

situation. The course of those thoughts I can even now in a great measure retrace—the event which had just taken place—the awkwardness that had produced it—the bustle it must have occasioned (for I had observed two persons jump from the chains)—the effect it would have on a most affectionate father—the manner in which he would disclose it to the rest of the family—and a thousand other circumstances minutely associated with home, were the first series of reflections that occurred. They took then a wider range—our last cruise—a former voyage, and shipwreck—my school—the progress I had made there, and the time I had misspent—and even all my boyish pursuits and adventures. Thus travelling backwards, every past incident of my life seemed to glance across my recollection in retrograde succession; not, however, in mere outline, as here stated, but the picture filled up with every minute and collateral feature; in short, the whole period of my existence seemed to be placed before me in a kind of panoramic review, and each act of it seemed to be accompanied by a consciousness of right or wrong, or by some reflection on its cause or its consequences; indeed, many trifling events which had been long forgotten then crowded into my imagination, and with the character of recent familiarity.

“ May not all this be some indication of the almost infinite power of memory with which we may awaken in another world, and thus be compelled to contemplate our past lives? Or might it not in some degree warrant the inference that death is only a change or modification of our existence, in which there is no real pause or interruption? But, however that may be, one circumstance was highly remarkable; that the innumerable

ideas which flashed into my mind were all retrospective—yet I had been religiously brought up—my hopes and fears of the next world had lost nothing of their early strength, and at any other period intense interest and awful anxiety would have been excited by the mere probability that I was floating on the threshold of eternity: yet at that inexplicable moment, when I had a full conviction that I had already crossed that threshold, not a single thought wandered into the future—I was wrapt entirely in the past.

“The length of time that was occupied by this deluge of ideas, or rather the shortness of time into which they were condensed, I cannot now state with precision, yet certainly two minutes could not have elapsed from the moment of suffocation to that of my being hauled up.

“The strength of the flood tide made it expedient to pull the boat at once to another ship, where I underwent the usual vulgar process of emptying the water by letting my head hang downwards, then bleeding, chafing, and even administering gin; but my submersion had been really so brief, that, according to the account of the lookers on, I was very quickly restored to animation.

“My feelings while life was returning were the reverse in every point of those which have been described above. One single but confused idea—a miserable belief that I was drowning—dwelt upon my mind, instead of the multitude of clear and definite ideas which had recently rushed through it—a helpless anxiety—a kind of continuous nightmare seemed to press heavily on every sense, and to prevent the formation of any one distinct thought—and it was with diffi-

culty that I became convinced that I was really alive. Again, instead of being absolutely free from all bodily pain, as in my drowning state, I was now tortured by pain all over me; and though I have been since wounded in several places, and have often submitted to severe surgical discipline, yet my sufferings were at that time far greater; at least, in general distress. On one occasion I was shot in the lungs, and after lying on the deck at night for some hours bleeding from other wounds, I at length fainted. Now as I felt sure that the wound in the lungs was mortal, it will appear obvious that the overwhelming sensation which accompanies fainting must have produced a perfect conviction that I was then in the act of dying. Yet nothing in the least resembling the operations of my mind when drowning then took place; and when I began to recover, I returned to a clear conception of my real state.

“ If these *involuntary experiments* on the operation of death afford any satisfaction or interest to you, they will not have been suffered quite in vain by

“ Yours very truly,

“ F. BEAUFORT.”

This letter of Admiral Beaufort must give rise to various suggestions. It proves that the spirit of man may retain its full activity—we may perhaps say an increased activity—when freed from the trammels of the flesh; at least, when all the functions of the body are deprived of animal power, and the spirit has become something like the type and shadow of that, which we are taught to believe concerning the immortality of the soul. It is a curious fact, but a very conceivable one,

that, as he says, "When I had a full conviction that I had already crossed the threshold of eternity, not a single thought wandered into the future—I was wrapt entirely in the past." The inference to be drawn from this seems to be, that the impression of things or ideas that had actually happened was strong, and afforded no room for the admission of anticipation; that the former alone, that is the past, altogether gave effort to the memory—in fact, memory can have no concern with the future. But that does not lead us far, or help us much; it being the effort of a man all but dead, in whom we have here a separation of the spirit from the corporeal substance.

