

PAGES OF BRITISH HISTORY.

Historical Battles—Noteworthy Events in the Story of the Creation of the British Empire.

(Continued from our last.)
Hawke and Conflans, 1759.

Early in June, 1759, Admiral Sir Edward Hawke sailed from Spithead to cruise off the Soundings, with a powerful fleet, consisting of forty-three sail. He detached several squadrons to watch the coast of France, and more particularly Brest. The Marquis de Conflans, Marshal of France, and Vice-Admiral des Armes Navales, being now convinced that the coast was clear, put to sea on the 14th of November.

On the 15th, Captain M'Cliverty, in the Gibraltar, joined the fleet, and reported that he had seen the French armament about twenty-four leagues north-west of Belleisle, steering to the south-east. On this Sir Edward Hawke immediately shaped his course for Quiberon Bay, in the district of the Morbihan; but a gale from the east drove the fleet considerable to leeward. On the 19th the wind shifted to the westward, when the Maidstone and Coventry, frigates, were ordered ahead, to look out for the enemy; and next morning at eight o'clock they let fly their topgallant-sails, the exiting signal that the French fleet was in sight.

The whole force proved to be in pursuit of Captain Duff's squadron, then stationed in Quiberon Bay, blocking up in the Morbihan those transports destined for a projected invasion of Britain.

The moment the Marquis de Conflans perceived the British fleet, he recalled the leading ships that were in chase, and, after some manoeuvres, formed all in order of battle; while Sir Edward Hawke drew his fleet into line abreast. In the battle that ensued, one of the most brilliant in our annals, the strength engaged was as follows:—The French fleet consisted of twenty-five sail, all save three ships of the line, manned by 15,200 men, and mounting 1,598 guns.

The British fleet mustered twenty-three sail, all, or nearly all, of the line, with 13,295 seamen and marines, and carrying 1,598 guns; hence the enemy outnumbered Hawke's force by 1,005 men.

Sir Edward changed his plans, and he threw out a signal for seven of his ships to chase, in order to provoke battle. As these neared the French, the weather became rough, black, and squally; and Conflans, who at first seemed boldly to offer or accept the gage of battle, suddenly changed his mind and stood away in-shore right before the wind, with as much sail as he dared to carry.

Before our headmost ships could get up with his rear, and the Warspite, 74 guns, Captain Sir J. Bentley, with the Dorsetshire, 70 guns, Captain Denis, open fire, it was the hour of two in the afternoon; and we are all told that the imagination can conceive nothing more grand than the spectacle presented by the hostile squadrons at that time.

In heaven overhead the clouds were black and dense; the darkened sea was rolling in tremendous waves before a stormy gale, and these were lashing themselves into foam on the treacherous rocks and sandy shallows that lie off the coast of Bretagne, and were all unknown to the pilots of the British ships. In the midst of these natural perils, which were calculated to awe or intimidate, two hostile fleets of vast power and strength, trusted each with the defence and the glory of their respective countries, were preparing for battle.

In a good offing, Conflans might have risked engaging without the imputation of rashness, as his force was numerically superior to that of Hawke; but, like a prudent commander, he sought to avail himself of the advantages that arose from the local knowledge of his pilots, who were well acquainted with the shallows and perilous rocks that stud the sea about the coast of Brittany, and he ordered them to steer in such a manner as to decoy the British upon certain reefs. But, in the execution of this proceeding, which was deemed both treacherous and disreputable, he was luckily disappointed, as our leading ships, by their swift sailing, came up with his rear before the fleet was well ready for action.

Le Formidable, a French eighty-gun ship, commanded by Rear-Admiral M. de St. Andre de Verger, a man of great courage, behaved in the most heroic manner. Broadside after broadside was poured into him by the British

ships, as, with all their sails set, they passed successively onward to reach the van of the enemy, and her crew, consisting of 820 men, returned their fire with promptitude that excited the admiration of both fleets.

In the meantime, the Royal George—the same noble ship, of 100 guns, which was afterwards fated to sink in Portsmouth Harbor—with Sir Edward Hawke on board, was approaching Le Soleil Royal, 80 guns, which carried the flag of the Marquis de Conflans. As if intent only on securing her prey, she passed without heeding the booming shot of the other ships, with the angry sea flying in sheets of snowy foam over her bows as she came rapidly on, under a press of spreading canvas.

Seeing the breakers foaming on every side, her pilot said to the admiral, "Sir Edward, we cannot carry on farther without the greatest danger from shoals."

"You have done your duty in pointing out the risk," replied Hawke; "but lay me alongside of the Soleil Royal."

The pilot bowed in token of obedience, and gave the requisite orders. The crew of La Superbe, 70 guns, perceiving the intentions of the British admiral, generously interposed her hull between her commander and the Royal George, whose fatal broadside had been intended for the marquis. The thunder of the explosion was instantly followed by the wild shrieks of all on board, mingled with the cheers of the British tars, as they ran back their guns to reload. But almost immediately their triumph was checked by another emotion, for when the smoke rolled away before the gusty wind, the masts only of La Superbe, with her colors flying, were visible above water; in another moment they were covered by the black waves of the rolling sea, as, with her crew, consisting of 650 men, she went down into the deep.

