

STORY OF ADMIRAL NELSON

Nelson and His Victories.

BY H. T. MILLER, IN CANADIAN MAGAZINE.

The battle of Trafalgar, which was fought on October 21st, 1805, may well be regarded as the crucial battle of the British race. Bonaparte had a camp of eighty thousand men at Boulogne, ready to land on the shores of England and grave men were anxious. At length the hour and the man came together, and in two hours and a half on that memorable day the crisis was past and the little schooner Pickle sailed away to the old shores to hoist the signal that England was mistress of the sea.

In studying the career of Nelson it must ever be remembered that he was a sailor first and a fighting man afterwards. The three battles in which he was most prominent are the Nile, August 1st, 1798; Copenhagen, April 2nd, 1801; and Trafalgar. In the battle of the Nile his qualities as a sailor comes out with marked effect and was the secret of his success. England had a coasting fleet of merchantmen before she had an over-sea commerce and in this coasting trade her sailors had learned the value of most instant decision in maintaining the safety of life and ship. One standing rule of the road was—that where two ships are riding at anchor there was no room for another ship to pass between them. The same rule applied when ships sailed in line as at Trafalgar or when anchored near the shore as at the Nile.

On the 1st of August, 1798, the Pharos of Alexandria was decided, and soon after the French fleet was perceived at anchor in Aboukir bay. The fleet was moored in a strong and compact line of battle close to the shore. To a common mind the obstacles and difficulties in the way of attacking a powerful fleet thus situated and protected would appear insurmountable; but Nelson was not a common mind. It rejoiced in overcoming difficulties. Signal was made to prepare for action. Nelson addressed his officers: "Before this time to-morrow I shall have gained a passage in Westminister Abbey," and then gave orders to anchor by the stern. In order to be ready for anchoring, a bower rope cable of each ship was passed out abaft through the stern ports, and made fast forward to the anchors. His object in doing this was to deprive the enemy of the advantage of raking him, as he would have swung round and exposed the bow and stern of his ships, had he brought up in the usual way.

Captain Berry of his flagship exclaimed with ecstasy: "If we succeed what will the world say?" "There is no if in the case," replied Sir Horatio; "that we shall succeed is certain; who may live to tell the story is a very different question."

Captain Foley in the Goliath passed round the bow of the enemy's van, getting inside of their line. He was compelled to go very near the edge of the bank, but he laid his ship alongside the Conquerant, and dropped anchor. The Conquerant followed and greeted the Guerrier with such telling broadsides as in less than five minutes the Frenchman's masts clattered about their ears, and his vessel soon became a helpless hulk, losing nearly half her crew in killed and wounded. At sundown the battle became general, and continued most of the night. By morning, the French fleet, consisting of 13 sail of the line, having on board 1,108 guns and 11,250 men, was captured or dispersed. A most complete victory had been gained. Only two of the thirteen ships of the line escaped. The battle was fought close to the shores of Egypt, where were crowded with astonished and anxious spectators.

Having been promoted in 1801 to the rank of Vice-Admiral of the Blue, Nelson was ordered to hoist his flag on board the San Josef, 112, which he had captured of St. Vincent. The three Northern Powers, Denmark, Sweden and Russia, having conspired to resist his right claimed by England of searching neutral vessels, and Russia having laid an embargo on all British ships in Russian ports, treating their crews with unexampled cruelty, a powerful armament was fitted out for the Baltic under Admiral Sir Hyde Parker, with Lord Nelson as second in command. This fleet consisted of 18 sail of the line, 4 frigates, 10 brigs and bomb vessels. They got under weigh from Yarmouth Roads, and after delay from foul winds and severe weather reached the entrance of the Sound on the 30th March. Sir H. Parker made the signal to form order of battle. Nelson being appointed to lead the van, shifted his flag to a lighter ship, the Elephant. The whole fleet successfully effected the passage of the Sound, rendered difficult by the removal of the buoys, returning the fires of the Danish batteries. On the 1st of April the British fleet again weighed and anchored about four miles from Copenhagen. The signal was now hoisted for Nelson's division to weigh and, skirting the shoal, anchored the same evening about two miles from southernmost ship of the Danish force, which extended in a line a mile and a half long, and consisted of eighteen ships, mounting 628 guns and carrying 4,840 seamen. On the following morning the battle began as the British ships moved in to the attack. For three hours the engagement continued without a glimpse of victory on either side. At one time the tide of success appeared to set against us; two of our ships being still engaged, hoisted signals of distress and of inability. At this juncture Sir H. Parker detached three ships to the assistance of Nelson, but their progress was so slow that the Commander-in-Chief hoisted the signal of recall. The flag lieutenant of the Elephant repeated the signal to Nelson and asked if he should repeat it. "No," replied he, "acknowledge it." His lordship then asked if the signal for close action was still flying on board the Elephant, and being informed that it was, answered: "Mind you keep it so." He paced the deck considerably agitated, which was always known by his moving the stump of his right arm. "You know, Foley," turning around, he said, "I have only one eye and I have a right to be blind sometimes," and he put the glass to his blind eye and exclaimed: "Really, I do not see the signal." Truly he said: "Keep my signal for close action



