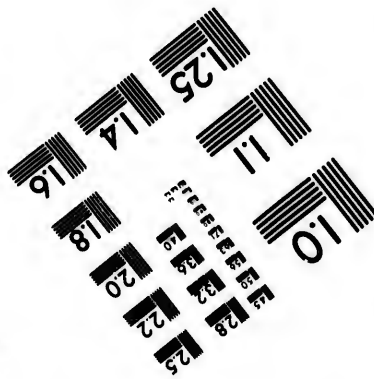
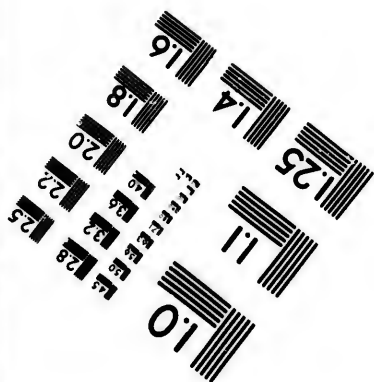
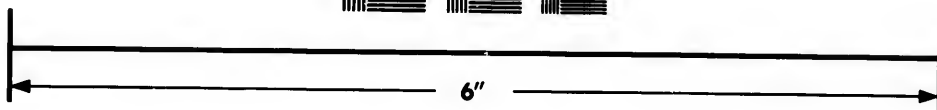
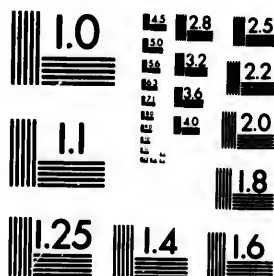


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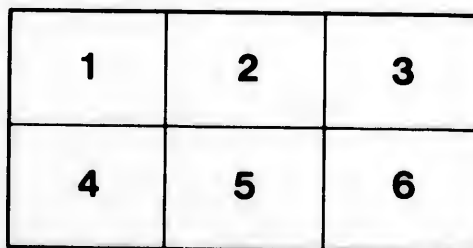
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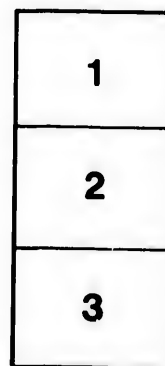
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Approved by His Majesty and the Lords of the Privy Council, as the most proper and best Likeness of His Majesty's Person, in the Original Drawing by John Smith



Alanus ter, Pat. Sample's Son, To the C. Admiralty

Published by J. Smith, at the Sign of the Anchor, and by J. W. Lee, at the Sign of the Anchor

BIOGRAPHICAL MEMOIR
OF
ALEXANDER DALRYMPLE, Esq.
LATE HYDROGRAPHER TO THE ADMIRALTY.

" Skillful to trace
The Nautic course from varied place to place ;
Guardian of Commerce, on the trackless deep,
From shoals and quicksands, and the rocky steep. — ANON.

THE vast importance of hydrographical accuracy to the mariner and his trust, of whatever description, directing his course through hidden dangers over distant seas, warrants the claim of biographical distinction, in all whose genius and industry have enabled them to make the nearest approaches to truth, for that the positive reckoning is rarely found, may be inferred from the varied statements of different observers, and would probably from the observations of the same observer at different times. The inestimable value of that diligence and skill which have ascertained the existence of those secret barriers and impediments to the seaman's progress, theretofore fatal to the lives and properties of the unwary, and traced the path of safety to future adventurers, entitles the man who has so exerted them to a gratitude commensurate with the beneficial effects of such exertion, and which may be termed almost *universal*, for to whom do not the advantages of foreign commerce reach, or where is the exception, mediately considered, of loss in the wreck of its adventures.

Of those to whom the world is thus eminently indebted, is the much-respected subject of our present memoir, the late Alexander Dalrymple, Esq. a man whose life seems to have been a series of labours for the public good.

This gentleman was born at New Hailes, near Edinburgh, the seat of his father, Sir James Dalrymple, Bart. auditor of the Exchequer, on the 24th July, 1737, which was also the forty-fifth anniversary of his father's birth, and was the seventh son

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of Sir James, by Lady Christian, daughter of the Earl of Haddington, a lady of most excellent character, and the mother of sixteen children. Of these, the eldest, Sir David Dalrymple, became one of the Lords of Session, by the title of Lord Hailes, and distinguished himself in the literary world by many excellent and useful writings. James attained the rank of lieutenant-colonel in the army; Hugh died a captain in the royal navy; and John was repeatedly Lord Provost of Edinburgh.

At an early age, Mr. Dalrymple was taught geography by his father, who enlivened his lessons by narratives of his own travels in Europe. But his general course of education was administered by Mr. David Young, of Haddington, whose school was at that time in high reputation, and Mr. Dalrymple was considered as a good scholar. At the age of thirteen he lost his father, a loss which is generally attended, more or less, with derangement in the family system.

What had been the views of Sir James as to the future disposal of his son, or whether he had made up his mind on the subject, does not appear; but the inclination of the latter having been biassed, by perusing NIEUMOFF's *Voyages*, and a novel of that time, called Joe Thomson, he felt a strong desire to go to the East Indies, a desire which seems to have been providentially gratified by the following means:—The Hon. General St. Clair having married Sir James's sister, then relict of Sir John Baird, Bart. in 1752, the general's intimacy with Alderman Baker, Chairman of the East India Company, enabled him to obtain from him the promise of an appointment for his nephew, as a writer in the Company's Service. In consequence of this promise, Mr. Dalrymple left Scotland in the spring of that year, and arrived in London, accompanied by his brother, Sir David. The only qualifications requisite at that time for such an appointment were, *writing*, and a *knowledge of merchant's accounts*, and for the competent acquisition of these, Mr. Dalrymple was placed at the academy of Mr. Kinross, at Four-Tree-Hill, near Enfield, for some months previous to his appointment. Under this gentleman, he received not only his especial tuition, but much general instruction for his conduct through life. The time limited was, however, far too short for him to acquire that full proficiency that might warrant a positive certificate from Mr. Kinross, as to his

capability of keeping a set of merchant's-books, and a demur was made, that the terms of the certificate was not sufficiently direct; more was, however, not insisted on; and Mr. Dalrymple was, on the 1st of November, 1752, appointed a Writer in the East India Company's Service; and on the 8th of November stationed on the Madras establishment.

Early in the following year his friend Alderman Baker disqualified; and it probably was in anticipation of this event, that a prematurity both of the requisite abilities and of age was ventured, for by the regulations of the Company, the person appointed was not to be under sixteen years of age, whereas Mr. Dalrymple wanted a few months of it; and the conscientious principles of Lady Dalrymple strongly opposed the imposition such as it was, against the assurance of Alderman Baker, that the *spirit* of the regulation was merely to prevent the admission of infants, and did not render the difference of a few months a precluding objection. Mr. Dalrymple's family having no other India connections, there was a kind of *necessity* for their plea, and Mr. Dalrymple, as we have above stated, received his appointment.

The following anecdote is worthy of record as a good moral document:—

Mr. James Baird, then of Downing-street, and afterwards of Soho-square, an army agent, carried Mr. Dalrymple some time previous to his leaving England, one day to Chelsea, where Mr. Baird visiting Sir John Trelawney, then a very old man, they were invited to stay diuner. Mr. Dalrymple having drank a glass or two of wine, passed the bottle. This the old man took notice of, and said, to this effect:—"Young man, I am very glad to see that; always judge for yourself, and you will do right; few men act wrong of their own inclination, but by following example, and wanting the resolution to judge for themselves, when example ought to be followed, and when not."

