

III.

NOTES ON A WAX MEDALLION, AND RELATIVE AUTOGRAPH LETTER,
OF PAUL JONES, PRESENTED TO THE SOCIETY IN 1860, AND
NOW IN THE NATIONAL MUSEUM OF ANTIQUITIES. BY FRANCIS
CAIRD INGLIS, F.S.A. Scot.

The medallion, which is circular in form, is mounted in a heavy brass frame, and measures $3\frac{1}{8}$ inches in diameter over all. It is a very fine piece of workmanship executed in wax (or some composition closely resembling wax), probably by Jean Martin Renaud, engraver and modeller, and gives us a very good idea of the man at the age of 39, representing him in court uniform, and showing the order of Military Merit.

There can be no doubt as to the portrait being an authentic one, as Paul Jones sent it to a lady (Mrs Belshes) in Scotland along with the following letter (fig. 1) dated 1786 :—

PARIS, *August 29, 1786.*

MADAM,—It is with great pleasure that I now execute the flattering commission you gave me before you left this city. Sir James Stuart, who returns immediately to Scotland, does me the honour to take charge of the medallion you desired I might send you. I am unable to say whether it is well or ill executed, but I feel it receives its value from your acceptance; an honour for which I can never sufficiently express my obligation, but which it will always be my ambition to merit. My respectful compliments await your husband. I am very sensible of his polite attentions while here.

May you always enjoy a state of happiness as real as is the esteem and respect with which I have the honour to be, Madam, your most obedient and most humble servant,

J. PAUL JONES.

Mrs Belshes, Scotland.

The following note from Professor A. Campbell Swinton, F.S.A. Scot., serves to trace how the medallion came to the Museum, with the autograph letter which accompanied it :¹—

¹ *Proceedings*, vol. iii. pp. 389-391.

"I can tell you little about the medallion of Paul Jones beyond what is contained in the autograph letter from himself, which was presented along with it to the Society of Antiquaries (in 1860), and which is perhaps the greater curiosity of the two. The letter is addressed to Mrs Belshes, whose husband was a kinsman of the Inveraray family. She was a Miss Buchanan of Drumpelzier, aunt to Mrs Graham, wife of Dr Graham, our late Professor of Botany, with whom she lived during her widowhood, and in whose house she died about 1840 (in Great King Street). The medallion and letter were



Fig. 2. Medallion of Paul Jones.

given by Mrs Belshes to my father, and have been in my possession for twenty or thirty years."

Comparing the medallion (fig. 2) with other portraits, it has much in common with the miniature on ivory by Van der Huyt (1780), the bust (fig. 3) by Houdon (1783), the medal by Dupré (ordered by the Congress in 1787), the prints in the British Museum, London (published 28th October 1779), two small engravings in the Scottish National Portrait

Gallery, one of which is given in fig. 4, the painting in oil by Charles Wilson Peale, and the engraving by J. M. Moreau (fig. 5), designed from the life in 1781, which all show the same regular features, the nose slightly enlarged at the point, and the fine lines of the mouth—the face of a student rather than a fighter. These



Fig. 4. Engraved Portrait of Paul Jones in the National Portrait Gallery.

portraits are very different from the old chapbook pictures and the numerous engravings of the “pirate” Paul Jones, all of which are caricatures.

The British view of Jones has always regarded him as a rebel and a pirate. Certainly he was not a pirate, as he held a commission in the American navy; and his actions against this country were all (in his

estimation) to further the cause of liberty, and to help his adopted country to gain independence.

A student from his earliest years, he soon acquired an extensive



Fig. 5. Engraved Portrait of Paul Jones, by J. M. Moreau (1781).

knowledge of his profession, and was ever eager to add to it. His letters show the command of language he had; his knowledge of French was perfect, and stood him in good stead during his service in Russia; he was also a diplomat of the first order, a friend of Franklin,

Jefferson, Lafayette, Morris, and many other distinguished men of the period.

Paul Jones, or rather John Paul, was born of quite humble parents in Kirkbean,¹ in Kirkcudbrightshire, on the 6th of July 1747. The cottage recognised in the locality as his birthplace is shown in fig. 6.

His father, John Paul,² was gardener to Mr Craik of Arbigland.

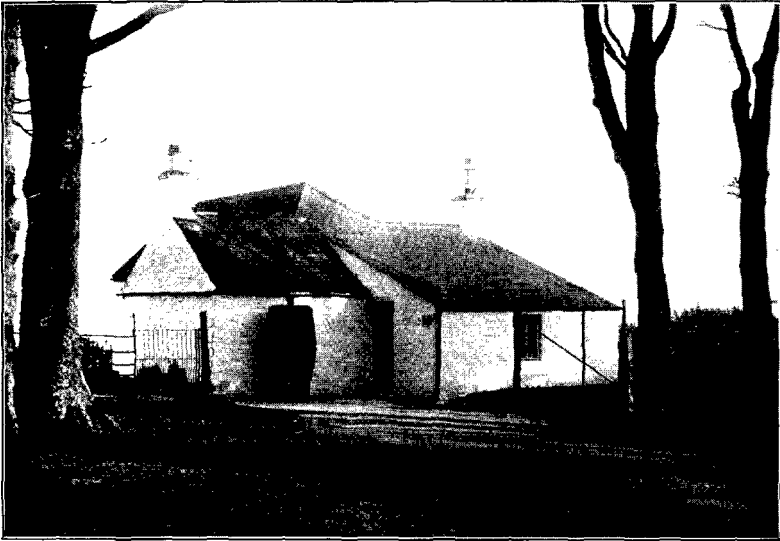


Fig. 6. Cottage in which Paul Jones was born. From a Photograph by J. Masterson, Dumfries.

From his earliest years young John Paul had great love of the sea and shipping; we find him in 1759, at the age of 12, engaged as an apprentice on board a small trader of 148 tons; in 1764 he is second

¹ I find no record of his birth in the register of this parish: the only entries of births in the Paul family are of three girls, in 1739, 1741, and 1749.

² A stone erected in Kirkbean churchyard bears the following inscription:—"In Memory of John Paul, Senior, who died at Arbigland the 24th of October 1767. Universally esteemed. Erected by John Paul, Junior."

mate, and in the following year first mate. In 1766-1767 he was occupied in the slave trade; however, after two voyages he refused to go a third time, as he was disgusted with his experiences. This fact is worth notice, as lending no support to the British view of his character, which made him out to be one of the most inhuman of men. In later years, after he had inherited his brother's estate in Virginia, he is found giving the slaves on the estate their freedom, again showing that his character was not deficient in sympathy for his fellow-creatures. In 1768 he was in command of a trader, the 'John,' and commanded this vessel for three voyages, visiting his brother William at Rappahannock twice during this time. This brother had been adopted by a well-to-do and childless Virginia planter named William Jones, a native of Kirkbean, and a distant relative of the Paul family, when in 1743 he was on a visit to his native place; and William Paul, by virtue of this adoption, took the name William Paul Jones.

Old William Jones, who died in 1760, had made John Paul the residuary legatee of his brother in case the latter should die without issue, on condition that John Paul should assume the name Jones as his brother had done. Accordingly, when William Paul Jones died in 1773, John Paul became John Paul Jones, and fell heir to a plantation of about 3000 acres, 20 horses, 80 head of cattle, and a sloop of 20 tons. He spent two years of his life on the plantation, and these years saw the beginning of the struggle for the independence of the American States. In 1775 he sailed to New York, and while there wrote to various members of Congress, offering his services and the use of his seafaring knowledge. On 24th June 1775 he was invited to join the Provisional Marine or Naval Committee, in which he at once assumed the leading position, and led the committee so completely that it is now quite impossible to identify the other four merchant captains who were his colleagues, except one—Nicholas Biddle, of Philadelphia.

This committee founded the navy of America, and on 22nd December 1775 Jones was the first to receive his commission. He was put in command of the 'Alfred,' and ordered "to break her pennant." Obeying

this order, Paul Jones flung out to the winds the first American flag ever shown on a regular man-of-war. This was not the Stars and Stripes, but the Pine Tree and Rattlesnake emblem, with the motto "Don't Tread on Me." Though he had the honour of first hoisting it aboard ship, Jones never fancied this emblem. Some time later, in one of his journals, he said of it, "I was always at a loss to know by what queer fancy or by whose notion that device was first adopted. For my own part I could never see how or why a venomous serpent could be the combatant emblem of a brave and honest folk fighting to be free. Of course, I had no course but to break the pennant as it was given to me. But I always abhorred the device, and was glad when it was discarded for one much more symmetrical as well as appropriate, a year and a half later."

Paul Jones was granted a commission as captain in the navy, October 1777. On 14th June 1777 Congress passed the following resolutions:—

"1. Resolved: That the flag of the thirteen United States of America be Thirteen Stripes, alternate Red and White: That the Union be Thirteen Stars in a Blue Field, representing a new constellation.

"2. Resolved: That Captain John Paul Jones be appointed to command the ship 'Ranger.'"

When Jones received the new flag he was delighted. He used to say, "That flag and I are twins; born the same hour, from the same womb of destiny, we cannot be parted in life or death. So long as we can float, we shall float together; if we must sink, we shall go down as one."

The cruise of the 'Ranger' in 1778 was marked by events of special note. On the 22nd April Paul Jones put into Whitehaven in Cumberland, and going ashore in two ship's boats he entered the harbour in the early morning. Jones himself landed with a few men, clambered over the rampart of the half-ruined battery supposed to defend the harbour, spiked the old guns with which it was armed, and captured the pensioners who garrisoned it, asleep in their beds. There were some three hundred boats in the harbour, all aground at low-water, and he had ordered his lieutenant to set them on fire, but this had not been

done. It was now daylight; the alarm had been given, and the townsmen were gathering in numbers that might be dangerous, so that Jones, after another hurried and futile effort to burn the boats, was obliged to retreat. He sailed for the north shore of the Solway and anchored in Kirkcudbright Bay, and, with a party of men, landed on St Mary's Isle, intending to kidnap the Earl of Selkirk and hold him as a hostage. The Earl, however, was absent. Jones's men insisted on their right to plunder, and his lieutenants backed up the men. Unable to restrain them, he allowed them to go up to the house, where the officers seized some of the family plate. As Jones did not wish to retain this booty, he purchased the whole of it from the captors and restored it to the Earl. The cost of buying the plate and its carriage from France amounted to £140. This incident helps to show that Jones was no pirate, as he was ever depicted by the English.

On the 24th of April 1778 Paul Jones engaged in the first naval battle fought under the Stars and Stripes, when he conquered His Majesty's ship 'Drake' off Carrickfergus in Ireland. This was the first instance in modern naval warfare of the capture of a British man-of-war by a ship of inferior force. In that respect it broke a record that had been inviolate since the beginning of regular navies, and announced to the world the advent of a new naval power.

Early in August 1779 Jones sailed from the Isle of Groaix, on the French coast, bound on a cruise round the British Isles. He was in command of a small but fairly good squadron, consisting of his flagship the 'Bon Homme Richard,' 42 guns; the 'Alliance,' 36 guns, Captain Pierre Landais; the 'Pallas,' 30 guns, Captain Cottineau; and the 'Vengeance,' of 12 guns. The conduct of the captain of the 'Alliance' during the whole cruise was disgraceful; and instead of being a help to Jones, he was a hindrance in all his engagements. It is even on record, in the engagement between the 'Bon Homme Richard' and the 'Serapis,' that Landais fired on the 'Bon Homme Richard,' killing and wounding a number of the crew. Of this episode Jones says, in his report to Dr Franklin, "At last the 'Alliance' appeared, and I now

thought the battle at an end ; but, to my utter astonishment, he discharged a broadside full into the stern of the ' Bon Homme Richard.' ”

The squadron sailed northward along the west coast of Ireland and the west coast of Scotland as far as the Fair Isle, north of the Orkney Islands, then south along the east coast of Scotland, entering the Firth of Forth, with the intention of laying under contribution or reducing to ashes the town of Leith. The details will be best given in his own words when writing to Dr Franklin :—

“The winds continued to be contrary, so that we did not see the land till the 13th (September), when the hills of Cheviot, in the south of Scotland, appeared. The next day we chased sundry vessels and took a ship and a brigantine, both from the frith of Edinburgh, laden with coal. Knowing that there lay at anchor in Leith Road an armed ship of twenty guns, with two or three fine cutters, I formed an expedition against Leith, which I proposed to lay under contribution, or otherwise to reduce to ashes. Had I been alone, the wind being favourable, I would have proceeded directly up the frith, and must have succeeded, as they lay then in a *state of perfect indolence and security*, which would have proved their ruin. Unfortunately for me the 'Pallas' and 'Vengeance' were both at a considerable distance in the offing, they having chased to the southward. This obliged me to steer out of the frith again to meet them. The captains of the 'Pallas' and 'Vengeance' being come on board the 'Bon Homme Richard,' I communicated to them my project, to which many difficulties and objections were made by them. At last, however, they appeared to think better of the design, after I had assured them that I hoped to raise a contribution of £200,000 sterling on Leith, and that there was no battery of cannon there to oppose our landing. So much time, however, was unavoidably spent in pointed remarks and sage deliberations that night that the wind became contrary in the morning.”

So confident was Jones of the success of his projected attack that he had prepared a summons addressed to the magistrates of Leith, which, fortunately, he never had an opportunity of despatching. As it is an interesting and curious document, showing the terms on which Leith was to be spared, I give it at full length :—

“The Honourable J. PAUL JONES, Commander-in-Chief of the American Squadron now in Europe, etc., to the WORSHIPFUL THE PROVOST OF LEITH, or in his absence, to the CHIEF MAGISTRATE who is now actually present and in authority there.