I do not believe that the practical philosopher Dr. Wollaston threw any light on the subject to Captain Beaufort, or that Lady Spencer acquired much from Sir Henry Halford; and perhaps it is best that we should content ourselves in concluding, with Shakspeare (who is rarely wrong),—

" We are such stuff as dreams are made of."

SECTION IX.

SIR JAMES GRAHAM, BART.

Nov. 15, 1830—June 11, 1834.

 Admiral Sir THOMAS HARDY. . . . First Naval Lord.
 The Hon. GEORGE ELLIOT. . . . First Secretary.

As the Lord High Admiral had been the immediate successor of the Viscount Melville in the inferior office of First Lord of the Admiralty, which his Lordship had held for many years, so Lord Melville, by returning to it, relieved the Lord High Admiral, as soon as the latter should be prepared to send in his resignation, as he had manifested a desire to do for some time. His Lordship succeeded; but he held it only this second time for two years, when he made way for a Whig opponent in the person of Sir James Graham. When that party came into office, on a former occasion, and the Earl Grey was placed at the head of the Admiralty, it was understood that a total change of men and measures, in the civil departments of the Navy, would immediately be carried into effect; something of the nature of those that were supposed to have been contemplated by Lord St. Vincent, when he was First Lord of the Admiralty; but to accomplish which he either found the difficulty too strong, or could find none ready to second him effectually in the execu-

tion ; at any rate each of the two noble Lords left office without venturing to undertake any part of the change.

Lord Grey, however, it was said, had now come into office, as First Minister of the Crown, with an understanding—or, at least, a determined resolution—that the changes suggested by Lord St. Vincent should be accomplished ; and it was whispered in Downing-Street that, to effect the great design, he had succeeded in procuring the aid of a gentleman to be placed at the head of the Naval departments, civil and military, whose nerves were supposed to be equal to any difficulty, or to repel any obstruction he might meet with, in carrying out certain measures of such a nature as would require all the firmness and decision that he or any other might possess ; and that as many of the changes in contemplation would prove extremely obnoxious to the existing naval authorities, all or most of the officials might anticipate being brought within the sphere of their operation.

The gentleman who was bold enough to undertake the management of this Herculean task was understood to be Sir James Graham, who, it would seem, had never gone through the ordeal of a public office—the usual initiation for enabling the young aspirant to make himself acquainted with the routine of public business, so as to qualify him for some of the higher departments of the State. So numerous, indeed, have been these young senators aspiring to a seat in the several Boards of Admiralty, that this office was jocosely called “a school for sucking statesmen.” Sir James, however, had been in Parliament for some time, and once made a speech remarkable only for the mistake on which it was grounded : it was an insinuation that Privy Councillors pocketed thousands of the public

money for doing little or nothing; finding the mistake, he, no doubt, was sorry for it, and now quite prepared to make his entry into the same corps. In earlier life, as he told me, he had acted as private Secretary to Lord William Bentinck, in the Mediterranean.

It is very probable, therefore, that the official juniors considered it a daring step, to mount at once to one of the pinnacles of power, and to undertake the guidance of that great and complicated machine the British Navy, and all its concerns civil and military. Sir James did not, however, hesitate to assume the task, arduous as it must have appeared, and, by a change of system, likely to become somewhat hazardous. But Lord Grey had a good opportunity of observing his talents; he was not only a staunch Reformer, but was one of the principals employed in concocting and passing the Reform Bill.