About the middle of December, 1752, Mr. Dalrymple embarked at Gravesend on board the Suffolk Indiaman, commanded by Captain William Wilson, and on the same night the ship took fire in the gun-room; but was fortunately discovered in time, and extinguished without much injury.

Another difficulty had presented itself in the outset of

Mr. Dalrymple's undertaking: the captain having three supercargoes going as passengers to China, was unwilling to receive him; General St. Clair was, however, destined to befriend him even in the last stage of his departure, for being the particular friend of a Mr. Wilson, afterwards Sir Thomas Wilson, who was the intimate friend of Mr. Richard Lewin, the chief mate, and subsequently the successor of Captain Wilson, that gentleman by this gradation of influence was induced to consent to the reception of Mr. Dalrymple, but left him to the kindness of Mr. Lowen for his accommodation on board, who gave him at all times the use of his cabin.

On the 26th of December, the *Suffolk* sailed from the Downs, and having made a fortnight's stay at the Cape of Good Hope, arrived at Madras on the 11th of May—a day since memorable by the death of three great men—the famous William Pitt, Earl of Chatham; George Lord Pigot, and the late unfortunate Mr. Perceval.

Captain Wilson's longer acquaintance with Mr. Dalrymple, made him less indifferent to his interests; we find that not only during the voyage to Madras, but during the remainder of his life, Captain Wilson's kindness to Mr. Dalrymple was that of a parent. At Madras he made his house a home to him; which was the more acceptable, inasmuch as his letters of recommendation were of little benefit to him, and left him nearly as much an unbefriended stranger as he would have been without them. He had a letter from Lord Northesk, who had been in India, to the Governor, Mr. Saunders, but which was a mere letter of complimentary introduction, from a gentleman to a gentleman, personally unacquainted with each other. Those to whom his other letters were addressed were either dead or absent, with the exception of one, who, he was told by Mr. Charles Bouchier, then Secretary to the Governor, was so abandoned to drunkenness, that a connection with him would be a disgrace.

It was now that the insufficiency of his qualifications was to produce its effect. The Secretary's office, which was the only school where a general knowledge of the Company's affairs was to be learned, required better penmanship than Mr. Dalrymple could produce; and he was accordingly put under the Storekeeper, where nothing was to be learned worth learning, and where he

was secluded from the notice of persons in superior stations, and by consequence, from any chance of advancement.

And here like his Guardian Genius, General St. Clair was again destined to rescue him from his difficulty. Lord Pigot was appointed to succeed Mr. Saunders as Governor, and came down for that purpose from Vizagapatam to Madras, in October, 1754. To that nobleman, Mr. Dalrymple had a letter from his brother, Admiral Pigot, who was intimate in the family of General St. Clair, recommending him strongly to his protection; and so kindly did that nobleman comply with his brother's desires in favour of Mr. Dalrymple, that perceiving the primary obstacle to Mr. Dalrymple's progress, *viz.* a bad hand-writing, he himself condescended to instruct him; and effectually taught him in a short time to write, with ease to himself, a good and fluent hand; and so much like his own ordinary writing, that he often mistook it for his own. Mr. Dalrymple was now removed to the Secretary's Office, and under the favourable auspices of the Governor's patronage.

There must have been in Mr. Dalrymple a power of mind, or a fascination of manners, that made up all deficiencies in the more immediately necessary qualifications for the business before him. We have just seen the condescension of Lord Pigot to teach him a mode of writing that might justify his pretensions to employment. We have now to relate the friendship of Mr. Orme, the historian, who being then a member of council, and accountant, endeavoured to obtain for him the appointment of sub-accountant under him, and on his ignorance of accounts being candidly acknowledged, said it should be no objection, as he would himself qualify him in that respect. This gentleman's friendship resulted from the circumstance of Mr. Dalrymple's having written a note to him as Commissary, in behalf of an officer whose affairs he had then the management of. The office of sub-accountant was both honorable and advantageous, inasmuch as by the Company's regulations, after balancing a certain number of sets of books, the person occupying that station was entitled to any employment at the subordinate's that became vacant, not occupied by a member of Council. This appointment, however, did not take place, but he ever after retained the friendship of Mr. Orme, and the advantage of a free access to that gentleman's library, an advantage

doubly estimable from the rarity of books, and the excellence of Mr. Orme's selection.

In this library, Mr. Dalrymple met with *Bouvet's Voyage*, in French; what the peculiar attraction of *Bouvet's voyage* was to Mr. Dalrymple, who was then totally unacquainted with the French language, we know not; but it induced him to acquire, by his own industry and the help of a dictionary, enough of it to enable him to translate it. It appears that Mr. Dalrymple, when a boy, was possessed of such an antigallican spirit, that although compelled to go to a French school, in Edinburgh, previous to his leaving Scotland, he would not learn French.

The conciliating character of Mr. Dalrymple obtained him, while in the Secretary's office, the active friendship of Mr. Dupré, the secretary, by whose interest and solicitation Mr. Dalrymple was at length appointed deputy secretary, with the prospect of the secretaryship in succession. In this station, we see the zeal of Mr. Dalrymple verging upon ambition; for it appears, that while examining the old records, to qualify himself, by a knowledge of them, to fill the office of secretary, he found the commerce of the East-India Islands was an object of great consideration with the Company, and the attainment of it became the immediate object of his aspiration.

It rarely happens that impressions of this decided nature, to which some do not scruple to apply the term *inspiration*, occur unattended by circumstances favorable to their practical efficacy. His old friend, Captain Wilson, arrived at Madras about this time, commander of the *Pitt*, of 50 guns, having been appointed by the East India Company commodore of all their ships and vessels.*

* The circumstance which obtained this distinguished mark of the Company's favor deserves to be commemorated. The *Suffolk*, Captain Wilson, as senior officer, commodore; *Houghton*, Captain Walpole; and *Godolphin*, Captain Hutchinson; were, on their passage home to England from China, encountered by a French ship of the line and a large frigate, off the Cape of Good Hope, in the night, and exchanged some shot: Captain Wilson endeavoured to get away; but finding the French ships outsailed the Indiamen, in the morning he made the signal for the line, and bore down upon the French. *M. de Soupir*, second in command to General Lally, was on board the ship of the line. On seeing the English bear down, he desired the French captain to pursue his voyage, without engaging further. The captain remonstrated, questioning his authority to interfere, and declaring they were but merchant ships, incapable of defending them-

The commodore had on board Sir William (then Colonel) Draper, and part of his regiment. The Pitt was destined for China; and hence arose a nautical question, which ultimately led to the prosecution of Mr. Dalrymple's design. In the course of his voyage to Madras, Commodore Wilson had been considering in what manner his passage to China might be effected at that season; and the result of his reflections was, that the same principle by which ships went to the Malabar coast and Persia from Madras in the south-west monsoon, was applicable in a passage to China; viz. by crossing the line, and taking advantage of the contrary monsoons that prevail at the same time in north and south latitudes. That as the ships from Madras stand to the south-east with the south-west winds, till they get into the south-east trade in south latitude, and then stand westward till they are to windward of their intended port, when they cross the Line again into north latitude; it appeared to Commodore Wilson, that the north-west winds would, in south latitude, carry him far enough eastward to make the north-east wind a fair wind to China.

On his arrival at Madras, the subject was revived, and Mr. Dalrymple's opinion requested, which concurring with his own, Commodore Wilson proposed to Governor Pigot his departure for China, agreeably to his plan thus conceived. Mr. Dalrymple was now again consulted by the Governor, and again delivered his opinion, which he warranted by explanatory arguments in favour of the plan; and Commodore Wilson was despatched by the Governor to China, but left to his own discretion as to the route he should pursue, the Governor being unwilling to take the responsibility of the Commodore's success, by giving him a positive order to prosecute a course of navigation under circumstances of but conjectural effect.

selves against so superior a force. M. Soupire produced his authority to command in the absence of General Lally and Count D'Apsche, and ordered him to pursue his voyage; declaring, that he did not question their being merchant ships, but as it appeared they were determined to defend themselves gallantly, an accidental shot might disable his ship, and entail fatal disappointment on the expedition to India, of which that ship made a part, and that the prize of some merchant ships was of no consequence to the King of France.