“SIR,—The British marine force that has been stationed here for the protection of your city and commerce being now taken by the American arms under

my command, I have the honour to send you this summons by my officer, Lieutenant-Colonel de Chamillard, who commands the vanguard of my troops. I do not wish to distress the poor inhabitants ; my intention is only to demand your contribution towards the reimbursement which Britain owes to the much injured citizens of the United States of America, for savages would blush at the unmanly violation and rapacity that has marked the tracks of British tyranny in America, from which neither virgin innocence nor hapless age has been a plea of protection or pity. Leith and its port now lie at our mercy ; and did not our humanity stay the hand of just retaliation, I should, without advertisement, lay it in ashes. Before I proceed to that stern duty as an officer, my duty as a man induces me to propose to you, by the means of a reasonable ransom, to prevent such a scene of horror and distress. For this reason I have authorised Lieutenant-Colonel de Chamillard to conclude and agree with you on the terms of the ransom, allowing you exactly half an hour's reflection before you finally accept or reject the terms which he shall propose (£200,000). If you accept the terms offered within the time limited you may rest assured that no further debarkation of troops will be made, but the re-embarkation of the vanguard will immediately follow, and that the property of the citizens will remain unmolested.—I have the honour to be, with sentiments of due respect, Sir, your very obedient and very humble servant, PAUL JONES.—On board the American ship of war the 'Bon Homme Richard,' at anchor in the Road of Leith, September the 17th, 1779."

Appended to the foregoing there is the following note in the handwriting of the redoubtable Commodore :—

"N.B.—The sudden and violent storm which arose in the moment when the squadron was abreast of Keith Island (Inchkeith), which forms the entrance of the Road of Leith, rendered impracticable the execution of the foregoing project."

Jones obtained his accurate information regarding the inadequate defences of Leith from a Kirkcaldy skipper named Andrew Robertson, whose vessel the 'Friendship' had been captured by him.¹

The three ships with which Jones ultimately reached the Scottish east coast had been so long in beating up the firth, that a general alarm was excited, although great uncertainty prevailed as to whether they formed part of a French fleet, or were actually the ships of the dreaded "pirate," who was known to be on the coast. Although an

¹ In the *Scots Magazine*, vol. xli., November 1779, there is given a copy of the ransom certificate or passport given by Paul Jones to the above-mentioned Andrew Robertson (see extract from *Scots Magazine* at end of this notice).

express reached Edinburgh on the 15th, announcing that the strange vessels had made several captures, no defensive preparations whatever appear to have been made, and the authorities seem to have cherished an unbounded confidence in Providence. On the 16th the hostile ships were distinctly seen from Edinburgh; and though the alarm increased, the stupor still continued. On the morning of Sunday the 17th great crowds were assembled on the Fife coast, and on the pier and shore of Leith, to witness, in utter helplessness, the proceedings of the dreaded enemy. At one time the Commodore's ship was within a mile of Kirkcaldy, and great was the alarm in the "lang toon" lest it should attract the attention of the enemy. The then clergyman, the well-known Mr Shirra, in place of proceeding to the church, where he would have had a meagre attendance, repaired to the sandy beach, and was soon surrounded by a numerous congregation. Here he prayed most fervently and earnestly, with that homely and familiar eloquence for which he was remarkable, that the enterprise of the piratical Paul Jones might be defeated, which no doubt received a hearty "Amen" from all assembled. Scarcely was the prayer concluded, the hostile ships being then abreast of Inchkeith, between that island and the Fife coast, when the violent gale, so bitterly lamented by Paul Jones, suddenly arose and drove them out to sea.

One consequence of the visit of Paul Jones was the erection of Leith Fort, begun that same year. It was at this time also that the Defensive Band or Regiment of Volunteers was raised in Edinburgh. It was called in Edinburgh the Defensive Band of Volunteers, and paraded in public for the first time on 22nd September 1781. Several hundreds of professional men, bankers, and merchants of the city joined its ranks. It was under command of the Lord Provost as Honorary Colonel and Andrew Crosbie as Lieutenant-Colonel, and had a special uniform, consisting of cocked hat, light blue coat, faced and trimmed with orange, with white breeches and black leggings. From among the members of this regiment the Masonic Lodge of Edinburgh, Defensive Band, No. 151,

was formed in 1782.¹ The Martello Tower at Leith was not built till about 1809.

After this reverse to his plans, Jones sailed southwards along the east coast of England in hopes of meeting the homeward-bound Baltic fleet, which was due about this time. The squadron eventually fell in with the fleet off Flamborough Head; the ships, forty in number, were under the convoy of His Majesty's ships 'Serapis' and 'Countess of Scarborough.' A desperate engagement ensued, in which Jones showed the most consummate skill, dauntless intrepidity, and perfect presence of mind.

Captain Pearson of the 'Serapis,' which was one of the newest British men-of-war, carrying 44 guns, on sighting the enemy said, "It's probably Paul Jones. If so, there is work ahead." The battle commenced with a broadside from the 'Richard,' and was immediately answered with one from the 'Serapis.' John Kilby, quarter gunner of the United States ship 'Bon Homme Richard,' states that, both ships being within fifty yards of each other, no man could tell which fired first, but so it was that each ship fired a broadside. Another narrative written by a sailor gives an account of the beginning of the battle, and then adds—

"The action raged with horrible violence, and the blood ran out of the scuppers. Our rigging was cut to atoms, and finally both ships took fire, so that both friend and foe were obliged to rest from fighting that they might extinguish the flames. The 'Richard,' being old, was soon shot through and through and began to sink. In this awful condition Jones' voice was heard above the din of battle, ordering to grapple with the enemy. We accordingly made our ship fast to the 'Serapis.' It was easily done, as the two ships were so near each other that when I drew out the rammer of the gun the end of it touched the side of the 'Serapis.' Thus fastened together, we fought without resting, until nearly all our guns were burst or dismantled, the ship nearly full of water, and Lieutenant Grubb shot dead by Jones' own pistol for hauling down the colours without orders, and which happened at my elbow, our decks covered with dead and dying and our ship cut up into splinters. While in this awful and desperate situation my friend Roberts, seeing how near spent we were, climbed on to the main yard of our vessel, which projected directly over the decks of the 'Serapis,' with a bundle of hand grenades. These he contrived to throw down upon the deck of the 'Serapis,' and succeeded in blowing up two or three of their powder chests, the explosion of which killed and

¹ Historical Sketch of the Lodge of Edinburgh, Defensive Band, No. 151. By A. A. Murray, 1903.

wounded a great many men. The captain of the 'Serapis,' perceiving his activity, ordered some shots to be fired at Roberts. One of them struck the rope by which he supported himself and caused him to fall on the gunwale of the enemy's ship, which observing, I caught hold of him and pulled him aboard. He immediately got on the same yardarm with a fresh supply of hand grenades, and made such dreadful havoc on the enemy's deck that in a few minutes they surrendered. For this great bravery Paul Jones publicly thanked him the next afternoon on the quarterdeck of the 'Serapis.'

The foregoing narrative by no means tallies with the very excellent account given in Mr A. C. Buell's *Paul Jones*. In the first place, there is no lieutenant of the name of Grubb mentioned in the roster of the crew of the 'Bon Homme Richard.' The name Beaumont Grubb, midshipman and warrant officer, appears, but he is not included in the list of killed and wounded; secondly, the name of the hero of the hand grenade incident is given by Mr Buell as "Fanning," the name "Roberts" not even being included in the ship's company.

This desperate engagement not only made Jones more famous, it marked an epoch in naval warfare, being the first and only instance in history of the surrender of a British man-of-war to a ship of not more than two-thirds her force; while the fact that the ship which surrendered destroyed the ship which conquered her is probably unique.

Jones took command of the 'Serapis,' and sailed her under jury rig into the Texel. One little incident is of interest as another indication of his character. Having to use the cabin of Captain Pearson on board the 'Serapis,' he requested Captain Pearson to make a list of his private property in the cabin, as distinguished from official or public property, so that when he was released or paroled it might be returned to him. Captain Pearson made out a list, and when handing it to Commodore Jones he said that he omitted to mention one leather case and one box, containing respectively a jewelled sword and a case of gold-mounted pistols, that had been presented to him by the corporation of the city of Bristol. "As they are weapons, sir," he said, "you have a right to regard them as forfeit to the fortunes of war, and I therefore omitted them from the list of my private property." "Add them to your list, sir," replied Commodore Jones. "I have no concern with any side arms

except those you wore in action as the insignia of your rank. Those you have handed me in due form, and I will retain them officially. But the other weapons you mention represent to you a recognition of your merit as an officer and gentleman by your fellow-countrymen, and could, therefore, be of no value to any other officer and gentleman."

Jones received the honour of knighthood from the King of France, a sword of honour, and the order of Military Merit. From Russia he received the order of St Anne. From America, Congress resolved unanimously, 16th October 1787, "That a medal of gold be struck and



Fig. 7. Medal struck in honour of Paul Jones.

presented to the Chevalier Paul Jones in commemoration of the valour and brilliant services of that officer in command of a squadron of American and French ships under the flag and commission of the United States, off the coasts of Great Britain, in the late war; and that the Honourable Thomas Jefferson, Minister of the United States at the Court of Versailles, have the same executed, with the devices." The medal (fig. 7) was struck in 1779.

I have also been favoured with a sight of the diploma granted to John Paul Jones by the Society of the Cincinnati, which is now in the possession of Colonel N. Arnott, Camberley, Surrey. It is signed by

George Washington, and bears date 31st October 1785. The Society was instituted by the officers of the American army, on its dissolution, after the peace.

A traditional incident in this encounter with the Baltic fleet off



Fig. 8. China Plate with representation of an Engagement with Paul Jones.

Flamborough Head is commemorated on a china plate in the Museum (fig. 8), representing one of the Baltic ships, the 'Crow Isle,' engaging a ship of Paul Jones's squadron. The plate was presented to the Museum by Samuel Talbot Hassell, Kingston-on-Hull, in 1871, and is described by him as part of a dinner service made for his grandfather, Francis Hall, Esq., at the newly erected pottery in Kingston, to commemorate the

beating-off of Paul Jones by the Baltic trader the 'Crow Isle' (owned by Mr Hall) off the Yorkshire coast in 1779. The singular name the 'Crow Isle' was given to Mr Hall's ship from the name of the place in the Baltic to which she traded for deals. The design on the plate represents a ship and sloop in action, and beneath are the words, "Success to the Crow Isle." There is another plate of the same dinner service in the Hull museum, and these two are probably the only ones now extant.

In April 1788 Jones took service in the Russian navy under Catherine II., and was given command of part of the Black Sea fleet, being subsequently promoted to be Vice-Admiral of the Baltic fleet, but a short experience sufficed to give him a distaste for the service, and, the severity of the climate seriously affecting his health, he retired to Paris, there to begin the last chapter of his remarkable career, the doctors there confirming what the Russian doctors had said, that his lungs were permanently affected, and that he must not risk another winter in Russia. During these last months of his life in Paris his hospitality was proverbial, his most frequent guests being revolutionists. In the spring of 1791 he visited England, and was entertained by Horace Walpole Earl of Orford, Lord Lansdowne, Charles James Fox. Lord Barham invited him to visit the dockyard at Portsmouth, which invitation he eagerly accepted, always desirous to increase his professional knowledge. This visit to England seems to have been a very pleasant one to Jones, as recorded in his journal. In March he went to Holland to hold a conference with the Russian ambassador, and in July 1791 he sent in his resignation to the Empress Catherine.

A week before his death (11th July 1792) he attended the session of the Assembly. He was asked by the members to answer some questions concerning the needs of the navy, and his own ideas as to how these needs might best be met, but he begged to be excused, as he feared the effort to make himself heard. After this meeting ended, and at a very late hour, the Admiral went to sup at the favourite rendezvous of the Central Jacobin Club, and there made a most excellent speech, which excited their admiration no less than their wonder.

On the afternoon of Wednesday, 18th July 1792, he dictated his will, and shortly after was found in his bedroom dead.

His body was put into a leaden coffin on the 20th, that in case the United States, which he had so essentially served, and with so much honour, should claim his remains, they might be more easily removed; and now, after one hundred and thirteen years, the remains have been found in the subterranean vaults of the old cemetery of St Louis, unearthed on 31st March 1905.

In the *Century Magazine* for October 1905 General Horace Porter has described the circumstances connected with the recovery of the body of the Admiral, as he was styled in France.

The investigation was surrounded with difficulties at every step, which were surmounted only by extraordinary patience and perseverance. All the available sources of information were successively examined, the evidence showing that the burial took place in the cemetery of St Louis, which had been opened for the interment of foreign Protestants about 1762, and officially closed in January 1793, six months after Paul Jones's decease. This cemetery, however, had become private property, and had been completely built over in the course of the intervening century. The proprietors had to be propitiated before any operations were practicable, and finally it was arranged that the whole cemetery should be explored by a series of shafts and galleries.

In the course of these operations, which lasted over three months, there had been excavated 80 feet of shafting and 800 feet of galleries. It had been ascertained from authentic documents that Paul Jones had been buried in a leaden coffin, and that the body had been prepared for transportation to the United States. Five leaden coffins were discovered in different parts of the cemetery, but there was no great difficulty in determining that only one of these could possibly be the right one. The process of identification of the body was conducted with all the official formality and scientific certainty that was possible, and left no manner of doubt on the minds of those engaged in it. A squadron of four ships of the American navy was sent over, and on

6th July 1905 the remains were conveyed in state through Paris, to be embarked and finally deposited in the crypt of the chapel of the new Naval Academy at Annapolis, where they now rest.