The first member of the new Board whom I saw, and from whom I had any certain information respecting the new First Lord, was Sir Thomas Hardy, who, I found, was intended to be the First Naval Lord. One day he called on me at the Admiralty, at the particular request, he said, of Lord Grey, to say that his Lordship earnestly hoped I had no intention of leaving my present situation, and to assure me how much he regretted that any regulation should stand in the way of advancing me to the First Secretaryship. I begged Sir Thomas to convey my thanks for the kind recollection and good opinion of which his Lordship had been pleased to make him the welcome messenger; but that, being taken rather by surprise, I should wish to defer sending any answer till to-morrow, when I would either write or pay my respects to Lord

Grey. "In the mean time pray assure his Lordship that I feel very grateful for his good opinion; and have not been, nor ever shall be, forgetful of the kind consideration I experienced at his hands on a former painful and trying occasion."

Sir Thomas Hardy seemed to be somewhat disappointed, and said, "Pray, now, let me say to Lord Grey that you will accept his offer." I assured him it would be no little inducement on finding that he himself was to be one, and the principal one, of the Board-Room officers; "and I may tell you, Sir Thomas, that I have not the least desire to lead an inactive life; and that a Whig Board or a Tory Board, as you hint at, while I am in office, will be pretty much the same to me."

The following morning, about nine o'clock, as I was opening the letters, a card was brought in to me—"Sir James Graham." He introduced himself by saying, "Though I have not yet had the pleasure of your personal acquaintance, your name is familiar to me, and has frequently been mentioned most favourably, at my own house, and by Lady Graham, who has met and conversed with you often at Lord Bathurst's."—"Yes, and most agreeably, Sir James, I do assure you."—"You will readily guess the purpose of this early visit; it is the anxiety I am under to prevail on you to remain in your present official situation; and the fear I have, that your long attachment to a different party from that to which I belong, may induce you to take leave with the rest of your colleagues." I replied, "Let me assure you, Sir James, that the only political party to which I belong, and which I have openly and honestly avowed, is that which, by its measures, upholds the

credit of the Admiralty. In truth, I am neither rich nor reckless enough to become a party-man. Whig and Tory are pretty much the same to me.

‘Tros Tyriusve mihi nullo discrimine agetur.’”

“Then,” said he, “let me hope you will remain where you are; you shall possess my entire confidence and friendship, and I will do my utmost to make your situation agreeable and comfortable.”

In short, there appeared in his manner so much *bon-homme*, candour, and sincerity, that I answered at once, “I will remain.” He took me by the hand, and said, “You have relieved me from a load of anxiety, and, by assenting to my entreaty, from the unpleasant task imposed on me of coming to you with something like a royal command. I may now tell you that I was with the King last evening, when he said, ‘Go to Barrow to-morrow morning; and tell him that it is my desire that he will not think of leaving the Admiralty.’”

He then said, “I think it is also but right to tell you—and Lord Grey desired I should—that a great change is immediately to be brought about in the civil departments of the Navy, with which I am very imperfectly acquainted, and from what I can learn from my colleagues few of them are much better in that respect; I must, therefore, rely entirely on your assistance to enable me to gain some insight into the business we are about to undertake. I may mention, that the whole of the Civil Boards at Somerset-House are to be abolished, and various changes to be made in all the departments of the naval service.” I observed that it had been mooted in former Boards of Admiralty, whether

the Victualling and Transport Boards might not, with advantage, be merged in the Navy Board. He said, "No; that is not sufficient. Lord Grey and the Cabinet have decided, that they shall all be abolished, as Boards, and that the Navy Board and all others shall merge in the Board of Admiralty." I asked what provision was to be made for superintending the multitude of details, which it would be impossible for any Board of Admiralty, with all the additional strength of Lords, Secretaries, and Clerks put upon it, to perform; "perhaps it is meant that each branch of the naval service shall have a separate superintending officer, to be charged with his own individual responsibility?" "You have exactly hit it," he said, apparently pleased; "that was precisely Lord Grey's idea, expressed to me nearly in the same words—'individual responsibility'—instead of the combined and often contradictory acts and opinions of a Board of eight or ten persons; and *on this basis*," he added, "I must beg of you to sketch out the outline of a plan."