This conveys a forcible lesson against despondency, as the escape of the *Tudiamen* arose entirely from Captain Wilson's good conduct.

The voyage was, however, performed to the advantage of the Company, and to the credit of Commodore Wilson's judgment; who was rewarded by a presentation from the Company of a gold medal. The circumstance is highly worthy of record in the NAVAL CHRONICLE; and is not irrelevant to the subject of our memoir, for it was in the discussing of this question, that Mr. Dalrymple seized his opportunity to propose to Governor Pigot his first step for the recovery of the commerce of the Eastern Islands, and he received permission to go in the Cuddalore schooner to the eastward, on a voyage of general observation on his part, although the destination of the vessel was particular.

But in the mean time, the siege of Madras, under the French general, Lally, was commenced, and carried on from the middle of December, 1758, to the 17th of February, 1759,* at which

* During the siege of Madras, Mr. William Roberts, who had been a supracargo to Manila, was killed by a shell; in his collection were some Spanish Histories of the Philipines; these Mr. Dalrymple purchased; and although entirely ignorant of that language, with the assistance of a dictionary, taught himself it sufficiently to obtain much information concerning those parts, particularly concerning Sooloo.

It ought, perhaps, to be observed, that during the siege of Madras, the first collection of the South Sea Voyages was made by Mr. Dalrymple, as it shews how little influence that siege had on people's minds at the time; not that this was the peculiar situation of his mind, but it was the sense that pervaded with almost every body, even the Black people; who were unconnected with martial affairs; this the two following instances will confirm. The Shaftsbury Indiaman being a very bad sailer, and consequently retarding the fleet that was bringing the troops to the relief of Madras; the sick were put on board off Ceylon, and that ship was left to make the best of her way by herself, no idea being entertained that this ship could reach Madras before the fleet; however, by accidental winds it so happened. There was then in Madras road, the Haerlem, a 50 gun ship, which the French had taken from the Dutch; though then at peace, and a French frigate. Mr. Dalrymple was sent off in a Massoolah, which is the boat rowed by Black people, used for passing the surf at Madras, with orders to the Shaftsbury, then coming into the road: when he got on board, the French frigate came to attack her; upon this the boat's crew, instead of endeavouring to get away, which they might easily have done, came on board the Shaftsbury, and asked Mr. Dalrymple if they should go to the guns; the frigate fired a broadside, which being returned by the Shaftsbury, the frigate fired a few guns more, and sheered off.

Some other boat people, early in the siege, were sent to carry the ladies from Madras to Sadras, a Dutch fort a few miles to the southward; when the boats reached Sadras, they found the French had seized the Dutch fort.

The French loaded the boats with shot, &c. for the assailants at Madras, putting a few French men into the boats, to take care of the ammunition. The boatmen were unarmed, but they concerted together, and took an opportunity of seizing

time Mr. Dupré offered to resign the secretaryship in favour of Mr. Dalrymple, his deputy, and the Governor urged it as a more beneficial object to Mr. Dalrymple ; but it was urged in vain ; the enterprise was flattering to his ambition, at least, and perhaps to his hopes and expectations ; the Governor, therefore, finding his representations ineffectual, and desirous that he should be adequately provided for his voyage, advised him to go down to Bengal, at that time governed by Colonel (afterwards Lord) Clive, for that purpose. But as that must have subjected his project to another consideration, and perhaps an adverse opinion, he chose rather to go in the Cuddalore, equipped as she was, than to take the chance of a disappointment. The siege had, however, so drained Madras of her stores, that it was impossible to afford the vessel a supply sufficient for the voyage, and she was ordered to obtain them at China, from the ships that resort thither.

But it was not in the Cuddalore that Mr. Dalrymple was destined to commence his undertaking. The Hon. Mr. Thomas Howe, then commander of the *Winchelsea*, being about to take his departure for England by way of China, meeting Mr. Dalrymple at the Governor's, obligingly said, that as he understood he was going to sea, he should be glad of his company, with his friend Colonel Draper, who was going to England, so far as their way lay in the same direction ; the offer being accepted, Mr. Dalrymple embarked in the *Winchelsea*, the 22d of April, 1759.

It is at this period that we are to consider Mr. Dalrymple as becoming a nautical character ; and from the Hon. Mr. Howe he received his first nautical tuition.

The Cuddalore having sailed under the secret orders of the Governor, her cargo was not of that competent description which the Council would have supplied. In the countries she had to visit, there was no regular communication with our commerce ; a small cargo was put on board at the expence of the Governor, and the captain was allowed a fourth concern. On the evening

the Frenchmen, whom they brought prisoners to Madras, with the shot, &c. the value of which was given to the boatmen, for their good services. These little incidents shew the temper and disposition prevailing at that period, when our good faith was as conspicuous in India as our courage.

previous to the embarkation of Mr. Dalrymple, the Governor presented him, without any prior intimation, with an instrument, assigning to him whatever *profits* might accrue from the *three-fourths* concern ; thus evincing his friendship for Mr. Dalrymple, and his own disinterestedness, in the undertaking he had sanctioned.

Mr. Dalrymple proceeded in the *Winchelsea* as far as the Strait of Malacca, which was there joined by the *Cuddalore*, Captain George Baker, she having been despatched thither a few days before the *Winchelsea*. On the 3d of June, Mr. Dalrymple embarked on board the *Cuddalore*, in the Strait of Singapore.

Mr. Dalrymple having never published any connected journal of this voyage, we shall confine our notice of it to his transactions at Sooloo, we believe then first visited by the English, which were the chief result of his voyage. The government of Sooloo is by the Sultan, and a national council, in which the nobility and orankies, or commons, meet to deliberate ; but the authority is vested in three officers of hereditary succession ; viz. the Sultan, Dato Bandahara, who represents the nobility, and Oranky Mallick, the popular representative, and all matters of government are determined by the concurrence of two of the States, of which the people must be one.

Under sanction of a treaty made with the Sultan, Mr. Dalrymple entered into a contract with the principal persons of the country, the obligation of which on his part was, that a cargo should be brought on account of the East India Company, and on theirs, that it should be received at 100 per cent. profit, and a cargo provided which should yield at China a profit of another 100 per cent. At the head of this contract, on the part of the Indians, was Dato Bandaraha,* a man greatly esteemed by his dependants, and powerful by their number, and his influence with the nobility.

* The person then filling the hereditary office of Bandahara, was as conspicuous for the probity and exalted justice of his character, as by his distinguished rank, of which, whilst Mr. Dalrymple was at Sooloo in 1761, an occasion occurred for Bandahara to exert ; there were at this time two Chinese junks in Sooloo Road. In the cargo of one of them the Sultan had an interest ; the other belonged entirely to Chinese merchants, of Amoy. The Sultan, who was very avaricious, in hopes of getting money from the Chinese, or thinking, perhaps, that it would be more advantageous for the sale of the cargo in which he was concerned, laid an embargo on the other junk ; Bandahara and Oranky Mallick

As security to Mr. Dalrymple, the Bandahara made every one, whether of the nobility or people, who chose to participate in the cargo, sign an instrument, specifying to what amount they engaged to deliver goods in return. - The rates of the goods to be delivered in return was settled, and they bound themselves to make up any deficiency there might be of 100 per cent. average profit in China, claiming for themselves any surplus that might arise above 100 per cent.