In conclusion, I must express my thanks to Mr Augustus Biesel of the American Embassy at Paris, Mr Mayer of Paris, Mr Cadwallader of New York, Thomas Hunter, Esq., W.S., Town Clerk of Edinburgh, Mr Stalker, Trinity House, Leith, Mr James Cav, National Portrait Gallery of Scotland, and Colonel N. Arnott, Camberley, Surrey, for the aid these gentlemen have given me in obtaining access to prints, documents, etc.

A P P E N D I X.

The correspondence between Paul Jones and the Earl and Countess of Selkirk, with reference to the return of the silver plate taken from the Earl's residence at St Mary's Isle, shows both the personal attainments and the moral character of the man in a more favourable light than almost any other incident in his career. The letters are therefore given in full.

The following excerpts from the Minutes of Trinity House, Leith, and from the Minute Book of the Town Council of Edinburgh, and extracts from *The Edinburgh Evening Courant*, *The Caledonian Mercury*, and *Scots Magazine*, show how much Jones did to annoy our coasts, and give us an idea of the preparations made for the defence and protection of property.

I.—CORRESPONDENCE WITH THE EARL AND COUNTESS OF SELKIRK.

PAUL JONES to the COUNTESS OF SELKIRK.

'Ranger,' Brest, 8th May 1778.

“MADAM,—It cannot be too much lamented that in the profession of arms the officer of fine feelings and real sensibility should be under the necessity of winking at any action of persons under his command which his heart cannot

approve ; but the reflection is doubly severe when he finds himself obliged, in appearance, to countenance such acts by his authority.

“This hard case was mine when, on the 23rd of April last, I landed on St Mary’s Isle. Knowing Lord Selkirk’s interest with the King, and esteeming, as I do, his private character, I wished to make him the happy instrument of alleviating the horrors of hopeless captivity when the brave are overpowered and made prisoners of war.

“It is perhaps fortunate for you, Madam, that he was from home, for it was my intention to have taken him on board the ‘Ranger’ and to have detained him until, through his means, a general and fair exchange of prisoners, as well in Europe as in America, had been effected. When I was informed by some men whom I met at landing that his Lordship was absent, I walked back to my boat, determined to leave the island. By the way, however, some officers who were with me could not forbear expressing their discontent, observing that in America no delicacy was shown by the English, who took away all sorts of movable property, setting fire not only to towns and to the houses of the rich without distinction, but not even sparing the wretched hamlets and milch-cows of the poor and helpless at the approach of an inclement winter. That party had been with me the same morning at Whitehaven ; some complaisance, therefore, was their due. I had but a moment to think how I might gratify them, and at the same time do your Ladyship the least injury. I charged the officers to permit none of the seamen to enter the house or to hurt anything about it ; to treat you, Madam, with the utmost respect ; to accept of the plate which was offered, and to come away without making a search or demanding anything else.

“I am induced to believe that I was punctually obeyed, since I am informed that the plate which they brought away is far short of the quantity expressed in the inventory which accompanied it. I have gratified my men ; and when the plate is sold, I shall become the purchaser, and will gratify my own feelings by restoring it to you by such conveyance as you shall please to direct. Had the Earl been on board the ‘Ranger’ the following evening he would have seen the awful pomp and dreadful carnage of a sea engagement ; both affording ample subject for the pencil as well as melancholy reflection for the contemplative mind. Humanity starts back from such scenes of horror, and cannot sufficiently execrate the vile promoters of this detestable war—

‘For they, ’twas they; unsheathed the ruthless blade,
And Heaven shall ask the havoc it has made.’

“The British ship of war ‘Drake,’ mounting twenty guns, with more than her full complement of officers and men, was our opponent. The ships met, and the advantage was disputed with great fortitude on each side for an hour and four minutes, when the gallant commander of the ‘Drake’ fell, and victory declared in favour of the ‘Ranger.’ The amiable lieutenant lay mortally wounded, besides near forty of the inferior officers and crew killed and wounded,—a melancholy demonstration of the uncertainty of human prospects, and of the sad reverse of fortune which an hour can produce. I buried them in a spacious grave, with the honours due to the memory of the brave.

“Though I have drawn my sword in the present generous struggle for the

rights of men, yet I am not in arms as an American, nor am I in pursuit of riches. My fortune is liberal enough, having no wife nor family, and having lived long enough to know that riches cannot ensure happiness. I profess myself a citizen of the world, totally unfettered by the little, mean distinctions of climate or of country, which diminish the benevolence of the heart and set bounds to philanthropy. Before this war began, I had at the early time of life withdrawn from the sea service in favour of 'calm contemplation and poetic ease.' I have sacrificed not only my favourite scheme of life, but the softer affections of the heart and my prospects of domestic happiness, and I am ready to sacrifice my life also with cheerfulness if that forfeiture could restore peace and goodwill among mankind.

"As the feelings of your gentler bosom cannot but be congenial with mine, let me entreat you, Madam, to use your persuasive art with your husband to endeavour to stop this cruel and destructive war, in which Britain can never succeed. Heaven can never countenance the barbarous and unmanly practice of the Britons in America, which savages would blush at, and which, if not discontinued, will soon be retaliated on Britain by a justly enraged people. Should you fail in this (for I am persuaded you will attempt it, and who can resist the power of such an advocate?), your endeavours to effect a general exchange of prisoners will be an act of humanity which will afford you golden feelings on a deathbed. I hope this cruel contest will soon be closed; but should it continue, I wage no war with the fair. I acknowledge their force, and bend before it with submission. Let not, therefore, the amiable Countess of Selkirk regard me as an enemy; I am ambitious of her esteem and friendship, and would do anything, consistent with my duty, to merit it.

"The honour of a line from your hand in answer to this will lay me under a singular obligation; and if I can render you any acceptable service in France or elsewhere, I hope you see into my character so far as to command me without the least grain of reserve.

"I wish to know exactly the behaviour of my people, as I am determined to punish them if they have exceeded their liberty.—I have the honour to be, with much esteem and with profound respect, Madam, etc.

"JOHN PAUL JONES.

"To the Countess of Selkirk."

PAUL JONES to the EARL OF SELKIRK.

"Paris, February 12th, 1784.

"MY LORD,—I have just received a letter from Mr Nesbitt, dated at L'Orient the 4th instant, mentioning a letter to him from your son, Lord Daer, on the subject of the plate that was taken from your house by some of my people when I commanded the 'Ranger,' and has been for a long time past in Mr Nesbitt's care. A short time before I left France to return to America, Mr W. Alexander wrote me from Paris to L'Orient, that he had, at my request, seen and conversed with your Lordship in England respecting the plate. He said you had agreed that I should restore it, and that it might be forwarded to the care of your sister-in-law, the Countess of Morton, in London. In consequence, I now send orders to Mr Nesbitt to forward the plate immediately to her care.

“When I received Mr Alexander’s letter there was no cartel or other vessel at L’Orient that I could trust with a charge of so delicate a nature as your plate, and I had great reason to expect I should return to France within six months after I embarked for America ; but circumstances in America prevented my returning to Europe during the war, though I had constant expectation of it.

“The long delay that has happened to the restoration of your plate has given me much concern, and I now feel a proportionate pleasure in fulfilling what was my first intention. My motive for landing on your estate in Scotland was to take you as an hostage for the lives and liberty of the citizens of America who had been taken in war on the ocean, and committed to British prisons, under an Act of Parliament, as traitors, pirates, and felons. You observed to Mr Alexander that my idea was a mistaken one, because you were not (as I had supposed) in favour with the British ministry, who knew that you favoured the cause of liberty. On that account I am glad that you were absent from your estate when I landed there, as I bore no personal enmity, but the contrary, towards you. I afterwards had the happiness to redeem my fellow-citizens from Britain by means far more glorious than through the means of any single hostage.

“As I have endeavoured to serve the cause of liberty through every stage of the American revolution, and sacrificed to it my private ease, a part of my fortune, and some of my blood, I could have no selfish motive in permitting my people to demand and carry off your plate. My sole inducement was to turn their attention and stop their rage from breaking out and retaliating on your house and effects the too wanton burnings and desolation that had been committed against their relations and fellow-citizens in America by the British, of which, I assure you, you would have felt the severe consequences had I not fallen on an expedient to prevent it, and hurried my people away before they had time for further reflection.

“As you were so obliging to say to Mr Alexander that my people behaved with great decency at your house, I ask the favour of you to announce that circumstance to the public.

“I am, my Lord, wishing you always perfect freedom and happiness, etc.,
 “PAUL JONES.”

The EARL OF SELKIRK to PAUL JONES.

“London, 4th August 1785.

“SIR,—I received the letter you wrote me at the time you sent off my plate in order for restoring it. Had I known where to direct a letter to you at the time it arrived in Scotland, I would have then wrote you ; but not knowing it, nor finding that any of my acquaintance at Edinburgh knew it, I was obliged to delay writing till I came here, when, by means of a gentleman connected with America, I was told Mr Le Grand was your banker at Paris, and would take proper care of a letter for you ; therefore I enclose this to him. Notwithstanding all the precautions you took for the easy and uninterrupted conveyance of the plate, yet it met with considerable delays, first at Calais, next at Dover, then at London. However, it at last arrived at Dumfries, and I dare say quite safe, though as yet I have not seen it, being then at Edinburgh. I

intended to have put an article in the newspapers about your having returned it ; but before I was informed of its being arrived, some of your friends, I suppose, had put it in the Dumfries newspaper, whence it was immediately copied into the Edinburgh papers, and thence into the London ones.

“Since that time I have mentioned it to many people of fashion ; and on all occasions, Sir, both now and formerly, I have done you the justice to tell that you made an offer of returning the plate very soon after your return to Brest ; and although you yourself were not at my house, but remained at the shore with your boat, that yet you had your officers and men in such extraordinary good discipline, that you having given them the strictest orders to behave well, to do no injury of any kind, to make no search, but only to bring off what plate was given to them ; that in reality they did exactly as ordered, and that not one man offered to stir from his post on the outside of the house, nor entered the doors, nor said an uncivil word ; that the two officers stood not a quarter of an hour in the parlour and butler’s pantry while the butler got the plate together ; behaved politely, and asked for nothing but the plate, and instantly marched their men off in regular order ; and that both officers and men behaved in all respects so well that it would have done credit to the best disciplined troops whatever. Some of the English newspapers at that time having put in confused accounts of your expedition to Whitehaven and Scotland, I ordered a proper one of what happened in Scotland to be put in the London newspapers by a gentleman who was then at my house, by which the good conduct and civil behaviour of your officers and men were done justice to, and attributed to your orders and the good discipline you maintained over your people.—I am, Sir, your most humble servant,
SELKIRK.”

II.—FROM THE MINUTES OF THE TRINITY HOUSE, LEITH.

16th September 1779.—“The meeting having apprehensions of some ships turning up to be French, has agreed to call for one hundred muskets from the Castle of Edinburgh, and to divide themselves into companies of ten men each to withstand the enemy if any attempt might be made against Leith or the suburbs.”

17th September 1779.—“A squadron of French or American ships having yesterday appeared in the firth, and been about as far up as Inchkeith, certainly with a view to cannonade the Town and burn the shipping : The meeting resolved that eleven of the members as standing first in the Sederunt should rendezvous at the Flaghouse at half-past nine o’clock this night, and to keep watch and patrole betwixt that and the Magazine in the Links all the dark of the night, and the next eleven members in the Sederunt the next night at the same place and hour, and so on in rotation till the danger is over.”

III.—FROM THE MINUTES OF THE EDINBURGH TOWN COUNCIL.

27th October 1779.—“The City Chamberlain to pay John Fortune the sum of five pounds steg. incurred by the Magistrates the 17th day of September last,

when there was a rumour of an invasion at Leith by a squadron of ships that appeared in the Firth.

"The Council recommend to the Lord Provost to write to His Majesty's servants, representing the defenceless state of this country, and to request proper security both by sea and land."

Letters from Philip Stephens, Esq., Secretary of the Board of Admiralty, and Lord Stormont.

"SIR,—Having communicated to my Lords Commissioners of the Admiralty your letter of the 23rd, requesting, in behalf of the Royal Boroughs of Scotland, that the 'Princess of Wales,' the 'Leith,' and 'Three Sisters,' armed ships, which were taken into Government service for the purpose of protecting the Scots trade betwixt the Nore and Leith Road, and from thence to Buchanness, or at least the bay of Aberdeen, may be fixed solely for that purpose, and that their commanders (as done in the last two wars) may be directed to advise with the Lord Provost of Edinburgh as to the time of their sailing and returning. In return, I am directed by their Lordships to acquaint you, for the information of the Royal Boroughs, that directions will be given agreeably to their request.—I am, etc.

PHILIP STEPHENS.

"Admiralty Office, 1st December 1779."