HORATIO, VISCOUNT NELSON.

Born at Burnham Thorpe, Norfolk, September 29, 1758; Died in the Hour of Victory Off Cape Trafalgar, Spain, October 21, 1805.

A Story of Nelson.

One hundred years ago to-day Nelson left the George at Portsmouth by a door at the back of the house, and avoiding the great crowd in High street, made his way by side streets to the place where his boat awaited him. On his way he found Mr. Price, Admiralty chart seller, walking down to the shore with his little son Matthew by his side, intent on seeing the Admiral off. Nelson stopped to shake hands with the chart seller, who wished him God-speed in an old-world speech full of deep religious feeling. "Thank you, Mr. Price, thank you," said Nelson, perhaps a little embarrassed; "and what are you going to make of the youngster?" The father had "not settled anything" for the boy; "a sailor, perhaps." "Well, now, if you make him a sailor," said Nelson, putting the bare-headed little boy on the head, "you must send him to me; I'll look after him." A few minutes later father and son stood on the shore with the little knot of people who, better informed than the crowd, knew where Nelson was to put off; and as the boat left the shore they saw a young fellow run out breath-high into the sea just to shake Nelson by the hand for the last time.

The little boy, Matthew Porter Price, did not go to sea. He spent his long life as a printer's reader in London; and when an old man of over eighty, I remember how he came on a visit to his niece, my mother, and with great emotion told us this story of Nelson. It seemed that the circumstances of that unique leave-taking had been vividly recalled to his mind by an extraordinary coincidence. While travelling by railway, he had recently overheard a conversation about Nelson, and a very old man was telling his fellow passengers how he was the very last man in England to shake Nelson by the hand, "because I ran out breath-high into the sea to do it." "Gentlemen," said my great-uncle, breaking into the conversation, "his story is true, for I was there and saw him, and I was the very last little boy in England to be patted on the head by Nelson."

To-day anything which brings us nearer to our national hero is of interest, and these reminiscences of two old men who in the last farewells are surely worthy of record.—Sydney Evening Herald in Pall Mall Gazette.

flying! That's the way I answer such signals. Nail mine to the mast."

About 2 p.m. the fire slackened and the French ships were greatly disabled. Nelson resolved to try what negotiations would do. He hoisted the white flag and wrote to the Crown Prince of Denmark: "Lord Nelson has been commanded to spare Denmark when no longer resisting, but if the firing is continued on the part of Denmark, he must be obliged to set on fire all the floating batteries he has taken from the Danes, the power of saving the brave Danes who have defended them. The brave Danes are brothers, and should never be enemies of England. Nelson refused to waive this letter, as he desired to show it was not done in a hurry, and so ordered a light and sealed it with due care, sending it on shore by an aide-de-camp, who presented it in person to the Crown Prince.

For five hours had the brave foes fired incessantly, the action only ceasing when the Danish Adjutant-General came off bearing a flag of truce and asking further explanations.

An armistice having been ratified, this brilliant achievement resulted in the secession of Denmark from the League of the Northern Powers. Sweden and Russia afterwards made pacific overtures.