By this time Rear-Admiral de Verger had 200 of his men killed. Viscount Howe, in the Magnanime, 74 guns, attacked the Thesee, 74 guns, commanded by Captain de Kersaint; but the Montague running foul of the former with a dreadful crash, so much disabled her that she fell astern. Captain the Honourable A. Keppel, in the Torbay, 74 guns, then turned his guns on the Thesee; but soon after this combat began, as the lower-deck ports of the latter were not shut down, and the waves were rolling very high, she suddenly careened over, filled, and went down, amid the despairing cries of her crew, which when the battle began mustered 700 men.

Lord Howe having now got clear of the Montague, bore down, and, heedless of rocks and shoals, attacked L'Heros, 74 guns, commanded by the Vicomte de Sanson, and soon forced her to strike; but the weather was too boisterous for to take possession of her, and, being thoroughly disabled she drove ashore in the night and was totally lost.

Darkness and obscurity coming on with great rapidity, the remainder of the enemy's ships fled, and no less than seven, all of the line, hove their guns overboard and ran into the river Vilainx. About as many more, in a shattered condition, escaped to other ports.

The wind continued to blow furiously from the north-west; and there being no pilots in the fleet sufficiently qualified to take charge of the ships, the admiral gave over the pursuit, and came to anchor under the lee of the Isle of Dumet. There the fleet remained during the night, burying the dead and attending the wounded; and as the tempest continued to increase, and the ships to strain madly at their anchors, the darkness was occasionally broken by the red flashes of cannon, and the hoarse roar of the breakers on the beach was augmented in horror by the booming of those signals of distress, which, says Captain Schomberg, our seamen were unable to distinguish whether they came from friends or foes.

"This action, more memorable, on account of the terrific circumstances in which it was fought, than any other of equal magnitude in the annals of heroic achievement, was duly appreciated by the whole of Europe; and the celebrated Voltaire did honour to the gallantry of his nation, in admitting that there were natural circumstances which gave superiority to the English mariner, in all ages, over that of France.

In the morning, when day broke, the Resolution and L'Heros were seen to be ashore and totally wrecked on the Foue Bank. In ignorance of where he was, amid the darkness and horror of the midnight storm, the French admiral, in the Soleil Royal, had come to anchor in the very heart of the British fleet!

The moment he discovered his singular position, he cut his cable and drove his ship ashore a little to the westward of Crozie. The Essex, 64 guns, Captain Lucius O'Brine, was ordered to pursue her, and in the execution of this duty struck upon a shoal and perished. On the 22nd Sir Edward Hawke sent the Portland, the Chatham, and Vengeance to destroy the Soleil Royal and L'Heros. The first, on seeing the approach of our ships, was fired and abandoned by her crew; and the latter shared the same fate at the hands of our own people; while Le Fuste, 70 guns, was totally wrecked at the mouth of the Loire.

In this most memorable victory the French lost seven ships of the line, and the number of slain and drowned was never ascertained; but if we may judge of the former by the carnage on board the Formidable, it must have been very great. The British fleet had only 300 killed and wounded. Among the former there was only one officer, Lieutenant Price, of the Magnanime.

Captain John Campbell, of the Royal George (afterwards Vice-Admiral of the Red), was dispatched to Britain with the news of the victory. This officer, a man of acknowledged bravery who had originally been pressed into the service when an apprentice boy on board of a Scottish coaster, was taken to the palace in the carriage of Lord Anson, with whom he had sailed round the world in the Centurion.

On the return of Sir Edward Hawke he received the thanks of Parliament, and had a yearly pension of £2,000 assigned him on the Irish establishment, for his life and the lives of his sons. He was afterwards raised to the peerage, as Baron Hawke of Towton; and amid other augmentations to his coat armorial was a chevron ermineois between three boatswain's whistles.

It is worthy of note that during this war we took or destroyed twenty-seven French ships of the line and thirty-one frigates; two of their great ships and four frigates perished, so that their whole loss was sixty-four sail; whereas the loss to Great Britain did not exceed seven sail of the line and five frigates. Thus it may easily be conceived how the French marine, at first greatly inferior to ours, must have been affected by this dreadful balance to its detriment.

Capacity For Civilization.

Wherever man has attempted to break in the wild natives of a new country to civilized ways he has met at first an almost insurmountable difficulty. It has been the impossibility of making them work steadily. They were like wild animals or tramps in a civilized country. That was the main impediment in making Indian assume citizenship. It is what has made it out of the question thus far to dispose of the gypsies. The building of the Congo railway has been hampered from this cause. It hinders the development of Mexico and Central America. Like an animal, as soon as the wild man gets enough material for his dinner, he will not work till he is hungry again.