"My LORD,—The Earl of Sandwich having laid before my Lords Commissioners of the Admiralty your Lordship's letter of the 29th October last, representing that the Magistrates, Town Council, and Inhabitants of Edinburgh earnestly wish to have a ship of fifty guns, a frigate, and two sloops stationed in the Road of Leith during the continuance of the war, and that their Commanders may be instructed to pay particular attention to such authentic intelligence as may occasionally be communicated to them by the Magistrates of Edinburgh: that the merchants are fully sensible of the effectual protection hitherto given to their convoys, but that it is the general opinion the above mentioned force on that station is no more than a sufficient defence against the depredations of such a squadron as lately appeared there; that the number of seamen sent from thence to the Royal Navy is a proof that the trade is not inconsiderable, and the great Levies made there for the army manifest the Zeal and Ardour which constantly animates the loyal citizens of that metropolis of one of the United Kingdoms, and that for those considerations they hope their request may be complied with; I am commanded to acquaint you that they have the greatest sense of the importance of the trade of the City of Edinburgh, and of the Zeal and Ardour which has been shown by the Magistrates and Citizens in the Levies they have made both for the Navy and Army, and that their Lordships cannot engage to station precisely the force they have requested: they may rely upon their Lordships giving them the utmost protection in their power, consistent with the other various services which have equally a claim to their attention.—I have the honour to be, etc.

PHILIP STEPHENS.

"Admiralty Office, 16th February 1780."

“MY LORD,—In my letter of the 8th November last I acquainted your Lordship that your application for further military protection for the City of Edinburgh would be examined with that care and attention which the subject deserved. I have now the satisfaction to acquaint you that His Majesty has been pleased to order the whole of the 25th Regiment of Infantry to be added to the forces allotted last year for the Protection and Defence of Scotland. There were great obstacles to this measure arising from the various exigencies of an extensive Foreign War; but the importance of the object, and the desire of guarding a place of such consequence as the City of Edinburgh against every insult or alarm, determined His Majesty to give this further proof of his constant solicitude for it's security and welfare.—I am, etc. STORMONT.”

Act anent erecting a Battery as part of a Redoubt at Leith.

21st June 1780.—“Bailie Thompson, from the Lord Provost's Committee, represented that yesterday Captain Fraser, chief Engineer for Scotland, laid before the Committee a plan and estimate of a Battery proposed as part of a redoubt for one hundred men, eight twenty-four pounders; with a Guardhouse for a sergeant and twelve men, a Storehouse, Powder Magazine, Shade for some pieces of field artillery, ready to be drawn out for the defence of the coast in case of need, and other accomodation, the expense of which, with purchasing the ground necessary, would amount to a sum betwixt eight hundred and nine hundred pounds sterling.

“The place proposed for this Battery is upon Mr Robertson's ground of Hillhousefield, betwixt the Citadel of North Leith and Newhaven, and by the measurement will take one acre two roods and thirty-two falls. This Battery will effectually command the range of one mile to one and a half of the Road for shipping and the entry to the harbour, and it is further proposed that a parapet for one or two guns, with a wooden platform to be erected at the end of the South Pier, which will secure the entrance to the harbour from boats attempting to enter it by surprise to burn the shipping, and also prevent them landing on the flat sands to the eastward of the pier; all which is included in the above estimate. Captain Fraser further informed the Committee that the artillery and stores to be furnished by the Board of Ordnance will amount in value to above three thousand pounds sterling; and will be sent down as soon as the assurance is given of the battery being completed, but on no other terms. The utility of this work must be apparent, arising from the safety of the trade and Port of Leith, as well as the discouragement it will give to any attempts on this part of the coast, and must quiet the anxiety which the late alarms have given to this City and Town of Leith, as well as the neighbourhood, and the Committee submitted to the Council how the money necessary for this work was to be raised. Which being considered by the Magistrates and Council, they did thereby unanimously approve of Captain Fraser's plan and estimate; and in order to encourage so great and useful an object to this part of the Country, resolve and agree to purchase the ground at the expense of the community, provided a subscription now to be set on foot among the inhabitants of this City, Leith, and adjacent neighbourhood, can be procured sufficient to defray the remaining expense according to Captain Fraser's estimate; and recommend to the Provost's Committee to communicate the design in a proper

manner to the Judges of the Supreme Courts and also to the Public Bodies in this City Liberties, as well as to Individuals, and with power to the Committee to treat with and purchase from Mr Robertson the ground, to open subscription, and to do otherways as they shall see cause for expediting this work.

“WM. THOMPSON, *Preses.*”

Petition of the Porters and Sawers of Leith.

“Unto the Honble The Lord Provost, Magistrates, and Council of the City of Edinburgh, the Petition of the seven Companies of Porters and Company of Sawers in Leith, Humbly Shewith—

“That upon the late alarm of Paul Jones, your Lordship, the Magistrates, and Dean of Guild came down to Lawson’s and there gave an written order to your Clerk of Leith and deputy shore-master there to summon out the whole Porters in Leith and other workmen to erect a Battery on the Sands of Leith, for which we were to be paid by your Lordship and Council. That this order was immediately put in execution, and every porter in Leith was summoned by the Town Officers of Leith to attend upon the spot, under the pains of being deprived of their badge and rendered incapable of working on the shore, and no less than one hundred and sixteen of your petitioners left our other work and wrought at this Battery till the same was finished. May it therefore please your Lordship and Council to allow your petitioners what you please for our days labour and order payment thereof.

ROBERT NOBLE, *Boxmaster.*

“Small Beer, 6/
Lawson’s Bill, 13/4d.”

3rd November 1780.—“The Shore dues Committee having considered this petition, find that the facts therein set forth are true, and therefore are of opinion that the City Chamberlain should be authorised to pay the Boxmaster of the Porters, five pounds sixteen shillings sterling in full of their claim, and also pay Mr Patison, Clerk of Leith, nineteen shillings and four-pence laid out on bread and drink.

THO. CLEGHORN, *B(aillie).*”

IV.—FROM THE “EDINBURGH EVENING COURANT.”

April 25th, 1778.—“Yesterday morning an express arrived to the Lord Provost of Edinburgh, with the alarming intelligence that an American Privateer had appeared off the coast of Kirkcudbright, and that the crew had landed and proceeded to Lord Selkirk’s house, which they pillaged.

“The following is a letter from one of the Magistrates of Kirkcudbright to the Provost of Dumfries, which was brought by the above express. ‘This morning about ten o’clock a privateer, thought to be about twenty guns, appeared in the Bay, and have plundered the seat of the Earl of Selkirk, within a mile of Kirkcudbright, of all the silver plate, etc. We expect a visit from them on the return of the tide, as they still hover in our Bay. We are not in a state of defence, nor do we believe anything effective can be done, unless some of the King’s ships had notice of them. If you had any troops,

we should be much the better of them, but I suppose all our injury will be over before you can assist us.”

Dumfries, April 23rd.—“A gentleman who left Whitehaven this morning informs that a Privateer of about 260 tons burden landed two boats’ crews of twenty men at Whitehaven about half-past one this morning, and called at Nicol Alison’s, the first public house, standing alone on the quay, struck a light, and guarded the house, that there should be no information; went to the battery and spiked the guns; then proceeded with combustibles they brought in the boats to the ships in all parts of the harbour, in number at present about one hundred. One man of the crew happily deserted, and gave the earliest information to the town, who upon oath declares, that there are other two armed ships in the channel, and the commission of the Captains is to do all the damage possible both by sea and land; that the Captain of the said vessel is John — late in Scotland; that they come from France (Nantz, if I remember right), and consist of American, French, Irish and British; that to his knowledge they had sunk three vessels in the channel a few days past and sent one to France; that the crew of the said vessel consists of one hundred and fifty men. The said crew that landed had carried away four lads that were guarding their ships.

“The town was not fully armed until five in the morning. About that time the two boats left the harbour and made for their ships. Three guns were prepared to bear upon her by six o’clock, but she was by that time about two miles off and they could do her no injury; when the guns were fired she changed her course and steered towards the Scots shore; about half past ten she was out of sight, steering, as is apprehended, for the Kirkcudbright shore. Expresses were at once sent to London, Liverpool, etc. A cutter was dispatched towards Ireland to give information to the frigate lying in Belfast Loch and other ports in the Channel. During their first stay at Whitehaven they set fire to eight ships, but two of them only suffered materially, and the loss is computed about £600.

“The above Privateer also sunk a vessel from Stranraer to Clyde with meal, and carried off her crew.”

April 27th, 1778.—“The deserter, who gives his name as David Freeman, during his examination by the Magistrates and principal gentlemen of Whitehaven, gave the following information:—The ‘Ranger’ mounts 18 six-pounders and 6 Swivels and has upwards of 140 men; she left Brest three weeks ago, and has since that time taken or destroyed the following vessels: a ship from London with gentlemen’s baggage (sent to Brest); a Brig laden with flaxseed (sunk); a schooner laden with Barley and Oats (sunk); a sloop from Dublin to London in Balast (sunk) all.

“The crew of the above Privateer has 40/ per month, and to be allowed a share of all prizes, such armed vessels as may be taken to be sold and the full value to be divided among the crew. The following are the names of the officers of the ‘Ranger’: John Paul Jones, Captain; Thomas Simpson, 1st Lieut.; Elijah Hall, 2nd Lieut.; David Cullen, Sailing Master; Samuel Wallingford, Lieut. of Marines.

“The Captain of the ‘Ranger’ is said to be a very passionate man, and the crew

very much dissatisfied with his conduct ; he is a native of Scotland, and served his apprenticeship on board the 'Friendship,' formerly belonging to this port ; is known to several people here, and went by the name of 'Jack Paul' ; was some time ago master of a vessel, the 'John,' belonging to Kirkcudbright ; stood a trial in London for the murder of his carpenter, and was found guilty, but made his escape."

Valentia, County of Kerry, August 23rd, 1779.—"I take the opportunity of informing you by express of the critical condition of our coast, as per affidavit made by seven seamen who deserted from Commodore Paul Jones' ship, who say they sailed the 1st inst. from Port L'Orient in numbers six sail." (Here follows a list of the vessels, etc.) "Jones' ship has 600 men on board. They had 2000 sea and land forces on board, with combustibles prepared for setting fire to ships or towns, but could not tell their destination : from their report we suppose it is Dingle, Limerick, or Galway. They were becalmed off the Skellings, and their boat was put out in order to keep the ship's head off the shore, which opportunity they took of making their escape, as the ships could not bring their guns to bear on the boat. Fourteen men more have since landed in search of the above ; and as the country was not prepared to receive them, they made their escape. They have given us the names of several prizes taken by them, which ships I know ; and I would give it as my opinion that a 50 gun frigate would give a good account of them. The English sailors on board were prisoners taken out of a French prison. You may depend upon the truth of this ; and am, Sir, yours, etc. PETER BURREL.

"To Mr John Connel, Corke."

September 13th, 1779.—"Captain Strong, of the Shetland Packet, arrived at Leith this day, reports that this day se'enight, on his passage from Shetland, he saw 2 two-deckers with a brig or snow, which from their appearance he took to be French, having in tow two sloops, which he supposed to be their prizes."

Dunbar, September 15th.—"We are all much alarmed at the appearance of a large frigate, French built, supposed to mount 40 or 50 guns.

"The people in the town have seen just now, by the help of their glasses, a vessel taken by the French frigate, supposed to be the Carron smack. After she had taken the smack, she steered to the Southward."

September 18th, 1779.—"The report of several French ships of war being in the mouth of the Frith, which we announced in our last, is too well founded. After spreading a general alarm along the coast, they proceeded up the Frith, and yesterday morning early were observed nearly opposite to Leith, above the island of Inchkeith, on the north side, about four miles from Leith.

"A swift sailing cutter was sent out to reconnoitre : the cutter fell in with them, and found herself within pistol shot of a 50 gun ship. She immediately tacked and fell in with a prize they had taken in the mouth of the Frith, which she retook, but was obliged to abandon her, for a French 24 gun frigate immediately made up to her. A boy very spiritedly jumped from the prize on board the cutter, which immediately brought him to Leith. The boy was

examined by the Lord Provost, Captain Napier, etc. He says they put four soldiers, four men, and two officers on board the prize, all of whom spoke English; that the squadron consists of a 50 gun ship, a 24 gun frigate, and a brig of 10 guns. The crew said they had determined to come up to Leith Road, but they sail ill, and yesterday the wind blew violently from the south-west, which drove them down the Frith a good way below the Island of Inchkeith, and at night they were out of sight.

"The Commander of the 50 gun ship is said to be a Scotsman and to know the Coast. Seven sail originally left Dunkirk; these three parted lately from the rest in the North Sea in a gale of wind.

"This morning we had a good deal of rain, and the weather being hazy no intelligence of them could be procured; but it having cleared up towards noon, Captain Brown of the Custom House Cutter ('Princess Royal') was sent by the Commander in Chief to look after them. He was seen to the North of Inchkeith, where he remains, but has not made a signal. Every prudent precaution has been taken that the time would admit of, by erecting batteries, etc., to give them a proper reception if they attempted to land; and the inhabitants of Leith have behaved with great spirit and readiness to do every thing in their power to defend their town, about 400 being in readiness to take arms. This day several field pieces arrived in town from Perth, escorted by a party of the train of artillery."

Ayr, September 14th.—"A sloop that left Lairn last night came in this morning, and brings accounts of a small vessel from Liverpool to that port with salt being taken by Paul Jones about three days ago, just off the mouth of that Loch, and ransomed for 200 guineas. The people belonging to her say that Jones with his three frigates came in at the channel; the three smaller vessels of his squadron came up the St George's Channel and met the others off Tory. They were seen from the town of Lairn, where the militia turned out; and soon afterwards all went out by the North Channel. The 'Boston' frigate is just now in Loch Ryan, the 'Ulysses' at Liverpool (a new ship built there of 44 guns), and the 'Thetis' at Bristol. These, with the armed cutters on the coast, should be a match for Mr Jones's fleet."