I should have mentioned that the new Secretary, Captain the Hon. George Elliot, had accompanied Sir Thomas Hardy, but remained outside. I went out to him; and he very candidly and with great condescension said that he was not exactly fit for the situation of Secretary, as his life had been mostly spent at sea, and he was not at all conversant with the civil affairs of the Navy; besides, he knew not, he said, who had recommended him to Lord Grey. However, I happened to know; for, on my usual Sunday afternoon visits to Lady Spencer, I met Captain Elliot coming out of Spencer-House; and her Ladyship said, "I suppose you met your new Secretary." I saw Captain Elliot;

but I knew not of his appointment, nor at that time even who was to be the First Lord. She then told me that Lord Spencer had been consulted; and that the Captain had always been so civil and accommodating when they were down at their place in the Isle of Wight, and when he was flag-captain at Portsmouth, that, entertaining a good opinion of him, his Lordship had recommended him for the situation. I was not sorry for it, as I knew him to be a very correct, excellent, and fine-tempered man; and not myself being, or ever intending to be, in the House of Commons, it was of no consequence to me, as I had finally excluded myself from ever becoming the First Secretary of the Admiralty.

Sir James Graham lost no time in mastering the great business he was commissioned to perform, and which, from its nature, he was satisfied would bring upon him much odium from those, who were to lose their situations, and from their friends; but he was not a man to shrink from his purpose on account of these or any other considerations. He was pledged to a specific duty, and determined resolutely to perform it; and when his bill to be brought into Parliament was ready to be drawn (the first step to be taken), instead of having the usual recourse to the Treasury Solicitor, I had spoken to him so highly of Mr. Jones, the Admiralty Solicitor, a gentleman well versed in all legal points connected with the Admiralty departments, that he determined to employ none but him, under his own immediate inspection; and to the credit of Jones it may be said that, in the two very intricate and important bills drawn up by him, neither mistake nor alteration were then or have since been made; and so

well pleased was Sir James Graham, that he desired me to purchase for him two pieces of plate of one hundred pounds value each, with suitable inscriptions, purporting that they were presented by the Board of Admiralty, and for what service.

When the dissolving Bill came into the Commons, it was opposed and severely canvassed by some of the Tory members, and by all those who had held places under the former administration; but Mr. Croker, who was best acquainted with the details of the subject, made a very long and able speech, dwelt much on his experience of twenty-two years, and his constant attendance—rarely, if ever, being absent from his duty. This was strictly true. He and I had perfectly agreed on that part of the subject, and had made an arrangement that both should never be absent at the same time: and a remarkable instance may be mentioned of our mutual punctuality and mutual reliance. I went to the Continent for eight and twenty days: we agreed that on the morning of a certain fixed day I should be at the Admiralty to open the letters, which was my constant duty; and that on the previous evening Croker would depart from town on *his* leave. I went, with my family, in the yacht to Antwerp, crossed the channels of the Dutch islands to Rotterdam, thence to Amsterdam, round by Utrecht to the Rhine, to Frankfort, down the Rhine to Coblenz, thence through Belgium to Paris; and was at my post on the morning agreed upon, Mr. Croker having departed the previous evening. There were then no railroads.

On another occasion, while enjoying my short summer holiday at Ramsgate, a dragoon brought me a telegraph-message from the Downs, ordering me to

return forthwith to town, an accident having happened to Mr. Croker ; he had fallen off his horse, or the horse had fallen with him, in Richmond Park. I mention these things only to show, how very punctually the working parties of the Admiralty attended to their duties ; which, of course, is not the less required by the new arrangement, now proposed and carried with no little opposition.