During the short time which followed the peace of Amiens Nelson retired to his estate at Merton in Surrey, which he had lately purchased, and enjoyed the society of his friends; but no sooner was the peace dissolved, than his lordship was called to take the command of the Mediterranean fleet. For fourteen months did Nelson cruise off and on the port of Toulon, sometimes during terrible weather, using every artifice to draw the French out.

In December, 1804, Spain declared war against us. The French fleet joined the Spanish, and got through the Straits of Gibraltar, followed by Nelson on the 7th day of May. The combined fleet effected but little, and the formidable armada returned to Europe when they heard that Nelson was in pursuit. Nelson returned with his fleet to Gibraltar on the 19th July, and went on shore for the first time in two years wanting ten days! He returned home and struck his flag after two years of most harassing work. Scarcely had the hero of the Nile and Copenhagen paid his respects to his Sovereign and the Admiralty, when he was again called to the command of the Mediterranean fleet.

On the 9th October Nelson sent Collingwood his plan of attack. In his plan he summed up with these emphatic words: No captain can do very wrong if he places his ship alongside that of an enemy. As the enemy did not seem inclined to come out, Nelson hoped to decoy them by withdrawing to the westward, leaving two frigates to reconnoitre and report. On the 20th October the enemy's ships were about a cable's length to the westward, and Nelson's ships were repeating signals to have put to sea.

But it was not till daybreak of the 21st that the combined fleets were distinctly seen from the Victory's deck, formed in

a close line of battle, on the starboard tack, about twelve miles to leeward. Our fleet consisted of twenty-seven sail of the line and four frigates, theirs of thirty-three and seven frigates. The wind was now from the W.N.W., light breezes, with a long heavy swell. Signal was made to bear down upon the enemy in two lines, and the fleet set all sail.

Blackwood went on board the Victory about six. He found Nelson in good spirits, but very calm. His whole attention was fixed upon the enemy, who were now upon the enemy's line, and he was determined to bring his line on the port tack, thus bringing the shoals of Trafalgar under the lee of the British, and keeping the port of Cadiz open for themselves. The



NELSON'S LAST SIGNAL AT TRAFALGAR, OCTOBER 21, 1805.—"ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY."

Nelson, his right sleeve empty of the arm he lost at Tenerife in 1797, stands talking with Capt. Hardy, of the Victory, and Blackwood, of the Euryalus. Behind Hardy's head appears the Royal Sovereign, Admiral Collingwood's flagship, leading the other British column. The French and Spanish fleet can be seen in the distance on the left of the picture.

French Admiral Villeneuve was a skillful seaman. His plan of defence was original and well conceived. He formed his fleet in a double line, every alternate ship being about a cable's length to windward of her second, ahead and astern. The Spanish fleet was under Admiral Gravina.

Nelson, certain of a triumph, issued a signal to the fleet, which he should consider a victory. That officer answered he thought it would be a glorious victory if "I shall not be satisfied with less than twenty." I'll now assume the fleet with a signal—and up went the signal which is to last as long as the language: Eng-

land expects every man will do his duty. This was given word for word, each word requiring three and four flags—according to the code; but the word duty was not in the code, so it had to be spelled letter by letter—D—U—T—Y.

"Now," he said, "I can do no more. We must trust to the Great Disposer of all events and the justice of our cause. I thank God for this opportunity of doing my duty."

Ten minutes before twelve the fire commenced. The Fougues was the first French ship that fired a shot, when all the ships in the British fleet immediately displayed their colors, but did not yet return the fire. Before the Victory had fired a single shot, fifty of her men were killed or wounded, and her main topmast with all her studding sail, booms and wheel shot away, so that she had to be steered by the relieving tackles below. Nelson declared that in all his battles he had seen nothing which surpassed the cool courage of his men on this occasion.