September 20th, 1779.—"We are informed that a gentleman on the coast of Fife, while the above ships were in the Frith, sent a boat on board a tender requesting a small parcel of powder, in order that the appearance of defence might be made. The boat missed the tender, and, as they thought, went on board a ship of war and delivered their message, received their powder under a double receipt, one for the ship and the other for the Admiralty, with a card to the above mentioned gentleman informing him that the ship was the 'Romney' (Captain Johnstone), whose name and compliments were subjoined to the duplicate of the receipt, mentioning that they kept one of the men as a pilot for conducting them up the Frith, etc.

"It is presumed that the squadron of French ships who lately visited our Frith has now left it, as they have not been seen from Leith since Friday evening. Several vessels are also arrived in the harbour, the masters of which say they saw no ships of force. Although the squadron has been on our coasts for eight days, it is yet a matter of doubt whether they are French or

American ; however, as they were certainly enemies' ships, we are in no ways concerned at their departure."

Dunbar, September 20th.—"The Enemy's squadron appeared in the offing last night, and this evening their largest ship is lying to off St Abb's Head. A vessel was carried into Berwick yesterday by some fishermen, coal loaded, with several shot through her, without a living soul on board ; she is supposed to have been taken by the French squadron, and the hands carried off or forced to enter with them."

Sunderland, September 21st.—"The inhabitants of this place are in the greatest confusion owing to the appearance of Paul Jones' Squadron ; numbers are retiring into the country with their valuables ; post-chaises and other carriages are so much engaged that any money is offered for them. The ships continue in sight."

Scarborough, September 20th.—"Yesterday a ship of war and a frigate or sloop and cutter appeared about a mile off the pier, supposed to be French ; they fired at several ships, took two, and obliged two others to run into the harbour, after damaging their rigging and sails ; they then steered their course northwards. A gentleman who passed through Beverly on Wednesday says 'that the drums in the Cumberland Militia were beating to arms, and going to march to Bridlington in consequence of 700 men from Paul Jones' squadron having landed at that place.'"

Monday, 27th September.—"The squadron which lately visited this coast fell in with the Baltic fleet, under convoy of the 'Serapis,' of 44 guns, and the 'Countess of Scarborough,' armed ship, on the Yorkshire coast, on Friday last, when an engagement immediately began. The 'Countess of Scarborough' struck after the second broadside to a frigate of 32 or 34 guns ; and the 'Serapis,' after losing about one hundred men, was obliged to submit to the large ship and the others which attended her. The convoy dispersed, and several ran on shore near Scarborough ; none are said to be taken.

"This account was given by two people who belonged to the 'Grant of Wemyss,' taken in the Frith, and who, after the action, got into a small boat alongside the large ship while the prisoners were exchanging from our ships. A gentleman arrived at Leith brought this news. Notwithstanding the seeming authority of the above relation, we have reason to believe that it is a fiction, raised with a design to serve some malevolent purposes, as we have authority to say that no official accounts of it has reached this place, which would certainly have been the case had the story been founded in truth."

September 29th.—"The report of the enemy off Scarborough, though not credited, is still kept up ; and to strengthen it a letter is said to be received from a gentleman of that place, which says that the writer saw the engagement ; that it continued for four hours ; that Jones' ship was almost a perfect wreck, and must have gone to the bottom or struck to her antagonist, though of inferior force, had not the 'Alliance,' one of her associates, come to her assistance. This letter further says that all the merchant ships escaped during

the action; on the other hand, we are credibly informed that a respectable gentleman of this city is in possession of a letter from on board a ship near Scarborough, of a posterior date to the day on which the battle is said to have happened, which takes no notice of it. This circumstance, therefore, joined to the want of official information, renders the matter still doubtful."

Hull, September 25th.—"The 'Serapis' frigate and the 'Countess of Scarborough,' armed ship, having the fleet from the Baltic under convoy, were attacked between Flamborough Head and Scarborough by Paul Jones' Squadron, when, after a severe engagement, in which the 'Serapis' lost her main-mast, bow-sprit, mizzen-top-mast, and otherwise much shattered, as was also the 'Countess of Scarborough,' they were both taken. The merchant ships separated during the action; part took shelter on the coast near Scarborough and two are arrived at Hull. A valuable ship bound for Quebec was taken on the north of Scotland, also a letter of marque of Liverpool, and several other prizes were taken and sunk off Whitby by Jones' Squadron."

October 2nd, 1779.—"The following ships which sailed from Spithead in quest of Paul Jones arrived in Leith Road, viz.—the 'Prudent,' 64 guns, Captain Burnet; the 'Amphrite,' of 28 guns, Captain Byne; the 'Pegasus,' of 28 guns, Captain Bazely? the 'Medea,' 28 guns, Captain Montagu; the 'Champion,' 24 guns, Captain Hamilton. The 'Earl of Abercorn,' W. Beatson, junior, master, which came down part of the way with the last fleet from London for Leith, but parted with them to go to Sunderland to lode coals for the Baltic, was taken by Paul Jones' Squadron and ransomed for £800. The famous Paul Jones is said to have upwards of £15,000 for his share of captures during his voyage."

October 18th.—"A gentleman in Amsterdam, writing to his friend in Leith, says:—"You may count a very fortunate circumstance for your town and shipping that this gentleman, meaning Paul Jones, was prevented from hurting you when he was in your Frith by a strong easterly wind and the springing of a mast, as," in a conversation I had with him in this city, he assured me that it was his intention to seize the shipping in the harbour, and to set fire to such as he could not carry off. He seems to be well acquainted with the coast, and knew there was no force there to oppose him. One of the men escaped from Paul Jones says that in the engagement with the 'Serapis' Jones, almost exhausted with fatigue, the sweat pouring off him, sat down upon the hen coup; the Lieutenant of Marines went to him and said, "For God's sake, Captain, let us strike." Jones looked at him, paused for some time, then leapt from his seat, and said, "No; I will sink; I'll never strike.""

V.—FROM "THE CALEDONIAN MERCURY."

Port Glasgow, April 27th, 1778.—"Last night Captain Crawford of the 'Cumbræ Wherry' arrived in town from a cruise, confirms all the newspaper intelligence concerning the rebel privateer on the coast; and further adds, that on Friday last the same rebel privateer of 24 nine pounders and 140

stout men, intending some mischief in Belfast Loch, went in, but finding the 'Drake' sloop of war there, stood out again. The 'Drake,' not knowing what she was, sent her boat and gang to press her hands, which the 'Ranger' took and carried along with them, and the 'Drake' followed her, and that evening engaged; and after a very hot engagement for an hour and five minutes, the 'Drake' was obliged to strike; the Captain and First Lieutenant killed, 22 men killed and wounded. She had also one of her top-masts carried away. They were so close on the Galloway coast that Captain Crawford, lying in Loch Gair, heard the firing, made loose and stood out, but before she got in sight the 'Drake' was going away with the privateer. She had taken some fishing boats on the coast of Ireland, whose crews were all put in irons during the engagement, but when it was over they were all put in boats again and sent away, and on their passage to the shore Captain Crawford intercepted them and got all the intelligence."

Whitehaven, April 28th.—"At the request of the Committee, the 'Hussar,' Captain Gurly, sailed from hence on Sunday night for Belfast, to inquire into the taking of His Majesty's sloop, the 'Drake'; after which, and getting what intelligence he can of the 'Ranger' privateer (or any other enemies in the Channel), he is to return and report the same. And at the request of the Committee, Captain Perry and Captain Sharpe are also on board the 'Hussar' in this necessary expedition. A vessel from the Isle of Man (arrived yesterday) brings accounts of the 'Drake' having two companies of soldiers on board; that she was taken by a privateer, supposed to be the 'Ranger.' She made a stout resistance, and in the engagement lost her bolt-sprit and fore-top-mast. Four companies of the militia are now here.

"The guns at the forts are all cleared and put into order; some are also planted on the north wall; and the present measures, it is hoped, will be persevered in till the fortifications are thoroughly completed. A committee of gentlemen is appointed, and a subscription opened for defraying whatever expenses may be incurred in the defence of the town.

"Sunday last a company of gentlemen volunteers were formed for the protection of the town, exclusive of the ten companies of seamen, etc.

"The 'Olive Branch,' Captain Angus, also arrived here yesterday morning, had spoke the 'Heart of Oak' (an English 20 gun ship), off the point of Air. Three other vessels of considerable force are also said to be in the Channel, in pursuit of the enemy. The 'Satisfaction,' armed ship, sailed from Glasgow last Thursday. The 'Thetis' frigate was to sail on Friday. Saturday last, about twelve o'clock at night, a boat full of men attempted to land at Workington. Same time a cutter stood in between the perches; but being hailed by the people on guard, who threatened to fire on them, they sheered off.

"Other alarming intelligence arrived on Sunday morning, brought by the 'Mary Ann,' Captain Robinson, from Belfast. He arrived about nine, and reported on oath that on Saturday afternoon he spoke a boat in the Loch of Belfast belonging to the 'Draper' brig of that place, who informed him that the 'Drake' sloop of war was taken on Friday afternoon and carried away to the northward. Soon after he spoke four fishing boats, who all gave the same disagreeable information, having seen the engagement between her and

three privateers, two rigged as ships, the other a brig. The engagement lasted near two hours.

“Captain Robinson further says that soon after he got clear of the Loch he saw the above ships to the northward of him, their courses hauled up and their top-sails on the cap, but at too great a distance for him to ascertain their force.

“The ‘Hussar’ cruiser, belonging to the Custom house at Whitehaven, fell in with the above privateer off the Point of Air last Sunday; and refusing to bring to, the privateer endeavoured to sink the ‘Hussar,’ but she luckily escaped, with her sails and rigging much wounded.”

Dunbar, 14th September 1779.—“This forenoon a large ship came up from the eastward under a press of sail; when opposite this place, she fired two shots at a ship that was to windward of her, which ship hoisted an English ensign, as did the other one. I and many others suspected her to be an enemy; and the ship she brought to is either a prize she has taken or one of her consorts. If her consort, she has been looking into the Frith to see what force is there, as she was seen coming from the west of the Bass this morning before she was joined by the large ship, and this night we have received an express from Eyemouth, acquainting us that four French ships have taken, this day, two ships within a very few miles of that place, in consequence of which we are under arms, as it may perhaps be an object for them to burn our Greenland ships and other craft in the harbour. We have sixty of the West Fencibles, commanded by Captain Fergusson, who is very active and attentive in placing proper guard. But what we want much is three or four field pieces, and indeed some of these cannon should be in every seaport, as no effectual defence can be made without them. The ship that was off here was a two decker or a large frigate with some ports below, as I clearly perceived two ports open on her quarters.

“By a letter from Dunbar, dated the 11th current, we are informed of the capture of the ‘Mary,’ Captain Shields, belonging to that port, and bound to Marstrand, being taken and sunk, in lat. 57, O.N. This intelligence was got from a Whitehaven vessel that was taken and ransomed by the same privateer. She had taken many other vessels in the North Sea.”

Eyemouth, September 19th.—“We were yesterday a good deal alarmed at the appearance of the three French vessels. They were observed off St Abb’s Head in the morning, but, from the thickness, we could not be altogether certain of what they were till the evening, when it cleared. They stretched to the south, and keeping as near the shore as the wind, then about S.W., would allow them. A small brig, the ‘Young Benjamin’ of Dysart, Normand master, loaded with coals outwards, appearing from the North, and several sloops from the South, the commander of the King’s boat and several of our fishing boats went out to warn them of their danger; and we are happy to inform you, they got all safe into the harbour.”

Berwick, 19th September.—“This afternoon our fishing boats boarded a brig of about 200 tons, coal load, a little to the northward of our harbour, with no person on board, and plundered of everything. They have brought her to the

harbour mouth, but cannot get her in this night. I do suppose she is a vessel that has been taken coming out of the Frith by the privateers that have been off here some days."

Dunbar, September 21st.—"On Friday night the French squadron was seen off this place after they came down the Frith; about Tynesand they lay so close with the shore that the country people imagined they were going to land immediately. They have since been descried to the Eastward, and on Saturday and Sunday much alarmed Eyemouth. Before they went up the Frith on Thursday they pursued a Sunderland brig that had come that morning from Leith; the tide being out, the brig was unable to make the harbour, therefore went close in by the old castle. The enemy stood on and came within musket shot. The town was alarmed; the Magistrates ordered the Drum to go through and proclaim that every man who would take arms should appear immediately. The Commanding Officer drew up the Dragoons upon the Kirkhill, and every thing was in readiness for giving Monsieur a warm reception, but when he saw this he turned about ship and steered for the Frith. The brig got into the harbour next tide, where she still lies.

"It is but justice to the inhabitants of this place to mention, they behaved exceedingly well upon this occasion. Not one of them removed from the place, although some of the country gentlemen were so panic struck as to shift their quarters. Six companies are formed amongst the inhabitants, and they are learning their exercise. Four batteries are erected; one upon the Kirkhill, one upon the old castle, of ninepounders saved from the 'Fox' man of war, and one upon each side of the harbour. A party of Captain Napier's men arrived on Friday to manage the guns, under the command of Captain Younghusband.

"The alarm occasioned by the appearance of an enemy upon our coasts is now entirely subsided, as it seems agreed upon all hands that they have gone off. Two ships were in sight this afternoon, supposed to be the 'Emerald' and another British frigate."