Having concluded this promising negociation, Mr. Dalrymple returned to Madras on the 28th of January, 1762. He immediately laid a statement of his proceedings before the Company's administration, which were of course approved; and on the 2d of March following, Mr. Dalrymple was commissioned to provide the cargo with all possible expedition. The prospect of such certain profits induced a desire in many individuals to undertake the voyage as a private adventure; but the representation of Mr. Dalrymple to Governor Pigot, that as the expences hitherto had been the Company's, whatever profit might accrue should be their's also, prevailed as a reasonable and valid objection against them.

Mr. Dalrymple's own expences in the voyage amounted to 612*l.* which were repaid him by the Governor and Council, and the expences of the Cuddalore for provisions, wages, repairs, &c. in a voyage of three years, did not amount to more than 4000*l.*

The cargo being completed, it was arranged for the Royal George, Captain Skottowe, to proceed with Mr. Dalrymple to Sooloo, with part of the cargo, and an Indiaman to follow with the remainder. But, in consequence of Mr. Dalrymple's recommendation, the London packet, just then arrived from England, was substituted, as being less expensive to the Company, and interfering less with other arrangements, the Royal George being

remonstrated with the Sultan on the impropriety of this behaviour to merchants, but without effect; upon which Bandahara, and Oranky Mallick, with Pangleena Milaham, a person of a military order, consonant to antient knighthood, went on board the China junk, in which the Sultan had an interest, and brought her rudder on shore; informing the Sultan, that they would detain the one, if he obstructed the departure of the other; this well-timed interference had its due effect, and both junks proceeded without further molestation, on their voyage home.

wanted to carry back to Bencoolen the Company's servants on that establishment, who had been made prisoners by the French.

The London was, accordingly, on the 10th of May, 1762, appointed to convey the cargo to Sooloo, and fifteen military coffreys were ordered on board; and on the 31st. Mr. Dalrymple was, by commission, appointed captain of the London.

Advice of this voyage had been sent by the President and Council, in a letter to the Court of Directors, dated 17th April, 1762, in which Mr. Dalrymple was stated as "a man of capacity, integrity, and unwearied application."

Of Mr. Dalrymple's project and proceedings, the late Admiral Kempenfelt* (then captain to Admiral Pocock†) writes to that gentleman, in a letter dated on board his Majesty's ship Norfolk, in Madras Road, 1st April, 1762:—

"The Company have a fair field open to them to establish their trade upon an advantageous footing; but I apprehend it will require a nice judgment and dextrous management to effect this, in such a manner as not too much to alarm and raise the jealousy of other European States. It must not be by attempting to ingross much, but by a moderate and judicious choice of what trade they take to themselves, and of the places they establish settlements at.

"I find we may, if we please, have a share in the spice trade, without interfering with those islands the Dutch have settlements at, as in the south-east part of those seas are many islands, probably not known to the Dutch, abounding with spices; some of them producing cinnamon equal to that of Ceylon, besides several other commodities for commerce. These discoveries have been made by a young gentleman of this settlement (Dalrymple); he is lately returned here, having been absent amongst these islands three years, in the Cuddalore schooner, to make discoveries and observations. Mr. Pigot was very happy in his choice of this young gentleman for such a service, as he is a person of a good education, quick parts, and talents naturally adapted for such an employ. His observations have been far from superficial; he has penetrated deep in his inquiries, and directed them to such objects as most concerns the interest of the Company to know. He is now going amongst these islands in the Royal George, with a cargo, to commence the establishment of a trade which may, in time, prove the source of great profit to the Company.

"While this gentleman was out upon this discovery, he was at Manilla, on the island of Luzon; he learnt there, by his acquaintance with some

* For memoir and portrait of Admiral Kempenfelt, see *B. C.* vol. vii. p. 363.

† *Vide B. C.* Vol. viii. p. 441. for a portrait and memoir.

of the Jesuits, that they are at present possessed of a fund of 123,000 dollars, for prosecuting discoveries, and establishing settlements in those parts lying to the southward of the Moluccas; a track that we know nothing more of than that there is land, but whether continent or island no discoveries yet have reached far enough to determine."

The Governor and Council of Madras, in their instructions to Mr. Dalrymple, dated 7th of June, 1762, say :—

" We do not stipulate any commission to you, for your care and trouble in this voyage, being persuaded that your good and faithful services will meet with a more ample reward from our masters than we think ourselves authorised to promise you : we shall not fail to give them a just information of your proceedings, and recommend to you a full confidence in their generous consideration of your zeal, as the surest way to obtain their favour."

From this time the whole interest of Mr. Dalrymple's exertions became the Company's ; even the adventure in the Cuddalore was made over to the Company, and Governor Pigot repaid by them the amount of the outfit. In this instance, however, the documents before us are not sufficiently explicit. We were told, that one-fourth of that concern was made over to Captain Baker, and that the profits of the Governor's three-fourths were formally presented to Mr. Dalrymple ; we find no account of its success—the profits would hardly be made over, and the loss would surely not be accepted.

Had the success of this voyage been commensurate with the exertions made to obtain it, there can be little doubt that all parties would have been proportionally gratified ; but to that success the very first step was adverse in its consequences, and it would appear from what is stated, that a certain ambition, or vanity, or self-gratification, had also its share in the motives of Mr. Dalrymple for recommending the substitution of the London packet for the Royal George, the larger vessel for a smaller ; but in the Royal George Captain Skottowe must have commanded, in the packet Mr. Dalrymple could himself be captain. Another cause of failure was, that the Indiaman which was to follow, not being able to find her way to Sooloo, carried the remainder of the cargo to China, from whence being sent to Manilla, it was thence sent to Sooloo, and imprudently delivered before the former account was settled. To these causes it is finally to be added, that Mr. Dalrymple, on his arrival at Sooloo, found many of the

principal inhabitants swept off by the small-pox, and the rest dispersed: the cargo to be received thence was unprovided, and to add to this, of itself sufficient cause, the honest, conscientious, Bandahara, had died soon after the departure of Mr. Dalrymple the preceding year.*

In this unexpected state of affairs, Mr. Dalrymple, instead of that ready and profitable exchange which he was prepared to commence, had new arrangements to propose and accede to; the result was, that one half of the cargo brought in the London should be delivered, to enable the Sooloos to provide goods for the expected Indiaman. The Indiaman did not arrive—the London was not large enough to receive the goods they had provided—and the necessity of her departure left them no alternative but that of delivering the remaining part of her cargo, as an appeal to the honor of the Sooloos, to make good their engagement to the extent of the present delivery. Thus were the Sooloos in possession of all, to return something.

The object of the voyage was not, however, wholly lost; Mr. Dalrymple obtained a grant of the island of Balambangan for the East India Company, and took possession of it on the 23d of January, 1763, in his return to Madras.

Mr. Dalrymple's project having thus failed in its first practical adventure, was now to be again considered in a general view, the most easy and most flattering part of all projects, and he was advised by his friends to make a full and formal representation to the Court of Directors, in order to obtain the aid indispensably necessary to the success of any future intercourse with the Eastern Islands: Mr. Dalrymple accordingly determined to proceed to England for that purpose.

But the President and Council, responsible for the expences of

* A few days before the death of this good man, he sent for the Linguist whom Mr. Dalrymple had employed, and who had remained behind at Sooloo, asking if he thought the English would certainly come again. The Linguist declaring that it was not to be doubted; Bandahara thereupon expressed his concern, saying, that it would have made him very happy to have lived to have seen this contract faithfully performed on their part, and the friendship with the English established on a firm footing. The Linguist observed, that they were all equally bound. Bandahara replied, that although this was true, all had not the same disposition; and perhaps none else the power of enforcing the due execution of their engagements; but that he was resigned to the DIVINE WILL!

the voyage and adventure, perhaps, not willing that Mr. Dalrymple should leave the affair in such a state of derangement, without some farther exertion for its adjustment, thought proper that he should again visit Sooloo, in his way to China in the Neptune Indiaman, and from China to embark for England.