12.04 the opened her fire from both sides, pouring a tremendous broadside, double or treble-shotted (including a 68 pounder cannon loaded with shot and a keg of 500 musket balls) into the Buretaure, that she actually heeled two or three streaks. The master was ordered to put the helm to port and cut the line and the Victory ran on board the Redoubtable. The French ship received her with a broadside, then instantly closed her lower deck ports for fear of being boarded through them, and never afterwards fired a great gun during the action. The Temeraire, after having engaged the Neptune, 80, for a time, fell on board the Redoubtable on the other side, so that these four ships formed a compact or tier, as if they had been moored together, their heads lying all the same way, and looked yard-arm to yard-arm. The lieutenants of the Victory seeing this, depressed their guns of the middle and lower decks, and fired with a diminished charge lest the shot should pass through and injure the Temeraire. Twice Nelson gave orders to cease firing on the Redoubtable, supposing the had struck, because her great guns were silent, for as she carried no flag there was no means of instantly ascertaining the fact. From this ship, which he had thus twice spared, he received his death-wound. A ball fired from the mizen-top struck the epaulette on his left shoulder about a quarter after one, just in the heat of action. "They have done for me at last, Hardy," said he. "My backbone is shot through." He lived to know that the triumph was complete. The greatest sailor since the world began was thus lost to his country.

The total loss of the British in the battle of Trafalgar amounted to 1,587, while the enemy lost 20,000 including prisoners. The Victory had 56 officers and men killed and 102 wounded.

Nelson won the love of his men: we give but one illustration of his devotion to them. On one occasion all letters for home were to be ready at a certain time, the frigate to convey the mails to England having in sight, and her lost was soon alongside for letters, and she sailed away. Before she was out of sight a sailor came on deck and showed signs of great excitement. He was a slow writer, and had come on deck too late. Nelson inquired into the cause of his agitation. Immediately the signal was hoisted recalling the frigate, and her boat came alongside for the one letter of common talk. "Only a trifle," some may say, but trifles help to make men great.

Nelson as a Hero.

The Earl of Rosebery contributes a nobly phrased appreciation of Nelson to the Nelson centenary number of the United States Magazine.

"Nelson," writes Lord Rosebery, "stands alone. There is no figure like his among all those who have ploughed

and untiring ferocity of a sleuth-hound, and back again to Europe. Again, he was brilliantly single-minded, unselfish and unworldly. His only covetousness was that of Henry V.

"But, if it be a sin to covet honor, I am the most offending soul alive."

"All these qualities appealed irresistibly to mankind."

"But the main cause of his popularity, splendor of victory apart, is broader and simpler—Nelson was eminently human. Vain and simple as a child; open and generous to a fault; the prey of a vulgar adventuress, who lured him to the one discredit of his life; he was easily understood and heartily appreciated by the people. Characteristic sayings and doings of his, such as the people love, were universally handed about; the racing to the masthead to encourage his timid midshipmen; the placing the telescope to his blind eye when the signal to withdraw was hoisted, which he was determined not to see; the signal of Trafalgar, 'Nelson expects every man to do his duty,' happily changed to 'England expects every man to do his duty;'

the very first, carried him through. With the simple faith of the sailor that he was, he also put emphasis upon the phrases so often repeated by him: 'Every bullet has its billet.' 'My destiny is in higher hands.' 'My life is safe till my work is done.'

Nelson's Birthday Message to Schools.

There has gone out, on this Nelson's centenary birthday, the following message to the schools of the empire. This message has been signed by men representing great national professions. There are many men and women of means who would like to experience the joy of subscribing the small sum of five or £50 to the Nelson Centenary Memorial Fund, and thus have the privilege of presenting a fine block of real "Victory" oak, with suitable inscription, or shield, or a Nelson bust containing "Victory" copper to their Alma Mater. Such a gift to the school as a whole would not interfere with the memento to the individual scholars. It must be clearly understood that they are free of stain cast the stone."

philly Victory or Westminster Abbey? Traits like these went home."

Finally, Lord Rosebery ends with a glowing tribute to this darling of the British people. "Austere moralists," he says, "may easily, and indeed justly, reprobate glaring parts of his career. He loved not wisely, but too well. He committed at Naples an act little, if at all, short of a crime. But spots, even the blackest, are invisible on great luminaries; and only on great luminaries are they invisible. Nor was he heedless of his errors. In the hour of death he was mindful of that day of judgment. Let them that are free of stain cast the stone."