Newcastle, September 22nd.—"The French privateers that have spread such terror with you came all the way along the coast with me, and on Sunday morning came off our harbour and took, in sight of thousands, two vessels coming in. A sloop from Hull is just arrived which they took this morning and ransomed for three hundred guineas, the only vessel they have ransomed since they went on the cruise; owing to the two women who were passengers, and happened to be known to some of the crew who are Scots, these begged the vessel might be ransomed, that the women might be let ashore at Newcastle; and before they left them, saw them set fire to two vessels which burned to the water's edge. The master of the Hull vessel has just now been examined before the Mayor, and says it is the identical 'Paul Jones,' and that his ship carried 44 guns; that one of the ships he took off our harbour was the 'Union' of Chatham, a fine brig, which Jones and the crew were for filling with combustibles and sending her into Shields harbour to set fire to the shipping there, which at present amounts to about two hundred and thirty sail; that scheme, however, they laid aside, and this morning they sunk her between Whitby and Scarborough. The 'Emerald' frigate of 32 guns is come down, but dare not look at them."

“A gentleman in Shields writing to his friend in Edinburgh says:—‘Yesterday this place was very much alarmed by the appearance of several large French privateers on the coast. I counted six, two of which did not carry less than 40 guns each; they captured a brig and sloop within sight, and chased a fleet of loaded colliers, which luckily escaped them by running into Stockton. They approached so near the harbour that it was expected they intended to land; the farmers drove their cattle off the coasts and several people fled from their houses. The above ships are supposed to be the French squadron that lately appeared on this coast.’”

September 27th, 1779.—“A gentleman who arrived in Edinburgh last night from Newcastle says, before he left that place it was currently reported there that several enemies’ ships had fallen in with a large fleet of merchantmen from the Baltic, off Scarborough; upon the first discovery of which they had thrown out signals to their convoy, consisting of a 40 and 20 gun ships, who immediately came up and cleared the decks for an engagement, and made signals for the merchantmen to make the best of their way for the first safe port. That an engagement accordingly took place, which lasted four hours, when the convoy were forced to strike to the superior force of the enemy, and that a number of the merchantmen, to avoid being taken, had run ashore. This alarming intelligence, we are hopeful, is void of foundation in truth.”

Newcastle, September 25th.—“Sunday morning five sail of French ships appeared off Tynemouth bar, when they took the ‘Speedwell’ sloop, John Watson master, with timber from Hull for this port, who gives the following account:—That on Sunday last, about four leagues off Tynemouth bar, he was taken by a two-decked ship carrying 44 eighteen-pounders, commanded by Paul Jones; a large barque carrying 34 nine-pounders, commanded by Denis Nicholas Colineau; and a snow carrying 14 nine-pounders, knows not the commander’s name, nor the name of Jones’ ship; the name of the barque is the ‘Pallas,’ the name of the snow is the ‘Vengeance.’ Says that the ‘Pallas’ was chiefly concerned in taking his sloop, and also in taking a Chatham brig called the ‘Union,’ just about the same time and place; that Jones and the Commander of the ‘Pallas’ disagreed about the said sloop and brig; that Jones proposed to make the brig a fire ship, and to send her into Shields harbour, which the Commander of the ‘Pallas’ would not agree to. That the Commander of the ‘Pallas’ proposed to ransom the sloop, as she had a woman on board big with child, which Jones would not agree to, saying his orders were to ransom none, but to burn, sink, or destroy all; but the next day, about twelve leagues off land, between Scarborough and Filay Bay, having been carried thither, the Commander of the ‘Pallas’ ransomed the sloop for three hundred pounds, and took the mate as hostage; and at the same time and place they sunk the brig; and Watson believes they would not have ransomed his sloop, but would have sunk her too, if he had not the woman on board. Jones had one or two and the ‘Pallas’ four or five English masters on board (besides a number of other prisoners) whose ships they had taken and destroyed. Watson says he understood Jones to be the Commodore, and that he had two hundred marines on board. The Commander of the ‘Pallas,’ by the ransom bill, styles himself thus: Denis Nicholas Colineau, of Kologuen, Captain of a man-of-war in the

service of the United States of America, and the Commander of the American frigate the 'Pallas.' The sailors belonging to those three ships of war appeared to Watson to be chiefly Frenchmen, but several of them spoke good English, and those he supposed to be Americans. They hoisted English colours, but Watson saw they had both American and Swedish colours."

Wednesday, September 29th, 1779.—"We are sorry to inform our readers that the capture of the 'Serapis' of 44 guns and the 'Countess of Scarborough' of 20 guns, convoy to the Baltic fleet, now gains credit. It is said that the 'Serapis' had silenced the guns of the 50 gun ship, with which she had been engaged four hours; but at the instant when it was expected she would strike, a 36 gun ship, who had fought and taken the 'Countess of Scarborough,' came up to her assistance, by which means the 'Serapis' was obliged to submit to their superior force. Under this severe and humiliating stroke, it is some consolation to reflect that the merchantmen, from the bravery of their convoy, had time to make their escape; and that there is more than a probability that our ships of war, as well as those who took them, will soon make their appearance in the British port, as the 'Prudent,' 64 guns, the 'Andromeda,' 'Pegasus,' and 'Medea,' of 32 guns each, and the 'Champion,' of 24 guns, which lately sailed on a secret expedition from Portsmouth, were destined to scour this coast, and are supposed to be in pursuit of them."

Newcastle, September 25th.—"The 'Prospect,' of 18 guns, Captain Cram, of this port, a light collier on her first voyage from London, was becalmed near Jones' ship for some time, when he made preparations to engage if attacked, and asking the crew if they would stand by him, they all declared to the last, and one of them said he would rather have a 36 pounder in his guts than go into a French prison. But a fresh breeze springing up he made into port and arrived safe."

October 2nd, 1779.—Bridlington, September 24th.—"I doubt not but you have heard of the alarming situation we have been in since Tuesday night; but, thank God, as yet we have only been terrified by this Paul Jones. An engagement took place at seven last night, and continued till two this morning, between the 'Serapis' frigate of 44 guns, assisted by the 'Countess of Scarborough,' armed ship of 20 guns, and Paul Jones' ship, the 'Bon Homme,' of 44 guns, with some smaller vessels, off Flamborough Head; and I am sorry to say that this rascal Jones has now with him our two ships, with their Commanders, who so distinguished themselves in a most gallant manner, though obliged at last to surrender to superior force, after having made almost a wreck of Jones' own ship. The 'Serapis' had her masts shot away. Several sailors made their escape, and have been examined this afternoon at the Key, but their stories are different as to Jones' loss; some of them say he had 140 men killed and his ship quite a wreck; they say that Jones' plan was to destroy Scarborough, Burton, and Hull, with some other places; and that he intended landing at Flamborough yesterday morning, but the sea ran too high."

Scarborough, September 24th.—"On Monday last Paul Jones with his fleet appeared about three leagues off this place, and, as supposed, having had

information that the East country fleet was to pass this way, kept cruising about till Thursday morning, when the Baltic fleet appeared, convoyed by the 'Serapis' frigate of 44 guns and the 'Countess of Scarborough,' armed ship, of 20 guns, the enemy not then in sight, but about half-past six in the evening they made their appearance, consisting of the ships mentioned in the annexed affidavit. At seven a most desperate engagement began, which continued till past eleven. It was observed by many that they fired sixty times in three minutes. The 'Serapis' and Jones' ship were so close in most part of the action that they might have boarded each other."

September 24th, 1779.—"The Examination of Thomas Berry, born at North Shields, taken upon oath before H. Osbaldistone, Esq., one of His Majesty's justices of the peace for the East Riding of the County of York.

"This deponent saith, that he was taken about eighteen months ago in the 'Hawk' letter of marque and carried into Port L'Orient; that, in hopes of getting his liberty, he entered six months since on board Paul Jones' ship, the 'Bon Homme Richard,' of 40 guns and about 350 men. That they sailed from L'Orient about two months ago, their force consisting of the 'Bonne Homme Richard'; the 'Alliance,' an American frigate of 36 guns, which last is supposed to have been taken on the coast of Ireland; that they sailed from L'Orient to the western coast of Ireland, from thence to the North of Scotland, where they took a valuable prize bound to Quebec, laden with military stores, and another prize, a letter of marque from Liverpool; also two other prizes and several colliers were sunk off Whitby. That Jones' squadron had been six days between 'Berwick' and the 'Humber,' and his declared intentions were to make a descent somewhere on the coast; that on Tuesday last he ordered all his oars to be muffled and his boats ready to be hoisted out; that on Wednesday morning the 'Alliance' and 'Pallas' joined Jones off Flamborough Head, and on Thursday evening about seven they met with the east country fleet, convoyed by a 40 gun ship and an armed ship; that the 40 gun ship engaged Jones alone for about four hours till Jones' fire ceased, having been several times on fire and very near sinking. That Jones called to the 'Alliance' for assistance, who came up and gave the 40 gun ship a broadside, which, being totally disabled, struck; that Jones' officers called to the 'Alliance' to hoist out their boats, as their ship was sinking, in one of which the deponent and six other men made their escape to Filay."

VI.—FROM THE "SCOTS MAGAZINE," xi., 1778, and xli., 1779.

Whitehaven, April 23rd, 1778.—"A little before three o'clock this morning a man rapped at several doors in Malborough Street (adjoining one of the piers) and informed the people that fire had been set to one of the ships in the harbour, matches were laid in several others; the whole would soon be in a blaze, and the town also destroyed; that he was one belonging to the privateer, but had escaped for the purpose of saving, if possible, the town and shipping from destruction. The alarm was immediately spread, and his account proved too true. The 'Thomson,' Cap. Rich. Johnson, a new vessel,

and one of the finest ever built, was in a flame. It was low water, consequently all the shipping in the port was in the most imminent danger, and the vessel on which they had begun the diabolical work, lying close to one of the steaths, there was the greatest reason to fear that the flames from it be communicated to the town. But, by an uncommon exertion, the fire was extinguished before it reached the rigging of the ship; and this, in a providential manner, prevented all the dreadful consequences which might have ensued. The incendiaries had spiked most of the guns of both our batteries, several matches were found on board different vessels, and other combustible matter in different parts of the harbour. Freeman (the deserter), on his examination, declared that the party landed consisted of thirty men; that they belonged to the 'Ranger' privateer, fitted out at Piscataqua in New England, Captain Jones commander; that she mounted 18 guns besides swivels, and had on board between 140 and 150 men; that she had taken two prizes and sent them into France; and that the Captain declared that the destruction of Whitehaven was his first object, seizing the person of Lord Selkirk was the next thing he wished, after which he would sail for Brest, and on his passage sink, burn, and destroy whatever fell in his way belonging to G. Britain."

Dumfries, April 24th, 1778.—"Yesterday afternoon an express arrived from Kirkcudbright with accounts that an American privateer of 20 guns had landed near the Isle (St Mary's), and a party from her had plundered Lord Selkirk's house. Mrs Wood, lady of the late Governor of the Isle of Man, at present residing there, had gone, two or three days ago, on a visit to Lady Selkirk, and returned here last night. She informs that they are all well and in good spirits; and says that yesterday morning, between ten and eleven, a servant brought word that a press-gang had landed near the house. This the party from the privateer had given out, in order, as was supposed, to get out of the way all the servants and others who might oppose them. Presently between thirty and forty armed men came up, all of whom planted themselves round the house except three who entered, each with two horse-pistols at his side; and, with bayonets fixed, they demanded to see the lady of the house: and upon her appearing, told her, with a mixture of civility and rudeness, who they were, and that all the plate must be delivered to them. Lady Selkirk behaved with great composure and presence of mind. She soon directed her plate to be delivered; with which, without doing any other damage, or asking for watches, jewels, or anything else (which is odd), the gentlemen made off. There is reason to think that there were some people among them acquainted with persons and places, and in particular one fellow, supposed to have been once a waiter at an inn in Kirkcudbright. The leader of the party, who was not the captain of the vessel, told that their intention was to seize Lord Selkirk, who is now in London; that two other privateers were at hand; and that they had been at Whitehaven, where they had burnt some small vessels, but did not get done what they intended. When the affair was ended, Lady Selkirk, with her family and visitors, left the house."

September 1779.—"An express arrived at Dublin, August 27, with an account that Paul Jones (who in April 1778 plundered the Earl of Selkirk's house, and endeavoured to set fire to the town of Whitehaven) made his

appearance on the coast with three ships of force ; and that being in want of provisions and fresh water, he landed a number of men, who carried off a parcel of sheep and oxen, for which he bountifully paid the owners, and immediately weighed anchor without committing any sort of hostility. Seven men landed at Inveragh, Aug. 23, in the morning, who said they had escaped the preceding night from Jones's squadron, which had sailed from France on the 10th. They had taken four prizes. At one o'clock the same day, seventeen men landed, supposed to be in pursuit of the above seven. Nine of these were taken and lodged in Tralee gaol. The squadron lay at Skellix, in full view. The Lord Lieutenant caused communicate to the board of customs the intelligence which his Excellency had received, which that board published, dated Custom House, Dublin, Aug. 27, viz. : 'That on the 24th inst. at one o'clock seven men landed at Ballinskellix, in the county of Kerry, from a frigate called the 'Bon Homme,' commanded by Paul Jones, mounting 40 guns, having in company the 'Alliance' of 36, the 'Pallas' of 32, the 'Revenge' of 12, the 'Le Grand' of 14, and a large cutter of 18 guns, having on board in all about 2000 men. The people imagine that Jones's intentions are to scour the coast and burn some principal towns, having a quantity of combustibles shipped on board the vessels in France.' According to a letter, dated Corke, August 31, Jones was then off Dingle; and the 'Tartar' privateer, of 22 guns, then in Corke harbour, had had an engagement for an hour with one of Jones's ships, but the rest coming up, he escaped by his ship being a prime sailer. A naval armament of two two-decked ships, a frigate, and a sloop were seen for two hours, September 6th, off Lerwick in Shetland. They carried away a boat and four men from the Island of Mousa ; and after bearing down on Brassa sound, they collected their force, tacked and steered S.E.