Mr. Croker, as I have said, made a long and able speech, and one that was intended to be damnatory of the great change, about to be introduced, in transacting the affairs of the civil service of the navy ; in the course of which, among every possible topic, he asked what is to become of the Secretary to the Admiralty ? “ The Right Hon. Gentleman,” says Sir James Graham, “ with great pathos had asked what was to become of the Secretary of the Admiralty ? He begged to assure the Right Hon. Gentleman, that he had submitted his plan to Mr. Barrow, one of the present secretaries, whose experience was at least as great as that of the Right Hon. Gentleman, and from him he (Sir James Graham) had received every assistance, though he differed from him in politics, for the promotion of the welfare and interests of the service over which he had the honour to hold the guardianship ; that gentleman had, with perfect consistency, maintained his political sentiments, and had given him (Sir James Graham) that assistance which he felt proud to avow, and should ever remember with the most grateful feelings. Mr. Barrow not only thought this measure practical, but salutary ; and that it would have the effect of correcting many of those grievances which he well knew had existed. By the opinion of Mr. Barrow he felt fortified

in the strong sentiment he entertained in favour of this measure, and in that sentiment he was also supported by the present Board of Admiralty, which, he trusted he might say, contained as much naval knowledge as any previous Board.”

Sir James Graham did not bring forward his measure without full and anxious inquiry and consideration. It embraced not only the civil departments, resident in town, under the immediate eye of the Admiralty, but also the more complicated machinery of the dockyards. He had desired me to give him a detailed plan for the management of these establishments, which accordingly I did, chiefly from memory, during the short holiday I had in the house of my friend Sir George Staunton at Leigh Park, and sent it over to him at Ryde, where he had gone in the vacation. It consisted of sixteen full sheets of foolscap paper—described the whole existing system of management of the dockyards; the number, the rank, the description, and the duties of every officer, principal and subordinate, setting forth the uselessness and the absurdity of many of them; it detailed the different classes of workmen, the mode of employing them, the quantity of work done, and the extravagant cost of doing it; the capacity of keeping up the navy to its proper standard, &c.: in short, it was, what I intended it to be, a complete picture of a dockyard, for the information and guidance of one who was about to make a visitation of a dockyard for the first time.

The following is a copy of the covering letter which enclosed the detailed description above alluded to:—

“ Leigh Park, Aug. 27, 1832.

“ Dear Sir,

“ The great measure of consolidating the civil departments of the navy being happily accomplished under your auspices, and by your firmness and perseverance, in spite of opposition and sinister auguries, there still remains, as you are fully aware, to be introduced into the *dockyards* a more rational and economical system of conducting those establishments, which absorb so considerable a portion of the large sums of money annually voted by Parliament for the support of that fleet, which is, and always must be, considered the great bulwark of this nation. And as that object is now about to engage your attention, and while you are about to be occupied in personal communication with professional men, and in examining their reports and statements, perhaps a few observations, however hastily thrown together, and from an unprofessional man, wholly divested of all prejudice, may assist you at least to compare some portion of them with the more matured statements of others, and draw your notice to some points which may have been omitted by them.

“ In venturing upon this step, I disclaim any further knowledge than what frequent visitations of the naval establishments, conversations with professional men, a habit of observation and inquiry, aided by a moderate share of common sense, may be supposed to confer. I have no object but the good of the service, and the credit of your naval administration, in thus pointing out what I conceive to be defects in the present system, and offering suggestions which may assist in their removal.

“ I am, dear Sir, &c.,

(Signed) “ JOHN BARROW.

“ Rt. Hon. Sir James Graham, Bart.”

The reply of Sir James was as follows:—

“ Ryde, Sept. 8, 1832.