On the 5th of July, 1763, Mr. Dalrymple sailed in the Neptune, and after a tedious passage, arrived at Sooloo on the 7th of September, which left the ship but twelve days of the time limited for her departure, and which were insufficient to receive all the goods provided in payment of the cargo left by the London. In the meanwhile, many of the goods so provided had been loaded in Chinese junks, the Sooloos having given up the expectation of any ship's arrival.

But notwithstanding Mr. Dalrymple had before his eyes the present disastrous state of his trading concern, he did not lose sight of the means of its future prosecution. On the 19th of September, the day of his departure, he obtained the additional grant for the Company of the north end of Borneo, and south end of Palawan, with the intermediate islands. Mr. Dalrymple had been authorized by the President and Council to enter into a further contract with the natives of Sooloo on the Company's account, upon the assurance of a ship being sent the succeeding year. This contract Mr. Dalrymple did not think proper to make, as the old account was still in arrear; instead, therefore, of a fresh contract, he enjoined the Sooloos to provide the adjustment of the balance, in goods for that ship to receive.

The Sooloos were now in the condition of unaccredited merchants; and Mr. Dalrymple conceived it expedient to call at Manilla in his way to China, to acquaint the Company's administration there with the state of affairs at Sooloo. Here he found the old Sultan of Sooloo, who had fled from the Spaniards for English protection, and who now urged Mr. Dalrymple to return with him to Sooloo, under the notion that his presence would greatly contribute to his restoration; promising liberally in return that every thing that could tend to the advantage of the East India Company should be done. This liberality of promise in the present adverse state of affairs at Sooloo, induced Mr. Dalrymple to desist from his intention of returning to England by way of China.

Orders arrived during Mr. Dalrymple's stay at Manilla, for the delivery of that place to the Spaniards, and for the short time previous to its evacuation by the English, Mr. Dalrymple was requested by the Members of the Council to accept the Government, the Spaniards having declined any communication with the Government, under the presidency of the Deputy Governor, Mr. Drake, on account of certain imputations against that gentleman.

Mr. Dalrymple conceived it his duty to accept the office, but the King's officers refused to acknowledge the appointment, alleging that Mr. Drake had abdicated the government, and had not the authority to make it. The Company's agents, therefore, having protested against them, and embarked the Company's treasure, left them responsible for all consequences, and retired to Cavite, on the 30th of March; on the 11th of April, the place was delivered up to the Spaniards, and Mr. Dalrymple, with the garrison of Manilla, proceeded to Sooloo with the old Sultan, in the London Packet.

The transports with the troops having taken their departure for Batavia, Mr. Dalrymple, on the 8th of June, 1764, sent the London Packet to Balambangan, in expectation of the ship from Madras, himself remaining in a small galley at Sooloo, being the only European there.

The conduct of the old Sultan was consistent with his promises, for being restored to his government, Mr. Dalrymple received from him, and the principal officers of the State, on the 29th of June, a grant for the Company, of the northern part of Borneo, from Keemannees on the west side, to Towson Abai on the north-east.

The conduct of the government at Madras was less punctual. Notwithstanding the assurance given to Mr. Dalrymple in his instructions, that a ship should be sent to Balambangan, no ship arrived. Mr. Dalrymple proceeded thither in the galley, and planted there many cocoa-nut and fruit-trees; he then returned to Sooloo, not a little disappointed by this neglect on the part of the Madras Government, which was the more inexplicable, as the Pitt had arrived in January, 1764, with the favorable sentiments of the Company, dated 13th May, 1763, thus expressed:—

Par. 18. We now direct, if you find a residence at Sooloo is feasible, that Mr. Dalrymple be appointed our Resident there, if he chooses it.

Although there may not be an immediate prospect of any considerable profits by trade, yet, by a residence there, opportunities may be had of exploring those parts, and striking out some advantages very beneficial to the Company; and from what we have observed of Mr. Dalrymple's conduct in this affair, we make no doubt of his acquitting himself in the said station fully to our satisfaction."

Being thus left without the means of improving the advantages he had obtained, Mr. Dalrymple left Sooloo in the London Packet, and reached China on the 22d of November.

At Canton, Mr. Dalrymple became acquainted with the Company's favorable sentiments of his project, and he was induced to hasten his return to England to obtain a more firm and immediate support in the prosecution of it; but unfortunately for his expectations, Mr. Sullivan, under whose ascendancy in the Direction the favorable opinion of Mr. Dalrymple's proceedings had been stated to the government at Madras, was no longer in the administration of the Company's affairs, and his successors viewed the plan with less ardent expectation of advantage from it.

Whether Mr. Dalrymple did at that time fully state to the Company the advantages which an intercourse with the Eastern Islands would produce, does not appear, although it is more than probable that he did, for on what other ground could he personally solicit the aid of the Company; he, however, in the year 1769, printed, and, in 1771, published them, in a pamphlet, entitled, "*A Plan for extending the Commerce,*" &c.

We are now arrived at that period of Mr. Dalrymple's life, when the appointment was first talked of which more especially entitles him to a place in our CHRONICLE, that of Hydrographer to the Admiralty, an office then first proposed, and as we learn in the following way:—Mr. Dalrymple had agreed to accompany his friend, the Hon. Thomas Howe, to the Downs, on board the Nottingham Indiaman, of which he had got the command after the loss of the Winchelsea in Bengal River. In the passage from Gravesend, Lord Howe accompanied his brother and Mr. Dalrymple; and it being observed in conversation, what a loss and shame it was, that there should be no Hydrographical Office established in this country, Mr. Howe asked Mr. Dalrymple if he should like such an office. Mr. Dalrymple replied, if he

did not go back to India, he should like it very much. Some time after, Lord Howe called on Mr. Dalrymple, who happened to be from home; but meeting in the street a few days after, Lord Howe informed Mr. Dalrymple, that in consequence of what had passed with his brother, he had urged Lord Egmont to establish such an office, and had informed his Lordship that there was a very proper person in his eye, whom he would name if such an establishment took place. Lord Howe said he had called on Mr. Dalrymple to say that Lord Egmont had recently informed him his Majesty had been pleased to approve of the office, and promised to assign 500*l.* per annum for that purpose. The appointment, however, was destined for a more distant day. There seems to have been a little cross-dealing on the occasion. It was evidently the intention of Lord Howe, that Mr. Dalrymple should be the person appointed, that gentleman having mentioned the affair to a person in the royal navy, he immediately applied to Lord Egmont, and obtained his Lordship's promise in his own behalf.*

Mr. Dalrymple having communicated to Earl Shelburne, then Secretary of State, his collection of South Sea Voyages, when it was proposed to send persons to observe the Transit of Venus, in 1769, he was thought of as a proper person to be employed on that service, and for prosecuting discoveries in that quarter. Mr. Dalrymple accordingly accompanied the Surveyor of the

* Whether this was the cause of opposition, and a consequent postponement of the office, does not appear; but the following anecdote may tend to prove that Mr. Dalrymple might not be equally an object of patronage with Lord Egmont and Lord Howe:—Manilla being captured by the English in 1762, Captain Kempensfelt brought home the admiral's despatches of that event. The Earl of Egmont, who then presided at the Admiralty, was intent on prosecuting discoveries in the South Seas, and applied to Captain Kempensfelt for information on the subject: that gallant officer, with the liberality so distinguishable in his character, instead of recommending himself to the attention of the First Lord of the Admiralty, by the information he had received from Mr. Dalrymple, without any reserve or confidential communication, but merely in conversation, told the Earl of Egmont, that all he knew on the subject he had learned from a gentleman, who was expected home, offering to introduce him to his Lordship when he arrived. The Earl of Egmont desired him to do so; and Captain Kempensfelt called on Mr. Dalrymple, after his return to England, and informed him of the Earl of Egmont's desire to see him, with an offer to introduce him; which Mr. Dalrymple declined, as his friend Lord (then Sir George) Pigot and the Earl of Egmont were at variance.