"Expresses arrived at Edinburgh in the morning of Sept. 15, to the commander in chief, and to the board of Customs, with accounts that three ships were seen off Eyemouth in the forenoon of the preceding day and had taken two prizes, and at the same time a ship supposed to mount 40 or 50 guns was seen off Dunbar, within seven or eight miles of the shore, and had brought to a three-masted vessel which had come out of the Frith, and carried her along with them. At five p.m. of Sept. 16 they were seen from Edinburgh steering up the Frith ; and next morning they were nearly opposite to Leith, above the Island of Inchkeith. But the wind blowing violently from the south-west, they were drove so far down the Frith as to be out of sight by night. Their intention seems to have been to burn the shipping in Leith, had not the wind forced them down the frith, but proper precautions were taken to defeat such an attempt. In one day three batteries were erected, two at the citadel and one near Newhaven, on which were mounted 30 guns, besides carronades, howitzers, etc. ; the four incorporations of Leith petitioned the commander in chief for 100 stand of arms for each incorporation, which were forthwith sent them from Edinburgh castle ; parties of military and seamen were on guard all night of the 17th, and stationed upon the coast at proper places ; and the recruiting sergeants and their parties were likewise called in to do duty. All the towns upon the coast were greatly alarmed. The largest ship lay with her broadside opposite to Kirkcaldy, and was but a mile from that town. Several prizes were taken by them, some of which, after plundering, they set adrift. It was not certainly known whether these ships were

French or Jones's squadron from Ireland. The squadron, or part of it, was seen off Newcastle on the 19th or 20th, and they took several vessels. They were seen likewise from other places on the coast."

Copenhagen, Oct. 2. — "In consequence of a requisition by Mr Eden, envoy-extraordinary from the Court of London, the King has ordered two transport-ships, brought into the port of Bergen by a frigate calling herself one of Paul Jones's squadron, to be delivered up. The English ships above mentioned were the 'Betsy' of Liverpool and the 'Unicorn' of London, for Quebec and New York, laden on account of government. His Majesty, when he ordered those vessels to be restored with their cargoes, gave orders to stop the American corsair twenty-four hours after their departure, to prevent them a second time from being incommoded."

Amsterdam, Oct. 8. — "Tuesday last, Paul Jones, with the prizes the 'Serapis' and 'Countess of Scarborough,' entered the Texel, and this day he appeared on the exchange. He was dressed in the American uniform, with a Scotch bonnet edged with gold; is of a middling stature, stern countenance, and swarthy complexion."

Hague Gazette, Oct. 15. — "We are desired to insert the following attestation, taken upon oath, to show how much the enemies of G. Britain endeavour by every means to set the neutral powers against that nation.

"On the 4th of October a sailor, who served on board the 'Epervier,' formerly an English letter of marque, declared, that in order to get out of prison in France he had engaged to serve on board the 'Black Prince,' of Dunkirk, commanded by Luke Ryan, an Irishman; that on the 10th of August they pillaged eight English coasters; and afterwards, under English colours, they plundered several Dutch vessels, although they had their colours hoisted; that on the 8th of September they met a Danish vessel, into which Captain Ryan fired a broadside and pillaged her. The deponent also declares that on the 12th of September they met a Dutch brig, which they also plundered. The deponent further declares, in the most sacred manner, that the said Luke Ryan always hoisted English colours when he pillaged neutral vessels. The same deponent also says, that the 'Black Prince' came into Dunkirk on the 26th of September; that Ryan was going out again in another vessel of eighteen guns; and that the 'Black Prince' will sail again after she is repaired, under the command of one Newland, also an Irishman, and will have an American commission, but sail as a smuggler.

"Another sailor, who also escaped from the 'Black Prince,' confirmed all the above upon oath."

Hague, November 10th. — "Reply by the States General to a memorial presented by the British Ambassador, requesting them to stop in the Texel the 'Serapis' and 'Countess of Scarborough,' with their officers and crews and all belonging to them, which had been taken by one named Paul Jones, a subject of the King, who, according to treaties and the laws of war, falls under the class of rebels or pirates:—

"That they were informed that three frigates had lately arrived in the

Texel, namely, two French and one called an American, commanded by Paul Jones, bringing with them two prizes taken by them in the open sea, and called the 'Serapis' and the 'Countess of Scarborough,' described in the ambassador's memorial. That they have for a century past strictly observed the following maxim, and notified the same by placards, viz., that they will in no respect whatever pretend to judge of the legality or illegality of the actions of those who have, on the open sea, taken any vessels which do not belong to this country, and bring them in to any of the ports of this republic; that they only open their ports to them to give them shelter from storms or other disasters, and that they oblige them to put to sea again, with their prizes, without unloading or disposing of their cargoes, but letting them remain exactly as when they arrived; that they will not examine whether the prizes taken by the three frigates in question belong to the French or the Americans, or whether they are legal or illegal prizes, but leave all that to be determined by the proper judges; and will oblige them to put to sea, that they may be liable to be retaken, and by that means brought before the proper judge. Particularly, as his Excellency the Ambassador must own, he would have no less a right to reclaim the above-mentioned ships if they had been private property than as they have been King's ships; therefore the States General are not authorised to pass judgment either upon their prizes or the person of Paul Jones. That as to what regards acts of humanity, they have already made appear how ready they are to show them towards the wounded on board those vessels, and that they have given orders accordingly.

"At the same time it was resolved to authorise the Admiralty to order matters so that these five ships do put to sea as soon as possible, and that they take care they are not furnished with any warlike or naval stores but what are absolutely necessary to carry them safe to the first foreign port they can come at, in order that all suspicion of their being fitted out here may drop.

"In a few days the British ambassador presented a new memorial renewing, in the strongest and most pressing manner, his request that those ships and their crews may be stopped and delivered up, which the pirate, Paul Jones of Scotland, who is a rebel subject and a criminal of the state, has taken.

"To this, answer was returned:—

"That the States General find themselves under the necessity of beseeching his Majesty to believe that they still continue in their old maxim of rigid neutrality; and that, without concerning themselves with any decision respecting the legality or illegality of the capture of those prizes brought into their ports, they will compel them to put to sea; that they issued, immediately on the entry of Paul Jones into their harbour, a strict order that he should not be supplied with any species of military ammunition, nor any other article of any kind, excepting only such as were necessary for him in going to sea again, and for his reaching the first port where he could be received; that they will likewise give orders for him to depart as soon as his vessels are in a condition to put to sea and there is a favourable wind; and will even force him to obey this injunction, in case there should be any occasion."

Hague, Nov. 25.—"We are informed that the cities of Dordrecht, Haerlem, Amsterdam, Rotterdam, Schiedam, and the Brille, particularly the third, have protested highly against the contents of the above answer, and

have even had their protestations registered in which they required that the expression 'to oblige Paul Jones by force to sail, if he would not do it by fair means,' should be erased from the said answer, as being incompatible with the dignity of the republic, and may in future be prejudicial to it. But the corps of Nobles and the other towns reported that it was not time now to be taken up with such minutæ; and persisted that the answer should be delivered to the English ambassador as it was; for which there was also a majority of voices in the assembly.

"We are favoured with the following copy (spelled exactly as in the original) of a ransom certificate or passport by Paul Jones to Andrew Robertson, master of the ship 'Friendship' of Kirkcaldy, which was taken the 14th of September going out of the firth with a cargo of coals, and the master and crew kept prisoners by Jones till late at night of the 17th, being the day on which he came near to Inchkeith, and was driven back by a violent south-west wind, when he thought proper to ransom the ship. The passport is of the hand-writing of a marine-officer, and subscribed by Jones. It is observable that Jones calls his squadron American, without the least mention that any of his ships belonged to France.

"L'Honorable Capitaine John Paul Jones, Ecuyer, commandant en chef l'escadre Americaine actuellement en Europe,

"A tous ceux qui ces presentes verront, specialement les sujets de la France.

"Je certifie par le present passeport, que le vaisseau 'Friendship,' commande par Andre Robertson, du port de Kirkcaldy; et venant du dit lieu pour aller a Riga, a ete pris par l'escadre Americaine que je commande; et qu'il est ranconne: C'est pourquoi je prie et requerre tous les sujets de la France et de l'Amérique, de laisser librement passer le dit vaisseau 'Friendship,' et continuer son voyage sans le troubler en façon quelconque.

"Donne a la mer, a bord du 'Bon Homme Richard,' le dix-sept September Mil sept cent soixante dix neuf. J. PAUL JONES."

Official Report by Paul Jones of the Engagement off Flamborough Head.

John Paul Jones gave the following account of his engagement with the 'Serapis,' in a letter dated on board the 'Serapis,' in the Texel, Oct. 3, 1779, to Dr Franklin, at Passy:—

"On the 23rd of September we perceived a fleet, still keeping my station at Flamborough-head, to the N.E. I was determined to abandon the ships which lay at anchor in Burlington bay, and hoisted the signal for a general chase. The fleet itself now very well perceiving that we bore towards it, the merchantmen belonging to it made all their sail to the shore, whilst the two ships of war that attended them for convoy drew off from the coast and put themselves in a disposition for commencing an attack. As we approached the enemy with our sails out, I made the signal for forming the line of battle; but with all my eagerness to bring about an engagement, I could not come up with the Commodore's vessel till near seven in the evening. When I came within pistol-shot he hailed the 'Bon Homme Richard,' which I answered

with a complete broadside. The engagement immediately commenced, and was carried on on each side with equal violence and fury, each party using the while every possible manœuvre to work himself into the most advantageous position for annoying the enemy. I am compelled to acknowledge that the enemy's vessel by various manœuvres, infinitely superior to those of the 'Bon Homme Richard,' gained sometimes the advantage of situation, in spite of every effort I could make to the contrary. Being engaged with an enemy very much my superior, I found myself under a necessity of being as close as I could, to compensate as much as possible for the inferiority of my strength. My intention was to place the 'Bon Homme Richard' plump in front of the enemy's vessel; but as this operation required much address in the manner of managing and governing our sails, and as some of our yard-arms were by that time gone, I could not succeed in this scheme in the full extent I at first intended. The bow-sprit of the enemy happening, however, to come within a little of the stern of the 'Bon Homme Richard,' I availed myself of this opportunity to fasten the two vessels together; and the wind at the same time upon the enemy's ship having her stern plump abreast of the 'Bon Homme Richard,' the two ships met almost in all their parts, their yards blended with each other, and the mouths of their cannon respectively touched the decks of each vessel. It was about eight in the evening when this circumstance took place. At this time the 'Bon Homme Richard' had received several eighteen-pounders under water, and consequently leaked considerably. My battery of twelve-pounders, upon which I built most, being served by French and American sailors, were entirely silenced and abandoned. As for the six old eleven-pounders, which formed the battery of my first deck, they did me little service: they only fired eight times in all; and at there being first fired two of them burst, and killed almost all the men appointed for their service.

"Before this, Col. de Chamillard, who commanded a party of 20 soldiers placed on the poop, had abandoned his post, after having lost all his men except five.

"I had now only two nine-pounders that were in condition to fire; these were placed in the poop, and during the whole of the action we made use of but one large cannon. Mr Mease, the purser, who had the charge of the guns on the poop, having received a dangerous wound on the head, I was obliged to officiate in his stead. I had a great difficulty in rallying some of our men; but having succeeded in drawing our cannon from the leeward battery, we had now three nine-pounders to play upon the enemy. During the whole engagement the fire from this small battery was seconded only by that of our men from the masts, where Lieutenant Stock commanded. I directed the fire of one of the three cannon, charged with bullets, against the enemy's main-mast; while the two others, which were well supplied with case shot, were employed in endeavouring to silence their musketry and clear their decks, which they at last effected. I learn that at this instant the enemy was upon the point of asking quarter, when the cowardice or perfidy of three of my subaltern officers induced them at the same time to ask it of the enemy. The English commander asked me if I demanded quarter; and upon being answered in the most determined manner in the negative, the combat was renewed with redoubled fury. They were not able to keep their decks; but the fire of their cannon, particularly of their lower tier, consisting entirely of eighteen-pounders, was incessant. Both vessels were on fire in several places,

and the spectacle which they exhibited was frightful beyond description. In order to account in some measure for the timidity of the subaltern officers, that is to say of the master, carpenter, the head gunner, and the captain of the soldiers, I ought to observe that the two first were dangerously wounded; and as the ship had received several shots below water, so that they were obliged to keep pumping almost incessantly, the carpenter was apprehensive of her sinking, in which opinion the two others concurring, the head gunner ran, without my knowledge, to the poop, in order to strike the flag: happily for me a shot long before had done the office in carrying away the ensign, so that he was obliged to call for quarter. During all this time the 'Bon Homme Richard' sustained the engagement alone, and the enemy's ship being far superior in force, could easily have disengaged herself at first, as appeared by their own acknowledgement; and which they could have effected at last, had I not taken care to lash it firmly to the 'Bon Homme Richard.' At length, between nine and ten in the evening, the 'Alliance' appeared, and I concluded the engagement at an end, when, to my great astonishment, she fired a broadside in the rear of our ship. We then intreated them, for God's sake, to desist. She nevertheless continued her fire. We then threw our signals, three lanterns in a horizontal line—one in the front, one in the rear, and one in the middle of the ship. We all cried with one voice, to inform them of their mistake. But nothing had any effect: she passed us, still continuing firing; one of her broadsides killed eleven of my best men and wounded a good officer. My situation was now deplorable indeed: the 'Bon Homme Richard' received several shots below water from the 'Alliance'; the pumps were not sufficient to carry off the water, and the flames kept increasing on board the two vessels. Some officers, of whose courage and integrity I had no doubt, attempted to persuade me to yield; the captain, unknown to me, released all the prisoners; and it must be confessed that my prospect began to be truly dreadful; but I was determined not to submit. The enemy's main mast began to totter, the fire on board their ship began to abate, while, on the contrary, ours gained ground. At last, however, between ten and eleven in the evening, their ship struck her colours. The ship was the 'Serapis,' man of war, commanded by the brave commodore Pearson, a new vessel, mounting 44 guns, built in the new style, having two batteries, the lowest of which consisted entirely of eighteen-pounders.

