmidons. On the twenty-second, however, the Mutine spoke a Genoese vessel, which informed her that the French fleet took its departure from Malta on the eighteenth, leaving us scarcely any thing else to conjecture, but as the wind had been steadily blowing from the north west for several days, Egypt must be its ultimate destination. Thither we instantly directed our way, crowding on all the canvass we possibly could, and in six days came in sight of Alexandria; but to our mortification no French fleet was there. We sent a message on shore to the British ambassador; but no information could be obtained. Puzzled to the last degree, we scarcely knew how to proceed. At length it was concluded to retrace our progress, hoping to find the enemy on his way to Egypt. Still, however, we were doomed to disappointment. After having beaten to windward for nearly three weeks, we again made the island of Sicily, where we a second time recruited our provisions; but no additional information could we gain, only that nothing had been heard of the French Fleet in those seas, and that it was next to certain it had not returned to Toulon or Gibraltar. Signal was once more made by Admiral Nelson to shape our course for Egypt. When we were not far from the Morea, the Culloden, which generally took the lead, owing to her being a fast sailing ship, gave chase to a polacre in the French service, which she continued to follow round a headland, till we lost sight of both for a considerable time. At length the Culloden re-appeared with her prize in tow, which, having run into a harbour of shallow water, was pursued by the Culloden's boats, and brought out by them. The instant the fleet was in sight, the Culloden ran up a signal to the masthead—"Intelligence." The effect upon the fleet was like electricity; every bosom burned to know the particulars. The captain of the polacre was taken on board the Admiral's ship, and gave information, that he had only a few days before seen the French Fleet lying off Alexandria. The joy with which those tidings were received on board our ships, and the alacrity with which the command was obeyed, to make all possible sail to come up with the enemy, are scarcely credible. In the mean time Admiral Nelson made a solemn promise—and which was accordingly fulfilled—that if the information which the captain of the polacre gave proved true, he would restore him his vessel, and set him and all his crew at liberty, with a month's provision; only taking out the wine, with which she was laden, for the use of the fleet.

The French fleet, as we afterwards learned, had put into Rhodes, when we were standing for Egypt the first time, which was the occasion of our missing them. Arrived as it appears, off Alexandria, on the second day after we had just made our appearance, and hastily departed; information from which the arrogance and vanity of our enemy led them to infer, that our withdrawing so speedily was a consequence of fear, at having heard of their numerical superiority. This delusion, no doubt, made the French Admiral less careful to be in readiness for action than he might otherwise have been, had he more justly appreciated the character of the British seamen.

On the morning of the first of August, the city of Alexandria once more presented itself to our view. Signal was also made by the ships which had been dispatched before, that the harbour was full of transports, and that the French flag was floating in the wind from the towers of the city. Soon afterwards the fleet itself was descried drawn up in line of battle in Aboukir Bay. Instant signal was made to clear away for action, whilst our ships steered direct for the enemy. To give a description of the general battle is needless; every one knows it; and the glory which irradiated the British arms as the memorable night of the first of August, will shine resplendent to the end of time. Such, besides, was the full occupation and eagerness with which every man was engaged from the moment of beginning to clear away for action, till nearly at the end of the battle, that but few individuals had opportunity to take more than a hasty glance of the progress of the engagement, to say nothing of the darkness of the night illuminated only by conflicting fires from the mouths of the cannon; and the smoke in which both fleets were involved. Leaving this, as most writers have described it, I shall confine myself to a description of only such scenes as fell under my own observation, immediately connected with the Leander, and which none could so accurately describe as those who were on board. In consequence of being detained in the neighbourhood of the Culloden—to assist, as far as we were able, to extricate her from the unfortunate situation in which she was placed, having at about seven o'clock in the evening struck on a ridge of rocks, two miles from the