Navy to examine two vessels which were thought fit for the purpose, and by his judgment one was purchased. But the command of her was destined to other authority. Admiral Hawke, then at the head of the Admiralty, was persuaded that he would be liable to parliamentary impeachment if he employed any but a naval officer, and the objection of Mr. Dalrymple to undertake the voyage in any other capacity than as chief, being insurmountable, the engagement on his part was decidedly terminated. Arrangements were proposed that the officer should be enjoined to receive instructions from him, and his promotion was to depend on his obedience to them, but nothing less than the rank with the authority would satisfy him. The person appointed is too well known to need any mention.

In June, 1769, ten years after his first quitting his civil station at Madras, to promote the Company's interest by an extension of their trade to the Eastern Islands, he was presented by the Court of Directors with the sum of 5,000*l.* as an equivalent for the emoluments he had relinquished as Secretary at Madras.

About the same time, Mr. Dalrymple was appointed to the government of Balambangan, measures having been resolved on by the Company to effect a settlement there; and the *Britannia* was ordered to be fitted out for that purpose, under the command of Mr. Dalrymple; but a difference with the Directors annulled this appointment also; and another gentleman proceeded thither, who was possibly more pliant to the general wishes of the Court.

The conduct of this gentleman at Balambangan was, however, not satisfactory; and, in the year 1774, the Court of Directors determined on sending thither a supervisor. Mr. Dalrymple now again offered his services, on condition that after every expense that had occurred under his management, including the exploring voyage, should have been reimbursed, a small portion of the clear profits (but how small does not appear) of the establishment should be granted to him and his heirs. Mr. Dalrymple engaging that the expenses of the establishment should not exceed 10,000*l.* per annum. This proposal was referred to a Committee, and ultimately rejected. The Settlement was soon after cut off by a set of free-booters from Sooloo; but as this was effected without bloodshed, imputations of neglect and mismanagement have been made, and considered as the real causes of failure, where an oppo-

site course of administration would have insured the stability of the Settlement, at a cost less than the amount paid for port charges at Canton, for two years.

The judgment of every projector is naturally biassed by his sanguine expectations of success, and his expectations are formed on the presumed sagacity of his own contrivance. Whether the failure was really the consequence of mal-administration, or whether the Company, finding the profits of the concern inadequate to the expense, connived at its relinquishment—no attempt was made to re-establish it—and therefore the latter supposition is the more presumable. Mr. Dalrymple's undertaking seems to have been but a *revived* project, and as the pursuit of profit is rarely relaxed so long as it is found to be a profitable pursuit, it may fairly be inferred that the commerce of the Eastern Islands was more promising in prospect than gainful in possession.

But while busied in the consideration and prosecution of his darling scheme, his hydrographical pursuits necessary to the due execution of it went on with such ardor, industry, and accuracy, that he was encouraged by the Court of Directors to publish various charts, &c. and to his chart of the northern part of the Bay of Bengal, published in 1772, it is affirmed that the India Company was indebted for the safety of the Hawke Indiaman, which would otherwise have fallen into the hands of the French.

Mr. Dalrymple's zeal for the Company's interest had led him from his post at Madras, but he nevertheless conceived his claim on that establishment still valid; and on the appointment of Lord Pigot, in 1775, to the government of Fort St. George, he was advised by the then Chairman and Deputy Chairman to make a specific application before the arrangement of the Madras Council was completed. On the 3d of March, 1775, Mr. Dalrymple, in consequence of this advice, preferred his claim, and requested to be restored to his standing. This request was complied with, and he was appointed in his rank a Member of Council, and nominated one of the Committee of Circuit.

In pursuance of this appointment, Mr. Dalrymple returned to Madras, where he remained until 1777, when he was ordered home with Messrs. Stone and Latham, to have their conduct inquired into. Nothing appeared against it, and on the 8th of

April, 1779, he was appointed Hydrographer to the East India Company, with a condition that it should not invalidate his pretensions at Madras.

Mr. Dalrymple's appointment as Hydrographer, was not confirmed until the 19th of July, on which day, in a letter to the Court, he stated his expectation, that should it be his wish to return to Madras, they would appoint him—the letter was ordered to lie on the table.

Whether Mr. Dalrymple had any intentions to return at some future time to Madras, or whether this stipulation was nothing more than a wary policy, to commute his interest there for compensation at home, in 1784, when the India Bill was brought into Parliament, Mr. Dalrymple, in consequence of a clause precluding the Company from sending persons back to India who had been a certain time in England, represented its annulling tendency in respect to the reserved condition of his acceptance of the Hydrographical appointment. A clause was accordingly inserted, precluding that measure, unless with the concurrence of three-fourths of the Directors, and three-fourths of the Proprietors. This was, however, not satisfactory to Mr. Dalrymple, who conceived it to be putting him on the footing of a delinquent. The candour and liberality of General Courts were urged against his objections, and as sufficient to remove all doubts of consent, should it ever be his wish to return to Madras. But Mr. Dalrymple was not inclined to have his matter of right transmuted into a matter of favor, and replied, that however safe he might be in the justice of the Court, as it would be a high station that would induce him to advance his claim, the object might be of sufficient magnitude to excite high interest against him, and he should be borne down by numbers. It was then intimated, that on an application from the Court of Directors, the minister would consent to an exception in his favor; but when, on the 27th of July, Mr. Dalrymple addressed the Court of Directors to make the application, it was resolved not to make it, as the clause of exception was thought to have sufficiently provided for any claim he might have. A notion prevailed at the time, that although this was the avowed reason, another motive for refusal was, that such an exception, if granted, would be in effect an appointment by act of Parliament. It is evident,

however, that the Court of Directors wished the affair to remain a matter of favor rather than of right, while Mr. Dalrymple thought his claim could not be rendered too positive. The claim certainly stood recognized by the resolution, but Mr. Dalrymple, to give it publicity, petitioned the House of Commons, the House of Peers, and the Sovereign.

The time at length arrived when the value of the claim was felt, and the claim asserted. The employment of Hydrographer, whether as more congenial with his inclination or genius, or considered as more profitable than an inferior station at Madras, had been hitherto preferred; but on Mr. Russel, his senior in the Company's service, returning to England, from whom he learned that it was intended to re-establish the government in a civil servant, Mr. Dalrymple applied to the Court of Directors for that appointment. It is not an easy matter to wrest favors from the hands of those who are to confer them—nor is it always the best policy to insist with superiors, to the full extent of what may be considered a right. The indisposition of Mr. Dalrymple to leave any thing to the liberality and candour of the Court of Directors, rendered them equally indisposed to allow him more than his bare right. The honorable and lucrative station of Governor was refused him, softened, indeed, with an assurance, that it was not from any defect in him. Thus, however well justified as an old servant in desiring the bounty of the Company, it is more than probable that he had forfeited his title to their generosity by enforcing his claim on them for justice. He was, however, allowed a pension of 500*l.* per annum, for which he was especially indebted to the interest of Sir Stephen Lushington and Mr. Nathaniel Smith.

