

THE SPUR AND THE SPEAR.

As doubtless many of the subscribers to the VOLUNTEER REVIEW have participated in a "Pig Sticking" excursion in India, the following verses may perhaps be familiar:—

A bumper to spur and to spear,
A bumper to challenge a song,
A bumper to those, who where're the Boar goes,
Come spurting and dashing along.

CHORUS.

Then hurrah for the spur and the spear,
Hurrah for a jolly good song,
And hurrah for all those, who, where're the
boar goes
Come spurting and dashing along.

There are some always in the right place,
There are some who but toddle and trot,
There are some who delight every danger to dare,
And many, I'll swear, who do not.

Then hurrah, &c.

It's good to be steady and cool,
It's better to dare than to doubt,
It's best to keep clear of the mulls in the rear,
And be rather thrown in than thrown out.

Then hurrah, &c.

Here's a cheer for the charms of the chase,
Here's a cheer for a glorious burst,
And who would not cheer, when the brave win
the spear—
For the bravest are ever the first.

Then hurrah, &c.

Here's a sigh for the sportsman afar,
Here's a welcome to those that are here,
And a welcome to those, who, where're the boar
goes
Are friends of the spur and the spear.

Then hurrah for the spur and the spear,
Hurrah that I've finished my song;
And hurrah for all those, who, where're the
boar goes
Come spurting and dashing along.

R. L.

Montreal, 19th January, 1876.

The Old Vanguard.

It is a remarkable and unpleasant fact that two of the finest, or at least of the most expensive, ships of the new construction have been named in commemoration of Nelson's services, and both are at the bottom of the sea. In 1797 the broad pennant of Commodore Nelson was carried by the 74-gun ship *Captain*, which belonged to the fleet commanded by Sir John Jervis. At that time both Spain and Holland were in alliance with France against us, and a combination of the French and Spanish fleets had driven the British flag from the Mediterranean. At the close of the year 1795 Sir John Jervis was at anchor in the Tagus and the grand fleet of Spain lay in Carthage. Early in the next year this fleet passed Gibraltar, intending first to visit Cadiz, and, if not interrupted, to sail thence to Brest, join the French fleet and proceed with it to Holland, and then the combined fleets of the three Powers were to invade England. On the 14th February, 1797, Sir John Jervis fell in with the Spanish fleet off Cape St. Vincent, and gained a victory which frustrated this combination and earned for himself himself a peerage. The part taken by Nelson in this battle first indicated his great capacity to the nation, and it so happened that two Spanish line of battle ships surrendered to the Captain, although they were reduced to submission partly by the fire of other ships. The British fleet had been in line on the starboard tack, and the Captain was the last ship but two. The Spanish fleet was in two divisions, and the British fleet passed between them. The main division was running past the British fleet, and aiming to cross its rear and join the ships which had been temporarily cut off. Instead of following the leading ships of the British line, and tacking in

succession, Commodore Nelson gave the order to wear the Captain, and thus brought her into close action. It has been disputed whether this was done in obedience to any signal from the Admiral, or by divination of this wish. The object was to gain for the Captain the principal part in an important victory. After about two hours of close action the ship had become so damaged as to become unmanageable, and the only course open to her was to board the Spanish ship *San Nicolas*, which was nearest to her. A soldier of the 69th Regiment broke the upper quarter gallery window of the Spanish ship, and Nelson and others jumped into her cabin. He pushed thence to the quarter deck, where he found his first lieutenant in possession and the Spanish ensign hauling down. At this moment a fire of musketry opened from a second Spanish ship, which was foul of the first, and Nelson called on his people to follow him in boarding her, and was helped by them into her main-chains. A Spanish officer said that they surrendered, and Nelson made his way to the quarter deck, and there received the swords of the Spaniards, which, he says, I gave to William Fearnley, one of my barge-men, who put them with the greatest sangfroid under his arm." The *San Nicolas* was of equal force with the Captain, and the *San Josef* was a first rate ship of 112 guns. In memory of that day, the name of Nelson's ship was given to that splendid exemplification of the turret principle which now lies many fathoms deep in the Bay of Biscay.