scene of action—we were late in coming to an engagement. It having been reported amongst the crew that the Admiral had given strict orders, that the Leander, being a much smaller ship and of much lighter metal, than any of the French ships of the line, was on no account to lay any of them along-side; our men were almost in a state of uproar at the disappointment, supposing this prohibition amounted to an exclusion from participating in the glory of the situation in which we might "do any good;" we were at liberty to run in our ship. We were not long before we discovered such a position; and we accordingly ran the Leander betwixt the stations of the Peuple Souverain and the Franklin of eighty four guns, dropping a stern and bower anchor, so as to place our ship right athwart the bows of the latter ship, within a few yards distance, into the bows of which we continued to pour our broadside of twenty four pounders so effectually, that in less than half an hour she was completely dismantled. The whole of her bows were soon laid open, and our shots raked her decks with dreadful precision, sweeping away the dense crew which filled them, so that none of the men could at length be brought to fight the bow fore-castle gun; the only ones which could be brought to bear upon us. The stern cable of the Defence having been shot away by the Peuple Souverain, the former ship swung round, so as to assume an admirable position upon the starboard quarter of our antagonist, and dealt her broadsides with terrible effect. Soon afterwards we observed a singular appearance on board of the Franklin; on her fore-castle an English colour was hoisted, but a French colour was flying abaft! At which our captain hailed her, and shouted, "have you struck?"

"To which the French captain replied, "yes!" "What do you mean, then," replied Capt. Thompson, by keeping the French colour flying abaft?"

"I cannot get any man on my decks to expose himself while he is striking it," was the reply; "but if you cease firing, I will take it down myself."

This he forthwith did; and, bringing it and his sword on board our ship, presented them to Captain Thompson, saying, "You deserve them, for you have done me all the mischief."

He was, however, conveyed on board the Defence, as being the larger ship, to make his surrender; but not till he had requested permission to walk round our ship; which done, he expressed his amazement, "that such a little box should have conquered so large a ship!" It was just after this event, and not, as has been erroneously stated, before, that the dreadful catastrophe of the blowing up of the Orient, in whose immediate neighbourhood we were, occurred. We had for a considerable time perceived her to be on fire, and anticipating the event, were adopting every precaution in our power against danger from the explosion; removing every thing from the upper deck which was easily combustible, wetting the sails, and stationing men in all directions with buckets of water in their hands. Even up to this time, whilst the lower deck in the after part of the Orient was in flames, such was the fury of the men, that they still continued to fire the guns on the upper decks. At length, however, about ten o'clock, we saw the spitsail yard and bowsprit crowded with men, receding as far as possible from the flames; whilst hundreds were seen jumping overboard, and clinging to spars and other pieces of wreck which were floating in the neighbourhood. The next moment the awful explosion took place, and, in the same instant, disappeared the hundreds of human beings who had just before been seen floating on the bosom of the deep. Dreadful was the concussion; it seemed as though every timber and joint and seam of our ships, was severed, whilst blazing masses of rigging and timber, projected an amazing height into the air, were seen suddenly descending in all directions, and in a moment extinguished in the ocean; producing, in awful contrast, the tremendous blaze and explosion of the magazine, with a silence and darkness which seemed as though the world itself had ceased to be. Every man in both fleets appeared paralysed and for nearly a quarter of an hour no gun was fired; no motion was perceptible.

Not long after this fearful event we perceived a few of the unhappy sufferers, who contrary to our supposition, had not been destroyed at the moment of explosion, swimming towards our ship, imploring that aid which Britons are known never to refuse to a fallen enemy. The piercing cries of these unfortunate men seem still to vibrate on my ear, as some of them approaching near the Leander, cried out—"Bon John, give rope!"—"O'bon John, give rope!"—"O'bon John, give rope!" As many of them as possible were rescued from a watery grave; though some of them, after all our endeavours, sunk to rise no more. It was wonderful to observe, notwithstanding the deplorable circumstances in which these poor fellows were placed, what strength the *amor patriæ*, or reluctance to acknowledge defeat, exerted in them.

To one of these forlorn creatures, drenched with water and exhausted with fatigue, I said unseasonably I confess; and it may be thought unfeeling, but it was on the spur of the moment—"Well, Monsieur, what think you now of your Bonaparte?" To which the hapless man, summoning the little energy which remained in him, replied, "O, Monsieur John Bull, dis nothing, dis nothing; vive Napoleon!"

The issue of this dreadful, and, as it respects the British arms, glorious battle of the Nile, is all that needs to be mentioned

on the present occasion, having proposed to myself, in compliance with your request to give a detail only of such occurrences as fell under my own observation, together with such circumstances as are not elsewhere to be met with; excepting, of course those statements which form the necessary connecting links of the story. Of the thirteen French ships of the line, eleven were taken or destroyed. The only ships which made their escape were the Justice and Diana frigates; and the Guillaume Tell and Genereux, of seven-four guns, with the last of whom, in little more than a fortnight afterwards, we were destined to have a severer struggle than any which had been experienced in Aboukir Bay.

[From the Boston Transcript.]