It has taken several centuries to produce even an approach to habits of persistent industry in the Indian. How many ages it has taken in the case of the white man who conquers the savage races we have no means of knowing. This much is certain, however: Capacity for steady effort marks the capacity for civilization. In proportion as the first is powerful the other is high.

The people who can work the most untiringly at physical labor are at present undoubtedly the Chinese. On the plane of manual labor the civilized capacity first unfolds and strengthens itself. Then as it grows it reacts on the brain and mind, and in the course of generations the new found power rises to the intellectual plane.

The great masters of industry and intellectual achievement have one and all possessed remarkable capacity for long continued mental effort. The race to which the people of Europe and the whites of America belong passed through their manual labor training ages ago; therefore as a people they are now superior to the rest of mankind and able to conquer them. The power for quick, bold and powerful mental conception is what the Caucasian has achieved through ages of struggle. Armed with this power the white man has to some extent gradually released himself from the slavery of physical toil. Perhaps in future ages the Chinese may be the ruling race.

At any rate, capacity for persistent effort on the plane, whether physical or mental, that is at the time natural marks the capacity of both a race and an individual to take the next step up.

During her visit to Florence Queen Victoria will occupy the Villa Palmieri, where Boccaccio once lived.

WHAT AN EXPOSURE.

How Justice is Administered in the United States

For the past three years, the United States Courts have kept the Missouri jails filled with county judges, because they—the county judges—refuse to obey the orders of the United States courts and levy taxes to pay railway bonds which the state courts had declared were fraudulently and unconstitutionally issued. The courts of Pennsylvania have become notoriously the corrupt tools of corporations. There the judges are so unblushingly in the employ of the railway companies, that Chief Justice Paxson of the Supreme court, after coming down from his high position to charge the Alleghany county grand jury lest it should permit some of the Homestead workmen to escape from the coils which the Frick companies had woven around them, resigned his office to accept the receivership of the Reading railway combine. In St. Paul, Judges Bray and Egan ordered the arrest of members and officers of the legislature for performing their duty in investigating the great coal combine and discharged them only when threatened with impeachment. Judge Egan declared he would punish the members only he could find no law to fit the case while Judge Bray "reprimanded" the members who were brought before him. In Kansas, the Supreme court broke up the legislature at the dictate of the Santa Fe railway company. In Toledo, Judge Taft of the United States district court, has opened an entirely new vein in railway decisions and established a precedent that will allow future jurists to lick the boots of corporations more easily than heretofore. He decided in the Ann Arbor railway strike cases, that the officials of any labor organization who order a strike may be indicted for conspiracy and further that they are personally liable for all damages accruing from such orders. The railway company took the hint and immediately sued Chief Arthur of the locomotive engineers for \$300,000 damages. While thus bolstering up Capitalism with monstrous decisions like these, the servile courts are equally ready to declare all laws passed for the amelioration of Labor to be unconstitutional. For example, the Illinois court has just decided the law forbidding the "pluck-me" stores to be unconstitutional. The Judges no longer seem to feel any sense of degradation or shame at their servitude, but wear the collar of Capitalism openly as though it were a badge of honor. They cannot serve God and Mammon. They cannot serve Capitalism and Humanity. The American people are growing excessively weary of the continued exaltation of Property and the degradation of Humanity. In the near future they will destroy Capitalism and in order to get at that hideous monster, they will break down all bulwarks it has erected to ward off the rage of its victims. The Judges would better beware. The vengeance of an outraged public will not always be held back and when it comes in its blind fury it may not distinguish between the master and the servant.—*The Star*, Aberdeen, Dakota.

Growth Comes With Time.

Comparisons between the present rate of progress in Canada and the United States, to the disadvantage of the former, are founded upon an entirely erroneous assumption.

The conditions in the two countries are in no sense parallel. The cumulative momentum of a population which has reached the dimensions of that in the States is a factor whose importance seems to be entirely overlooked.

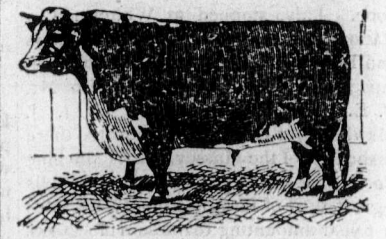
When Canada has a population of sixty millions, her rate of progress will be far greater than that now going on in the United States.

American history cannot show a rate of development under like conditions that begins to equal that which has taken place in Canada since Confederation.

This country has been busy cleaning up the farm, and the crops are only just in. When the harvest is gathered the wheat will come, and the population, and the lusty strength of full manhood.

Canada as a nation, is in danger of suffering from the evil temptation that besets a poor man living alongside of a rich one, and what we want to do is to cultivate the patient perseverance that will bring us the wealth of our big neighbor, and avoid that spirit of envy which kills out effort with the blight of discontent.

The late Duke of Marlborough never had much respect for the family he sprang from but he paid it a high compliment when he desired to be buried in some other vault than that at Blenheim, in which his ancestors repose.



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