Later in the same year Nelson failed in an attack on Tenerife, and lost his arm. Having recruited his health in England, he was sent out next year in the *Vanguard* of 74 guns to rejoin Earl St. Vincent off Cadiz, and was immediately detached under orders from home to the Mediterranean to ascertain the object of the rumoured preparations at Toulon. The fleet and transports carrying Bonaparte and an army to Egypt sailed from that port on the 19th May, 1798, and on the 2nd July the French took possession of Alexandria. The chief part of Nelson's fleet could not be detached from off Cadiz until the 24th May, so that the French had a good start of their pursuers. Nelson tracked them to Malta, but they had taken the island, left a garrison and quitted it before he arrived, and he could only guess that they had gone to Egypt. He missed them on this which really was their road, and arrived at Alexandria on June 28th to find the harbour empty and the Turkish Governor disposed to regard him equally with the French as an enemy. He departed as quickly as he came, and the French arrived three days afterwards. Nelson returned to Syracuse, and there obtained not only provisions and water, but certain intelligence that the French were gone to Egypt. His fleet again set sail, and a fresh breeze astern and a heavy following sea drove them rapidly towards the goal of their hopes. On August 1 Alexandria was sighted, and the port was seen to be full of French ships, but there were few men-of-war among them. Soon, however, one of Nelson's look out ships signalled to him that a fleet of line of battle ships lay at anchor in Aboukir Bay. This signal was made a little before 1 p.m., and by 3 p.m. Nelson, had determined to attack that night, and made the signal to prepare for battle. At 4 p.m., he made the signal to prepare to anchor by the stern. The French fleet was anchored in a line which may be roughly described as extending from north-west from the shoal surrounding Aboukir island to-

wards the south-east. The wind was north north-west. The British fleet, steering to the eastward, was at 5.30 p.m. nearly abreast of the extremity of the shoal. Signal was now made to form in line ahead and astern of the Admiral as most convenient from the position of the ships. About this time Nelson hailed the *Zealous* to know if Captain Hood thought the ships were far enough to the eastward to be heard up. Captain Hood replied that the *Zealous* was then in eleven fathoms, and he had no chart of the bay; but he would bear up and by sounding carefully carry the Admiral as close to the shoal as could be done with the wind on the larboard quarter, bore away, and rounding the shoal brought the wind on her starboard beam. This minute description is necessary to convey a just idea of the seamanship displayed.

The *Goliath*, which was the leading ship, had probably not rounded the shoal so closely. Then came the *Zealous*, and when line was formed the *Vanguard*, bearing Nelson's flag, was the fifth ship. This line consisted of only eleven ships, for Nelson having no lookout frigates, was obliged to spread his fleet in cruising, and thus three ships were at some distance when the battle began. If there had been less perfect confidence between the Admiral and the captains of his fleet, the attack would have been deferred to daylight, and in the night the French would, if possible, have escaped. The rapidity and precision with which the eleven ships formed the line elicited the admiration of the French, and more so on account of the "p.lemble" way in which the ships had approached. At about 6.20 p.m. the leading ships of the French line opened fire on the *Goliath* and *Zealous*. These two ships successively crossed the head of the French line between it and the island, and, raking the leading ships, anchored inside them. A broadside from the *Zealous* at musket shot distance brought down the foremast of one of the French ships just as the sun was sinking in the horizon. No British ship except these two had as yet fired a shot, and this auspicious commencement of the attack was greeted with three cheers by the whole fleet. Nelson had resolved to complete the capture or destruction of the Federal van ships ere he made any serious attempts on the ships in the rear, being aware that these, from their leeward position, would be unable to afford any immediate support to the former. As the first step in the execution of this plan, the *Vanguard* edged away towards the outer side of the French line, exposed, in passing, to a raking fire from the van, and at 6.40 p.m. anchored within eighty yards of the starboard beam of the third ship of the French line. Other British ships followed the *Vanguard*, and Nelson's plan was carried out with wonderful accuracy, considering that his ships had no steam to help them to their stations. The five leading French ships had eight close assailants, but the two next ships of the British fleet each undertook, single-handed, an antagonist too strong for her. It happened, too, that the *Bellerophon* dropped her stern anchor so as to bring up abreast instead of on the bow of the first French three-decker *L'Orient*. The *Majestic* also brought up abreast, and within musket-shot, of a powerful opponent, and soon lost her captain, who fell in the arms of victory, as appears in the monument in St. Paul's. Yet, by a combination of good judgment and fortune some of the British ships were so placed as almost to destroy their enemies with only moderate loss to themselves. Thus the *Zealous*, on the inner or larboard bow of