Lord Nelson's farewell to England on the eve of the battle of Trafalgar. (By Sir Tollemache Sinclair, Danes, Antiquary.)

Grand are the thoughts of thee, words of thee, deeds of thee, thy shores bathed in foam; Ah! my heart warms to thee, beats for thee, clings to thee, thy call, England's dear home!

Beauteous the hills of thee, vales of thee, lakes of thee; There shall no foam victoriously roam, And I've borne grief for thee, pain for thee, wounds for thee, I've ever toiled for thee, England! dear home!

Europe now looks to thee, even to thee, cries to thee, Says, 'We're all slaves but thee, read our Obedience oaths from thee, troops from thee, funds from thee.' Our triumphs will free thee, England! dear home!

Just is the sway of thee, rule of thee, law of thee.

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Nelson's Last Birthday.

September 29th, one hundred years ago, Nelson kept his last birthday. A memorable day in the hero's life. He spent it at sea, off Cadiz, on board of his loved ship "Victory." Late on the previous evening he joined his fleet, and took over from Admiral Lord Collingwood the supreme command. The next morning he received, upon the deck of the "Victory," from his admirals, captains, officers and seamen (twelve men of valor all of them), glad welcomes and the birthday greetings of the entire fleet. The tumult of emotion, boundless enthusiasm, depths of feeling, as Nelson's purpose and plans were made known, can better be imagined than described. The entire nation also joined in birthday wishes, and there flew out to him from the homeland, as on the wings of the wind, love messages, like those which reach the absent boy and girl at school.

"The sweetest sensation of my life," wrote the large-hearted Nelson, who took all his men into his affectionate nature. Nelson, in the delicacy of his feeling, wrote Admiral Collingwood, who had now to take the second place in the fleet: "We can, my dear Coll., have no little jealousies; we have only one great

is made not only to the schools of the British Isles, but to the schools of the Colonies and India. Nelson is an Empire possession, which he defended, and with others, created, an Empire, built upon the impregnable rock of Holy Scriptures.

The centenary days we celebrate profitable and less or more in happiness among. Not the least memory of Nelson's admiration of university add. His plea that arbitration and promptly be in need races, can any people with fiction, and have (and this untill, and situated civil. If the war, few years so public welfare to give up the settling the personally if fathers so run away and all the throwing guantlet, can trial by jury of have or dread responses be no occasion blood as a peo control, or subscribe, or tration, the n weapons, will effeminace as is.

For the people, though to misunders "hearty" and there has never forced on the try by her own they define tual invasion any such illes. To the prot foreign nation by nothing but England, and could do no l of her people few crises w almost unanin sulted, the g certainly have come as hav demand.

The peoples Tunk in Arm Versaile of a Transvaal in Fashoda, was statelessness it was not, n unreasonable ment as a st would place a on the world.

Howe str might rise, tory would p land could st man do his And as the in no whit sent any inf rities" nor w constitution of a situation of l equation sh lower the p help to tak As to patri perfectly and does not the suffrage of which fortune while losses and in which man's holy p The foolish ignorance, intelligence, false and glitter d

At last the fatal wound. Which spread dismay around. The hero's breast, the hero's breast re "Heav'n fights on our side. The day's our own," he cried, "Now long enough I've liv'd! In honor's cause my life was pass'd In honor's cause I fall at last; For England, home and beauty, For England, home and beauty, Thus ending life as he began, That day had done his duty, That day had done his duty."

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Not the least interesting of the Nelson's presentations to be made at the Royal Albert hall, on Nelson centenary day, will be Admiral Lord Nelson's bust standing on Victory oak pedestal, to be handed to a Japanese representative for Admiral Lord Togo. No doubt this precious memento will ultimately find its place in Japan's chief national school. October 21st will be a day of gladness, and people of other lands will join in our thankfulness. And in this connection there will be a suitable memento, associated with the great Russian commander-in-chief who went down with his fine ship at Petropavlovsk, and brave comrades to an ocean grave.

Nelson's Farewell.

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