It appears that Mr. Dalrymple did not think this allowance sufficient, inasmuch as it was considerably less than the Company had granted to military men; viz.

To General Sloper	1,500 <i>l.</i> per annum.
Dalling	1,000 <i>l.</i>
Laug	1,000 <i>l.</i>
Nelson.....	1,000 <i>l.</i>

In addition to this evidence of its insufficiency, it may be added, that as the President and Council of Fort St. George, in their instructions to Mr. Dalrymple, 7th June, 1762, had recom-

mended to him a full confidence in the Company's generous consideration of his zeal, as the surest way to obtain their favor, he had reason to expect something more than a bare equivalent to the emolument of Secretary, an office which he had left to prosecute in their service a voyage of great hazard and fatigue.

Mr. Dalrymple had received 5,000*l.* in 1769, but he had refused to receive it as was expressed in the first warrant, "in full of all demands and expectations," but as stated in another, "in full for past services." From the year 1769 to that of 1779; instead of the emoluments of his office estimated for that time at 5,000*l.* Mr. Dalrymple received less than 1000*l.*; thus was he minus above 4,000*l.* by his relinquishment of his Secretaryship—exclusive of the incidental expenses of his voyage to India, and those occasioned by his appointment as chief of Balambangan.

In 1795 the establishment of an Hydrographical office at the Admiralty was again taken into consideration, and a memorial to his Majesty in Council was presented by the Lords Commissioners, recommending the measure, which was graciously approved.* The

* The French, as in many other useful institutions, appear to have taken the lead in this: the following is the translation of an ordonnance, dated in the month of August, 1681:—

TRANSLATION.

Title VIII.

"Of the Professor of Hydrography."

Art. 1. "We will, that in the most considerable maritime towns of our kingdom, there be Professors of Hydrography, to teach publicly navigation.

Art. 2. "The Professors of Hydrography must draw, and instruct their scholars, to make them capable of figuring the ports, coasts, mountains, trees, towers, and other things serving for marks to harbours and roads, and to make charts of the lands they discover.

Art. 3. "They must four days in each week, at least, keep their schools open, in which they must have charts, nautical instructions, globes, spheres, compasses, forestaffs, astrolabes, and other instruments and books necessary in their art.

Art. 4. "The Directors of the Hospitals of the Town, where there shall be an Hydrographical School, shall be bound to send there for instruction, annually, two or three children, who shall be kept there, and furnished with books and instructions necessary to learn navigation.

Art. 5. "The Professors of Hydrography shall carefully examine the Journals of Voyages lodged with the Registrar of the Admiralty, of the place of their establishment, and correct them in presence of the Pilots, who had erred in their track.

Art. 6. "They are not to retain more than one month the Journals which

Hydrographer to the East India Company was naturally thought of as a proper person to execute the office of Hydrographer to the Admiralty, and the appointment was accordingly proffered to him by Earl Spencer, then First Lord, which having previously obtained the assent of the Court of Directors, he accepted.*

shall be communicated by the Registrar, which we enjoin to be done, free of charge, on pain of interdiction.

Art. 7. " We declare the Professors of Hydrography actually teaching, exempt from watch, and guard, guardianship (*Guet and Garde, Curatelle*), and all other public charges.

Art. 8. " They are prohibited from absenting from the places of the establishment, without leave of the Admiral, or of the Mayors and Sheriffs who pay their salaries, on pain of losing their appointments."

This plan is admirably adapted to make navigators in the general course of service well qualified for all stations.

We understand Mr. Dalrymple gave in several memorials of measures expedient to be pursued in the charge of Hydrographer; but the many important objects requiring the attention of the Admiralty, have hitherto prevented any effectual measures being adopted, although many plates have been engraved towards forming a complete collection of Charts, for the use of his Majesty's Navy.

* The expediency of such an establishment is stated in a letter from the late Admiral Kempenfelt to Mr. Dalrymple, of which the following is a copy :—

" DEAR SIR,

" *Charles-street, Dec. 24th, [1783.]*

" I have received your very valuable charts for particular parts of the East Indies—what an infinite deal of pains and time you must have bestowed to form such a numerous collection! It seems an Herculean labour! but it is a proof what genius joined with industry is capable of. However, you have the pleasing reflection, that you have successfully laboured for the public good, the good of navigation, and that your memory will live for ever. Love of fame is a laudable ambition; Young calls it the universal passion; and yet how few pursue the true road to it.

" I wish you was placed in a situation that would afford you more means, and a greater latitude to pursue your favourite study. I mean at the Head of an Hydrographical Board, established by authority of government, to which office encouragement should be given, to bring all surveys and discoveries of rocks, shoals, &c. and those found good, printed at the public expense. It is no more than what the interest, as well as reputation, of the nation, as a great maritime state, requires should be done. By such an office, well conducted, what an increase of good surveys would the public be benefited with! And the good being stamped with the authority of the Board, would direct the purchaser to avoid those erroneous charts, which, instead of serving to avoid dangers, too often fatally lead to them.

" To encourage men of genius, is one great means to make a State flourish; our ministers in general, I think, have never been eminent for that virtue; a genius in this country may remain unknown to our ministers, though known and esteemed in every other State of Europe."

Under the direction and superintendence of Mr. Dalrymple, the purposes of the institution were fully effected, to the extent of the plan laid down. Many plates were engraved towards forming a complete collection of charts for the use of the royal navy; and several memorials were presented by him, suggesting measures of improvement and expediency. But whether by his public zeal he gave any private disgust, or by private reprehension drew on himself, either true or false, charges of public consequence; whatever may have been the cause, Mr. Dalrymple was, on the 28th of May, 1808, dismissed from his situation as Hydrographer to the British Navy, and on the 19th of June died broken hearted; at least, in the opinion of his medical attendant, the vexation of his dismissal was the cause of his death.

Mr. Dalrymple was in the 71st year of his age at the time of his death.

In addition to the faint outlines we have given of his active life, we subjoin the following catalogue of books and tracts, written by Mr. Dalrymple, exclusive of his *nautical publications*, extracted from that deservedly popular periodical Miscellany, the EUROPEAN MAGAZINE, in which a comprehensive memoir of Mr. Dalrymple was published, October 1802, and to which, by the kind permission of the proprietor, Mr. ASPERNE, we have been principally indebted, in the draft of our own.

Catalogue of printed Books and Tracts, by the late ALEXANDER DALRYMPLE.

*Those marked * were never published.*

Those marked † not sold.

- (1.) Account of Discoveries in the South Pacific Ocean before 1764. 8vo. 1767.
- (2.) † Memorial to the Proprietors of East India Stock. 8vo. 1768.
- (3.) † Account of what has passed between the East India Directors and Alexander Dalrymple, as first printed. 8vo. 1768.
- (4.) Account of what has passed—Do.—Do.—as published. 8vo. N.B. It is dated 1769, by a ridiculous custom of printers, to date publications, printed towards the close of the year, as if in the year ensuing.
- (5.) Plan for extending the Commerce of this Kingdom, and of the East India Company, by an Establishment at Balambangan—N.B. Although printed in 1769, it was not published till 1771.
- (6.) * Letter concerning the proposed Supervisors. 20th June, 1769. 8vo.
- (7.) * Letter concerning the proposed Supervisors. 30th June. P.S. 2d July, 1769. 4to. 1769.

