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GIBRALTAR.

Where the midland sea and the ocean meet
Stands a corner of British ground,
There the wild waves dash at a mountain's feet
With a giant fortress crowned.
The Spaniards cast a jealous eye,
As they see our flag from its summit fly,
But the Dons may come and the Dons may go,
And frown and strut on the shore below,
But they never shall have Gibraltar, no!
They never shall have Gibraltar.

'Twas a British fleet in the days of old
To the Straits came westward bound,
When Sir George Rooke, our Admiral bold,
Resolved on a deed renowned.
Said he, "That fortress may serve some day
To guard old England's blue highway,
And he swore that the Dons might come and go
And the Dons might fight both high and low
But they should not keep Gibraltar, no!
They shall not keep Gibraltar."

The brave old Admiral kept his word
And the noble fortress won,
And what he took by the gun and sword
We have kept with the sword and gun.
The last time was when France and Spain
'Gainst Elliot strove four years in vain.
For the Dons may come and the Dons may go,
And bring allies to aid the blow,
But they never shall take Gibraltar, no!
They never shall take Gibraltar.

O, never speak of yielding back
That gem of the British Crown!
Where our fathers planted the Union Jack,
Shall their children haul it down?
The strongest fort is justly due
To those who can take it and hold it too,
So the Dons may come and the Dons may go,
And frown and strut on the shore below,
But they never shall have Gibraltar, no!
They never shall have Gibraltar.

NAVAL OPERATIONS

OF THE
WAR OF 1812-14.

CHAPTER VII.

It would appear that the great European contest had absorbed the faculties of the British War Departments in 1812-14, and that little or no consideration was paid to the details of a contest which was commenced for the purpose of striking a vital blow at England's Naval Supremacy, not only on this continent but throughout the world.

Political theorists have held that the loss of her Colonial possessions would be an unalloyed blessing to Great Britain—the

Government of the United States risked a contest on the issue of which their very existence was staked, to take by force what was then the least important of them—Canada—and events have proved that the measure, if successful, would have been a wise one.

To resist that attempt England entrusted the chief command of her Army and Fleet in North America, at the beginning of the contest, to men whose professional abilities were below mediocrity and whose mischievous habits of procrastination led to numerous disasters, while their attempts at negotiation with a wily foe were evidences of their imbecility; luckily some of the subordinate officers understood their duty to the country and had practical professional knowledge.

The campaigns for the defence of Canada bore testimony to the imbecility of the commander-in-chief of His Majesty's land forces in America, as well as a worse quality even in the commander-in-chief of the Naval forces in that Province; and as if to add another element of confusion a series of raids were devised (for plan there was none) on the coast of the United States, which carried the art of war back to the days of the old Scandinavian sea rovers. In reviewing this contest it is hard to tell what object the parties engaged in organising those expeditions had in view as they bore no relation whatever to the operations undertaken elsewhere, and although the coast and interior of the United States are peculiarly vulnerable to a power commanding the seaboard in consequence of the many large and navigable rivers reaching the most vital points, no advantage seems to have been derived from this circumstance, and while towns or villages were burning on the coast all the munitions and provisions necessary for the campaign against Canada were safe a few miles inland and quietly undergoing transportation to their destination by the admirable water ways of the country without the sapient commanders of the British fleets or armies being aware of how that process was effected. Under existing circumstances a few heavily armed vessels would at once paralyse the whole internal trade of the

United States by the possession of the Mississippi and Hudson, the same could be effected in 1812 and the war finished in one campaign.

Either deeming the war of too little moment or willing to try the effect of negotiation the British administration relieved Admiral Sawyer by sending out Sir John Warren, a superannuated Admiral who had outlived whatever perceptive faculties he possessed, Naval commander-in-chief; his second in command, Rear Admiral George Cockburn, was a man of genius and ability and his exertions went far to cover the imbecility of his chief. With the 74 gun ships San Domingo and Marlborough, the frigates Maidstone, Belvidera, Statira and Fantom brig; those officers anchored in Chesapeake bay early in February, 1813.

On 8th February at 9 a.m. while a British squadron consisting of the 18 pounder 36 gun frigates Maidstone and Belvidera with the 38 gun frigates Jarrow and Statira were at anchor in Lynhaven bay, a schooner was observed in the Northwest standing down Chesapeake bay, the boats of the Belvidera and Statira were detached in chase, and on the Belvidera making the signal that the chase was superior in force to the boats a reinforcement of boats was sent, making nine in all, under the command of Lieut. Kelly Nazer.

The schooner was the Lottery of six 12 pounder carronades and 28 men, Captain John Southcoat, from Baltimore bound to Bourdeaux, made all sail to escape but soon found himself becalmed. At 1 p.m. she opened a well directed fire from her stern-chasers upon the leading boats, these rested on their oars till their comrades joined when the whole rushed forward, and notwithstanding a very animated fire of round and grape shot boarded and carried her after a most obstinate resistance, in which her Captain was mortally, and 18 of her men badly wounded; the captors sustained a loss of one man killed and five wounded. The Lottery was a fine schooner of 225 tons, pierced for 16 guns, and afterwards became the Canso in the British service.

On the 3rd of April the squadron consist-