THE TRIAL OF MINA.—At Doylestown, is reported in the Courier and Enquirer, as far as it had proceeded on Wednesday last. He is described on the records as "Lino Amelio Eposey Mina, alias Celestina Armentus, alias Amalia Gregorio Zarico." It appears from the testimony, that he was convicted of larceny in Philadelphia, and was sent to prison there on the 17th March, 1830, where he remained until the 10th May, 1831, the day on which he presented himself at the house of Mr. Chapman and asked for a night's lodging, which was granted. At supper he related the forged story of misfortune. He continued to reside at the house, and very soon after his arrival, he and Mrs. Chapman were so familiar as to attract notice.

An elderly female, who lived in the house as a domestic, testified that she had seen much misconduct between Mrs. C. and Mina, and on one occasion she saw them hugging and kissing each other in the hall. She saw Mrs. C. while more attired in night dress, sit on the side of Mina's bed, while he lay there. One afternoon that the witness drove with them to a tavern about seven miles distant, they walked away in the woods, and were absent two or three hours. They intended to stay at the tavern that night, but witness would not allow them. Both going to and returning from the tavern, Mina lay in Mrs. Chapman's lap, and both sang love songs—she teaching him. At one time Mina and Mrs. Chapman went to Philadelphia, and were absent three days, during which time Mr. Chapman was almost crazy at the absence of Mrs. C. telling all the servants that he would send Mina out of the house as soon as he returned. On the evening of the third day they returned, and Mr. C. asked Mrs. C. how she could account for such conduct. She replied that Mina had learned in Philadelphia that his sister had died, and they were delayed in consequence. Witness has seen Mrs. C. come out of Mina's room as early as daylight, in her night dress. Has seen Mrs. C. tap Mina on the cheek, and call him her "dear little man." After Mina's arrival, the affections of Mrs. C. appeared to be weaned from Mr. C. and from her children.

A druggist testified that he sold Mina about two ounces of arsenic, which he said he wanted to preserve birds. This was on the 16th, June. Mr. C. was taken sick on the 19th, and expired on the morning of the 23d. His physician states that he was puzzled by the symptoms at the time Mr. C. died, and asked Mrs. C. to what disease he had been liable. She replied, vertigo, and occasional symptoms of apoplexy.

A witness who sat up with him on the night previous to his death, stated that during the night Mina entered the room three or four times; the second time, he took out a watch and laid it to Mr. C.'s wrist, and said in broken English, "it is fifty-five seconds;" a third time he entered and again applying the watch said, "it is forty-five seconds, he will not live long;" witness assented and said he did not believe he would live till the morning. Mina replied that he would be dead before morning, and added "he be one very good man—he go up;" (pointing upwards)—"he then," said the witness, "put on a crooked face and pretended to cry, but I looked in his face and he did not shed a tear." Some chicken broth was made for Mr. Chapman on the 21st. What remained of it, with the chicken, was thrown by a domestic into the yard. Witness testified that on the 22d, he was standing on the road and observed 10 or 12 ducks come from Mr. C.'s yard; before they had walked across the road three of them dropped dead, and on the next day all had died except four—on the 21st too, three chickens died in a similar manner after they had come out of the yard; witness believed at the time they were poisoned. Minahaved Mr. Chapman the night he was laid out. One of the Philadelphia police officers, who carried Mina from Boston, testified that he acknowledged to him that he and Mrs. C. had frequently had criminal intercourse while her husband was living. The high constable of Philadelphia, testified that he made a similar acknowledgement to him, and that he further confessed that Mrs. Chapman had taken the oil poison from a bottle which he had and put in the soup, and that he knew it at the time. We have selected the above as some of the most prominent features of the testimony. The rest is collateral and corroborative. It would occupy too much space in our columns. Mina is proved to have been a flagrant impostor, and as appears from the testimony of the Mexican Consul, resident at Philadelphia, very far from possessing the polite accomplishments which have been attributed to him. His Spanish is miserably bad, and his writing and spelling that of an unlettered man. A strong effort will be made by his Counsel, to produce a belief that Mr. Chapman's death was produced by cholera morbus.

SENTENCE OF MINA.

DOYLESTOWN, May 1st, 1832.
This morning, on the opening of the

court, the counsel of Mina filed reason for a new trial; which the court directed to be immediately discussed.

The reasons, embracing various objections to the evidence of High Constable Blaney, were argued by Mr. Rush for the prisoner; when the court, after a full and attentive hearing of the counsel, delivered their opinion, and refused the application for a new trial.

