

1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773.

Des Barres no sooner arrived at Halifax accordingly, than he was set to commence, with the strongest assurances, of being rewarded in a manner adequate to his diligence and ability and the value of the performance, and that it would tend to promotion in his Military Profession.

The Admiralty agreed to pay him 20 s. a-day, and allowance for Contingencies, Instruments, Stationary Ware, &c.

He persisted for Ten Years in carrying on a service, replete with dangers, accidents, losses, labor, expence, and utility. In the course he was honored with the highest approbation of Lord Colvill, and all the succeeding Commanders, Lord Hood, Admirals Gambier, Montagu; &c. and the Earl Egmont, who presided at the Admiralty, acknowledged every specimen of the execution transmitted to the Board with expressions of his "Obligations for the same, and of his duty as a faithful servant of His Majesty and the Public, to give every encouragement in his power to forward a service of such National Importance."

1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783.

Upon his return to England, His Majesty was graciously pleased to express high commendation of the Performance, and His Royal commands to publish it for the benefit of the public and of posterity. The Officers destined to conduct the Fleet in the reduction of the Colonies, being also desirous of correct Charts of the North American Coasts from Florida to the Gulph of St. Lawrence, Des Barres became involved in the intricate task of selecting, correcting and adapting, the surveys of others to Nautical Purposes, and of publishing the whole under the title of the Atlantic Neptune, which cost ten years more of incessant labor. (1)

In the course of the war, and of the publication, the respective parts of the Atlantic Neptune had in instances of the most critical occasions been the means of saving the Fleets and Armaments of this Country (2). It has benefited commerce in millions and will continue to do so, while the trade of that country and a knowledge of its navigation shall be of any importance.

In the latter period of the work, finding his pecuniary circumstances embarrassed by the balance remaining due of the necessary expence incurred, and by the reduction of his resources through plunder and

(1) Earl Howe, having represented the immediate necessity, for the operations of war then carrying on in America, of Charts to be composed, engraved and prepared, for being forthwith supplied for the service of the Fleet; Des Barres, in pursuance of His Majesty's Royal Commands signified to Lord North, (First Lord of the Treasury) accordingly proceeded under the directions of his Lordship, and of the Board of Trade and Plantations, to which the Treasury had assigned him) with unremitting assiduity and employing all means of assistance and expedition in his power; and thereby accomplished the duty so imposed on him.

(2) The Invincible of 74 guns under the command of Admiral Evans, and her convoy, to Newfoundland, having their reckoning deranged by continual storms, currents, and fogs, were on the point of running a-shore on the Isle Sable; but, discovering the dangers from the soundings and descriptions of the bottom, given in the Atlantic Neptune, they altered their course in the critical moment.

The relative part of the Atlantic Neptune were of great use to Earl Howe, in opposing off Rhode Island, and the Nantucket Shoals, Count d'Estaing, who was embarrassed by the want of similar advantage, which, not even the American Pilots had it in their power equally to supply.

The Phoenix, ordered to Boston under the command of Sir Hyde Parker, had had an almost continued storm for three weeks, in which it was impossible to take an observation: finding himself in soundings, all the Journals of the ship were examined, and from thence it was concluded they were off Cape Cod; but Sir Hyde Parker, comparing the quality of the bottom with the description of the soundings marked in the Atlantic Neptune, conjectured, what was truly the case, that he was off Isle Sable, and in the course of being soon a-ground; therefore, he altered his course, contrary to the remonstrance of his officers, and, while these were in constant dread of being a-shore, he arrived under an easy sail in two days off Cape Cod.

Sir Edmund Affleck and his Squadron with the convoy, was also saved on the American Coast in a manner equally remarkable—And Captain Henry Collins, in the leading ship Zebra, saved from destruction in Buzzard's Bay, the whole of the shipping and armament under the command of Sir Charles Gray, by Des Barres having incidentally met him when he was setting out to America, and furnished him with the relative part of the Atlantic Neptune, which had just then been finished.

Lord Walsingham has also acknowledged, that the Post Office has benefited, even alone by one of the Charts, more than the whole cost of the Atlantic Neptune. Such instances are innumerable. In the course of the publication it was common for Officers and Commanders of vessels arriving from America, to come to Des Barres's house to thank him for having been saved from shipwreck, by his Charts.

17 Atlantic Neptune.

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20 Instances of its Utility.

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