- (8) Second Letter—Do.—10th July, 1769. 4to. 1769.
- (9) Vox Populi Vox Dei, Lord Weymouth's Appeal to the General Court of India Proprietors, considered, 14th August. P.S. 19th August, 1769. 4to. 1769.
- (10) Historical Collection of South Sea Voyages. 2 vols. 4to. 1770. 4to. 1771.
- (11) † Proposition of a benevolent Voyage to introduce Corn, &c. into New Zealand, &c. 4to. 1771.
- (12) Considerations on a Pamphlet (by Governor Johnstone), entitled, "Thoughts on our Acquisitions in the East Indies, particularly respecting Bengal." 8vo. 1772.
- (13) General View of the East India Company's Affairs (written in January, 1769), to which are added some Observations on the present State of the Company's Affairs. 8vo. 1772.
- (14) † A Paper concerning the General Government for India. 8vo.
- (15) † Rights of the East India Company.—N.B. This was printed at the Company's expense. 8vo. 1773.
- (16) Letter to Dr. Hawkesworth. 4to. 1773.
- (17) * Observations on Dr. Hawkesworth's Preface to 2d edition. 4to. 1773. An Opinion of Sir David Dalrymple, that there was too much asperity in this Reply, retarded, and the death of Dr. Hawkesworth, prevented the Publication.
- (18) † Memorial of Doctor Juan Louis Arias (in Spanish). 4to. 1773.
- (19) † Proposition for printing, by subscription, the MS. Voyages and Travels in the British Museum. 4to. 1773.
- (20) A full and clear Proof that the Spauiards have no right to Balam-bangan. 8vo. 1774.
- (21) An Historical Relation of the several Expeditions, from Fort Marlbro' to the Islands off the West Coast of Sumatra. 4to. 1775.
- (22) Collection of Voyages, chiefly in the South Atlantic Ocean, from the original MSS. by Dr. Halley, M. Bouvet, &c. with a Preface concerning a Voyage on Discovery, proposed to be undertaken by Alexander Dalrymple at his own Expense; Letters to Lord North on the Subject, and Plan of a Republican Colony. 4to. 1775.
- (23) † Copies of Papers relative to the Restoration of the King of Tanjour, the Imprisonment of Lord Pigot, &c. Printed by the East India Company, for the use of the Proprietors. 4to. 1777.—N.B. In this Collection are many Minutes of Council, and some Letters by Alexander Dalrymple.
- (24) † Several other pieces on the same Subject, written by Alexander Dalrymple, were printed by Admiral Pigot and Alexander Dalrymple, but not sold; those particularly by Alexander Dalrymple are 4to. 1777.
- (25) Notes on Lord Pigot's Narrative.
- (26) Letter to Proprietors of East India Stock. 8th May, 1777.
- (27) Account of the Transactions concerning the Revolt at Madras. 30th April, 1777. Appendix.
- (28) Letter to the Court of Directors. 19th June, 1777.—Memorial—19th June, 1777.

(29) † Account of the Subversion of the Legal Government of Fort St. George, in Answer to Mr. Andrew Stuart's Letter to the Court of Directors. 4to. 1778.

(30) Journal of the Grenville, published in the Philosophical Transactions. 4to. 1778.

(31) Considerations on the present State of Affairs between England and America. 8vo. 1778.

(32) Considerations on the East India Bill, 1769. 8vo. 1778.

(33) State of the East India Company, and Sketch of an equitable Agreement. 8vo. 1780.

(34) Account of the Loss of the Grosvenor. 8vo. 1783.

(35) Reflections on the present State of the East India Company. 8vo. 1783.

(36) A Short Account of the Gentoo Mode of collecting the Revenues on the Coast of Coromandel. 8vo. 1783.

(37) A Retrospective View of the Antient System of the East India Company, with a Plan of Regulation. 8vo. 1784.

(38) Postscript to Mr. Dalrymple's Account of the Gentoo mode of collecting the Revenues on the Coast of Coromandel; being,—Observations made on a Perusal of it by Moodoo Kistna. 8vo. 1785.

(39) Extracts from Juvenilia, or Poems by George Wither. 24mo. 1785.

(40) Fair State of the Case, between the East India Company and the Owners of Ships now in their Service, to which are added—Considerations on Mr. Brough's Pamphlet, concerning East India Shipping. 8vo. 1786.

(41) A serious Admonition to the Public, on the intended Thief Colony at Botany Bay, printed for Sewell, Cornhill.

(42) Review of the Contest concerning Four New Regiments, graciously offered by his Majesty to be sent to India, &c. 8vo. 1788.

(43) * Plan for promoting the Fur Trade, and securing it to this Country, by uniting the Operations of the East India and Hudson's Bay Companies. 4to. 1789.

(44) * Memoir of a Map of the Lands around the North Pole. 4to. 1789.

(45) An Historical Journal of the Expeditions by Sea and Land, to the North of California, in 1768, 1769, and 1770, when Spanish Establishments were first made at San Diego and Monterey, translated from the Spanish MS. by William Revelly, Esq. to which is added—Translation of Cabrera Bueno's Description of the Coast of California, and an Extract from the MS. Journal of M. Sauvage le Muet, 1714. 4to. 1790.

(46) A Letter to a Friend on the Test Act. 8vo. 1790

(47) The Spanish Pretensions fairly discussed. 8vo. 1790.

(48) The Spanish Memorial of 4th June considered. 8vo. 1790.

(49) † Plan for the Publication of a Repertory of Oriental Information. 4to. 1790.

(50) * Memorial of Alexander Dalrymple. 8vo. 1791.

(51) Parliamentary Reform, as it is called, *improper*, in the present State of this Country. 8vo. 1793.

(52) Mr. Fox's Letter to his Worthy and Independent Electors of Westminster, fully considered. 8vo. 1793. Printed for Stockdale, Piccadilly.

(53) + Observations on the *Copper Coinage* wanted for the *Circars*. Printed for the use of the East India Company. 8vo. 1794.

(54) The Poor Man's Friend. 8vo. 1795.

(55) A Collection of English Songs, with an Appendix of Original Pieces. 8vo. 1796.

(56) * A Fragment on the India Trade, written in 1791. 8vo. 1797.

(57) Thoughts of an old Man of independent Mind, though dependent Fortune. 8vo. 1800. Printed for Reynolds, Oxford-street.

(58) Oriental Repertory, Vol. 1st. 4to. April 1791 to January 1793,

(59) Oriental Repertory. Vol. 2d. 4to. (not completed.)

N.B. There are some other pieces printed by Mr. Dalrymple, which from want of a copy to refer to, cannot be particularised; especially a Treatise of *Practical Navigation*.

NAUTICAL ANECDOTES AND SELECTIONS.

REVENUE CUTTERS.

Return to an order of the House of Commons, dated Feb. 20, for a copy of the Treasury Minutes, or Correspondence between the Treasury and the Revenue Boards, relating to the Revenue Cutters, since Jan. 1, 1815.

No. I.—Copy of TREASURY MINUTE, of Feb. 2, 1815.

MY Lords read the several reports from the Commissions of Customs and Excise, stating the great increase of smuggling, and suggesting further measures for its suppression; also the account of the annual expense incurred in maintaining the revenue cruisers and preventive boats, together with the statement of seizures made by them up to the latest periods, and various other papers. My Lords also particularly advert to the correspondence of the revenue boards in the years 1808 and 1809, when the system of inspection now in force was established under their lordships' authority, for the better controul of the officers employed under the commissioners of customs and excise, for the prevention of smuggling by water. Upon a careful consideration of these documents, my lords can entertain no doubt that this system has proved, to a certain extent, beneficial in checking those limited attempts at illicit traffic, which have been made during the latter years of the war. My lords have, however, sufficient evidence before them of the increase of this extensive evil, and of the immediate necessity for the adoption of other measures, to protect the legal commerce and realize the fair revenues of the country. This necessity is the more urgent, because, in addition to the enormous increase, and the more daring character of the smugglers let loose by the termination of

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