"I had now remaining two enemies yet more formidable than the English, fire and water. The 'Serapis' was attacked only by the first, but my ship was assailed by them both. There was six feet of water in the hold; and though the wind was moderate, we could hardly, with the three pumps we had left, prevent it from increasing; while the fire, in spite of all our efforts, extended itself till it reached the powder-room. I caused the powder to be carried upon deck, that it might be ready to throw overboard in case we were driven to extremities. It was not till the next day that the fire could be got under.

"As to the condition of the ship in other respects, the rudder was entirely carried away, the bars of the ship were nearly shot away, and all the woodwork in general, from the main mast to the stern-post, which had been previously considerably damaged by the weather, were so broken that it was impossible to determine the actual degree of injury they altogether sustained, and nothing less than ocular testimony could give a true idea of all the various ruin and destruction which this single day had produced. Humanity shudders

at the prospect of such peculiar horrors, and issues a groan at the reflection of the sad and terrible effects which arise from war. When the carpenters and others of judgment in these matters had inspected the vessel, which operation was performed about five in the evening, they gave that report unanimously, that it was impossible to keep the 'Bon Homme Richard' afloat for such a time as would be necessary for making any harbour or coast, and that the attempt would be dangerous should the wind increase the smallest degree in the world. I was, however, determined, if it was possible, to keep the 'Bon Homme Richard' afloat and to conduct it into some port; with that view the Lieutenant of the 'Pallas' was placed with a party of men to serve the pump, and with boats in readiness to receive the crew in case it was impracticable to save it. In the meantime the wind increased during the night, and on the morning of the 25th it appeared plainly impossible to hinder this good ship from going to the bottom. The men did not abandon it till nine o'clock. The water then rose to the upper deck, and a little after ten, with a concern which no words can express, I entirely lost sight of her. No person perished with the vessel, but it was impossible to save any of the provisions. I lost with her the greatest part of my cloaths, money, and papers. Most of my officers have lost their cloaths and effects.

"Capt. Cottineau had an engagement with the 'Countess of Scarborough,' and took her after an hour's contest. The 'Countess of Scarborough' is an armed vessel mounting 20 guns, six-pounders, and was commanded by the Lieutenant of the King's ship.

"I forgot to tell you, that immediately after the captain had come on board the 'Bon Homme Richard' the middle mizen and scuttle mast of the 'Serapis' fell into the sea."

*Official Report by Captains Pearson and Piercy of the Capture of their
Ships by Paul Jones.*

Admiralty-office, October 12.—"A letter from Capt. Pearson of his Majesty's ship 'Serapis,' to Mr Stephens, of which the following is a copy, was yesterday received at this office:—

"'Pallas,' French frigate in Congress service, Texel, October 6, 1779.

"SIR,—You will be pleased to inform the Lords Commissioners of the Admiralty that on the 23rd ult., being close in with Scarborough, about eleven o'clock, a boat came on board with a letter from the bailiffs of that corporation, giving information of a flying squadron of the enemy's ships being on the coast, and of a part of the said squadron having been seen from thence the day before, standing to the southward. I made the signal for the convoy to bear down under my lee, and repeated it with two guns; notwithstanding which the van of the convoy kept their wind, with all sail, stretching out to the southward from under Flamborough head, till between twelve and one, when the headmost of them got sight of the enemy's ships, which were then in chase of them. They then tacked, and made the best of their way under the shore for Scarborough, etc., letting fly their top-gallant sheets and firing guns; upon which I made all the sail I could to windward, to get between the enemy's ships and the convoy, which I soon effected. At one o'clock we got sight of the enemy's ships from the masthead, and about four we made

them plain from the deck to be three large ships and a brig ; upon which I made the 'Countess of Scarborough' signal to join me, she being in shore with the convoy ; at the same time I made the signal for the convoy to make the best of their way, and repeated the signal with two guns ; I then brought to, to let the 'Countess of Scarborough' come up, and cleared ship for action. At half-past five the 'Countess of Scarborough' joined me, the enemy's ships then bearing down upon us, with a light breeze at S.S.W. ; at six tacked and laid our head in shore, in order to keep our ground the better between the enemy's ships and the convoy ; soon after which we perceived the ships bearing down upon us to be a two-decked ship and two frigates ; but from their keeping end on upon us, on bearing down we could not discern what colours they were under. At about twenty minutes past seven the largest of the three brought to, on our larboard bow, within musket shot. I hailed him, and asked what ship it was. They answered in English, 'The Princess Royal.' I then asked where they belonged to. They answered evasively ; on which I told them, if they did not answer directly, I would fire into them. They then answered with a shot, which was instantly returned with a broadside ; and after exchanging two or three broadsides, he backed his top-sails, and dropped upon our quarter within pistol-shot, then filled again, put his helm a-weather, and run us on board upon our weather quarter and attempted to board us ; but being repulsed, he sheered off ; upon which I backed our top-sails in order to get square with him again, which as soon as he observed, he then filled, put his helm a-weather, and laid us athwart hawse ; his mizzen shrouds took our jib-boom, which hung him for some time, till it at last gave way, and we dropped alongside of each other, head and stern, when the fluke of our spare anchor hooking his quarter, we became so close fore and aft that the muzzles of our guns touched each other's sides. In this position we engaged from half-past eight till half-past ten, during which time, from the great quantity and variety of combustible matters which they threw in upon our decks, chains, and in short into every part of the ship, we were on fire not less than ten or twelve times in different parts of the ship, and it was with the greatest difficulty and exertion imaginable at times that we were able to get it extinguished. At the same time the largest of the two frigates kept sailing round us the whole action and raking us fore and aft, by which means she killed or wounded every man on the quarter and main decks. About half-past nine, either from a hand-grenade being thrown in at one of our lower deck ports or from some other accident, a cartridge of powder was set on fire, the flames of which, running from cartridge to cartridge all the way aft, blew up the whole of the people and officers that were quartered abaft the main-mast ; from which unfortunate circumstance all those guns were rendered useless for the remainder of the action, and I fear the greatest part of the people will lose their lives. At ten o'clock they called for quarters from the ship alongside, and said they had struck. Hearing this, I called upon the captain to know if they had struck, or if he asked for quarters ; but no answer being made, after repeating my words two or three times, I called for the boarders and ordered them to board, which they did ; but the moment they were on board her they discovered a superior number lying under cover, with pikes in their hands ready to receive them ; on which our people retreated instantly into our own ship, and returned to their guns again till half-past ten ; when the frigate coming across our stern, and pouring her broadside into us again, without our being able to

bring a gun to bear on her, I found it in vain, and in short impracticable, from the situation we were in, to stand out any longer with the least prospect of success; I therefore struck (our main-mast at the same time went by the board). The first lieutenant and myself were immediately escorted into the ship alongside, when we found her to be an American ship of war called the 'Bon Homme Richard,' of 40 guns and 375 men, commanded by Capt. Paul Jones; the other frigate which engaged us to be the 'Alliance,' of 40 guns and 300 men; and the third frigate, which engaged and took the 'Countess of Scarborough' after two hours' action, to be the 'Pallas,' a French frigate of 32 guns and 375 men; the 'Vengeance,' an armed brig of 12 guns and 70 men, all in Congress service, and under the command of Paul Jones. They fitted out and sailed from Port L'Orient the latter end of July, and came north about. They have on board 300 English prisoners, which they have taken in different vessels in their way round since they left France, and have ransomed some others. On my going on board the 'Bon Homme Richard' I found her in the greatest distress; her quarters and counter on the lower deck entirely drove in, and the whole of her lower deck guns dismantled. She was also on fire in two places, and six or seven feet water in her hold, which kept increasing upon them all night and the next day, till they were obliged to quit her, and she sunk with a great number of her wounded people on board her. She had 306 men killed and wounded in the action; our loss in the 'Serapis' was also very great. My officers and people in general behaved well; and I should be very remiss in my attention to their merit were I to omit recommending the remains of them to their Lordships' favour. I must at the same time beg leave to inform their Lordships that Capt. Piercy, in the 'Countess of Scarborough,' was not in the least remiss in his duty, he having given me every assistance in his power, and as much as could be expected from such a ship, in engaging the attention of the 'Pallas,' a frigate of 32 guns, during the whole action. I am extremely sorry for the misfortune that has happened, that of losing his Majesty's ship I had the honour to command; but at the same time I flatter myself with the hopes that their Lordships will be convinced that she has not been given away; but on the contrary, that every exertion has been used to defend her, and that two essential pieces of service to our country have arisen from it: the one, in wholly oversetting the cruise and intentions of this flying squadron; the other, in rescuing the whole of a valuable convoy from falling into the hands of the enemy, which must have been the case had I acted any otherwise than I did. We have been driving about in the north sea ever since the action, endeavouring to make to any port we possibly could, but have not been able to get into any place till to-day we arrived in the Texel. Herewith I enclose you the most exact list of the killed and wounded I have as yet been able to procure, from my people being dispersed among the different ships, and having been refused permission to muster them. There are, I find, many more both killed and wounded than appears on the enclosed list, but their names as yet I find impossible to ascertain. As soon as I possibly can, I shall give their Lordships a full account of the whole.—I am, etc.

R. PEARSON.

"P.S.—I am refused permission to wait on Sir Joseph Yorke, and even to go on shore.—Inclosed is a copy of a letter from Capt. Piercy, late of the 'Countess of Scarborough.'

“ Abstract of the list of killed and wounded.

“ Killed 49. Wounded 68.

“ Amongst the killed are the boatswain, pilot, 1 master's mate, 2 midshipmen, the coxswain, 1 quartermaster, 27 seamen, and 15 marines. Amongst the wounded are the second lieutenant Michael Stanhope and Lieutenant Whiteman, second lieutenant of marines, 2 surgeon's mates, 6 petty officers, 46 seamen, and 12 marines.”

“ ‘ Pallas,’ a French frigate in Congress service.

“ Texel, Oct. 4th, 1779.

“ SIR,—I beg leave to acquaint you, that about two minutes after you began to engage with the largest ships of the enemy's squadron I received a broadside from one of the frigates, which I instantly returned, and continued engaging her for about twenty minutes, when she dropt astern. I then made sail up to the ‘ Serapis,’ to see if I could give any assistance; but upon coming near you, I found you and the enemy so close together, and covered with smoke, that I could not distinguish one ship from the other; and for fear I might fire into the ‘ Serapis’ instead of the enemy, I backed the main top-sail in order to engage the attention of one of the frigates that was then coming up. When she got on my starboard quarter she gave me her broadside; which as soon as I could get my guns to bear (which was very soon done) I returned, and continued engaging her for near two hours; when I was so unfortunate as to have all my braces, great part of the running rigging, main and mizzen top-sail sheets, shot away, 7 of the guns dismantled, 4 men killed, and 20 wounded, and another frigate coming up on my larboard quarter. In that situation I saw it was vain to contend any longer, with any prospect of success, against such superior force; I struck to the ‘ Pallas,’ a French frigate, of 32 guns and 275 men, but in the service of the Congress. I likewise beg to acquaint you that my officers and ship's company behaved remarkably well the whole time I was engaged.—I am, etc.

THO. PIERCY.

“ To Richard Pearson, Esq.,
late Captain of his Majesty's ship ‘ Serapis.’ ”

London, Oct. 21st.—“ The Royal Exchange assurance company have this day ordered a piece of plate of one hundred guineas value to be prepared for Captain Pearson of the ‘ Serapis,’ and one of fifty guineas for Captain Piercy of the ‘ Countess of Scarborough,’ as an acknowledgment for the noble sacrifice they made in protecting the Baltic fleet under their convoy.”

A Letter from the British Ambassador to Mrs Burnot, a sailor's wife at Burlington.

“ Mrs Burnot.—*Hague, Nov. 26th, 1779.*—As soon as I received your letter of the 7th instant I lost no time in making inquiries after your gallant husband, Mr Richard Burnot; and have now great pleasure in congratulating you upon his being alive and well, on board the ‘ Countess of Scarborough’ at the Texel. I find he had been burnt with an explosion of gunpowder, but now quite recovered. He sends me word that he, as you know, could not write, and therefore hoped that I would let you know he was well, which I do with

infinite satisfaction. It will still be greater if I can get him exchanged, which I am doing my best endeavours for ; but as the people who took him are sometimes French and sometimes rebels as it suits their convenience, that renders this affair more difficult than it would be if they allowed themselves to be French, because I could then settle the exchange at once. I am happy to be able to give such agreeable news to the wife of my brave countryman ; and I am, very sincerely, your most faithful humble servant, JOSEPH YORKE."

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