Mina was then about noon brought into court. He entered calm and firm, and conferred for a few minutes with apparent composure with his counsel. Being asked why sentence of death should not be passed on him, his counsel, Mr. McDowell, read to the court a letter, written in English, by Mina, and addressed to the judge. This letter earnestly entreated time to prepare for death, and to see his family; and its peculiar and solemn phrasing made it most interesting, and not a little affecting to many of the multitude assembled. The presiding judge, in much agitation and distress, then passed the sentence of the law upon the prisoner—That he should be hanged by the neck until he was dead, adding the hope of God's mercy for him. The miserable man appeared to suffer terribly at the close of this scene. —Poul. Adv.

PROSPECTUS

OF A NEWSPAPER, TO BE CALLED

"THE CAPE BRETON HERALD."

Published at Sydney.

A Society of Gentlemen interested in the property of the Island of Cape-Breton, have resolved to establish a Press, and publish a Weekly Paper, to which they very respectfully solicit the attention of the Public.

The time has arrived when the resources of the Island are rapidly developing themselves, and facts, which a few years since were unknown to the oldest Settler, are now becoming notorious. An actual increase of Population from 12,000 to 30,000 in the course of fifteen years, the greatest part of which has taken place within the last eight years, by Emigration from the Mother Country, is of itself a proof of the rapidly increasing importance of the Island. Population, when the necessities of life are available to industry, being the most acknowledged source of wealth to any Country—that these may be procured in abundance, may be proved by the extensive exports of Cattle, Sheep, and Agricultural Produce.—The ready access to Navigation, no part of the Island being more than 15 miles distant from the Salt Water, and the Vicinity of extensive Fishing Grounds, are advantages no less important than those which are derived from the surface soil; while the inexhaustible fields of Coal and Gypsum, with some copious Brine Springs, and strong presumption of Plumbago, Lead and Copper, give an incalculable importance to the Island, and render it a source of interest, not merely to the Province to which it has been annexed, but the Canadas, the Island of Newfoundland, and a large portion of the United States of America.

These are particulars interesting, chiefly perhaps, to the political Economist; but the great increase of Trade within these three years, and the widely extended intercourse with America in general, as well as with Great Britain and Ireland, must render it an object of attention also to the Shipping interest: To promote these several interests, is the avowed object of the "Cape Breton Herald," and the Proprietors feel confident that, during the shipping season especially, their Paper will merit the attention of all persons concerned in the trade with Canada, the Eastern part of New-Brunswick and Nova-Scotia—the Island of Cape Breton lying in the Highway to the Gulf of St. Lawrence.

The establishment of a Light House at the entrance of Spanish River, will enable ships bound up the Gulf to make the commodious Harbour of Sydney, in order to obtain Refreshments; or by the means of Signals to make known their names, which will immediately be reported in the Herald, and opportunity thereby afforded to Merchants at Home to ascertain the progress of their Vessels, and the satisfactory information of their safety, many days—perhaps weeks—sooner than could be obtained by means of the Quebec, or even the Halifax Journals.

Terms—15s. at the office, and 17s. 6d. by Post to any part of British North America.

All Editors of Papers are requested to give this an insertion in one of their early publications.

Administration Notices.

NOTICE.

ALL Persons having demands against the estate of Solomon Perley, late of the Parish of Magerville, deceased, are requested to present them to the subscriber within three months from the date hereof, and all persons indebted to the said estate are requested to make payment forth with.

BENJAMIN TAYLOR, Adm'r.
Sheffield, 3d. April, 1832.

IN order to close accounts for the Estate of the late Samuel Kendall.

NOTICE.

Is hereby given, that all accounts remaining unsettled the 1st April next, will then be put in suit for collection.

W. O. SMITH, Administrator.
28 Feb 1832. R. DIBBLE, ratior.

NOTICE.

ALL Persons having demands against the estate of George Keith, late of Brunswick, in Queen's County, deceased, are requested to present the same duly attested, within three months, and those indebted to make immediate payment to

ABIGAIL KEITH, Executrix.
Brunswick, Feb. 25th 30s.

NOTICE.

ALL persons having demands against the estate of William Dibble, late of the Parish of Woodstock, deceased, are requested to present them to the subscriber, within three months from the date hereof and all persons indebted to the said estate are requested to make payment forth with.

CHARLES RAYMOND, Executor.
Fredericton, March 19th.