“ My dear Sir,

“ I have received your excellent paper containing the outline of a plan for the introduction of a wise and well-regulated system of economy into the dockyards. I am well aware of the necessity of such a measure; and I thank you very sincerely for the assistance which your able minute is so well calculated to give. No plan will be found safe or worthy of adoption which does not rest on fixed principles; and the points which you have selected as preliminary, and requiring decision, appear to me to be wisely chosen; I am sure they are the points of primary importance. But, when I reflect on the vital interest involved in this decision, the naval glory which may be tarnished, the naval safety which may be compromised, by an error of judgment, I shrink almost from the responsibility, and turn with sorrow to the contemplation of my own incapacity to form a sound opinion—remembering always, that to destroy is the work of a day, to create is the highest effort of human ingenuity and power.

“ I can place, however, implicit reliance on the honesty of your advice, and on the integrity of your motives; and your long experience of naval affairs, your attachment to the service, your knowledge of its details, and your honourable connexion with the brightest period of its history, entitle your opinions to more than ordinary weight, and lead me to consider them with deference and respect.

“ The attention therefore which will be paid by me to your very important suggestions is anxious and incessant; but mature and incessant deliberation, and

frequent discussion, will be necessary, to remove doubts and to perfect arrangements in their nature complicated ; and I hope, when we meet in London after our vacation, that we shall be able so to deliberate and discuss, as to arrive at a decision conducive to the public good, the object which unfeignedly is nearest to my heart.

“ I go to London on Tuesday, for a few days, but I shall leave town again on Saturday.

“ I am always yours very truly,

“ J. R. G. GRAHAM.”

This plan, with the immense correspondence I was obliged to have with the heads of departments, both in town and the dockyards, in order to procure the necessary information and details, to make it correct and complete, had occupied my time fully for a considerable part of the previous year, 1832—in which, I believe, volumes of my minutes will be found in the records of the Admiralty. This labour was the only cause and instance of my health being in any way affected ; but my old friends and colleagues rarely met me without the salutation, “ Bless me ! Barrow, how ill you look !—these Whigs will be the death of you ! ” However, I got through it, and finished the plan of which Sir James Graham speaks. It was simple and obvious enough, and the mere outline made it at once to be understood : in fact, it pointed itself out, the materials being already provided, and required only to be newly arranged.

The Civil Boards of the Navy at Somerset House consisted of several departments, all numerous stocked with comptrollers, deputy-comptrollers, and commissioners of the navy, of victualling, and of transports—all of whom

were reduced, by a little thought and contrivance, to five separate and independent responsible superintendents, as under:—1. Surveyor of the Navy, Sir William Symonds; 2. Accountant-General, J. Thomas Briggs, Esq.; 3. Storekeeper-General, the Hon. Robert Dundas; 4. Comptroller of Victualling and Transports, James Meek, Esq.; 5. Director-General of Medical Departments, Sir William Burnett.

But it might be asked—I believe it was asked—what security have you that these five separate and individually responsible officers may not betray their trust?—what superintendents are *they* to have?—*Quis custodes custodiet?* A very proper question, and the answer is at hand. The Board of Admiralty consists of five Lords, in addition to the First Lord; and this Board collectively, and each of the five Lords individually, are constituted the *Custodes*.

One objection was made on the supposition that the Lords of the Admiralty would not be over well pleased to attend at Somerset House. Yet once, perhaps, a week to take a walk along the Strand from Charing-Cross could hardly be considered by an admiral or a captain—though a Lord of the Admiralty—as a toil, but rather a recreation; or to be landed at Somerset House in a boat from Whitehall Stairs. Some were disposed to look upon such visits as an useless ceremony; which is a great mistake. View them in no other light than as mere inspections of the different offices, they would have their advantage. “The eye of the master” was thought in olden time to spur the attention of the servant. But the fact is, that these visits are more rarely made than they used to be or ought to be, for the merit of the plan

depends much on the superintendence of the Lords of the Admiralty. The superintendent of each department should be ordered to Whitehall when wanted, as well as to make his reports in writing.

Heretofore, Commissioners of the Navy had held their appointments to each of the dockyards by patent, like the rest of the Commissioners. By the new plan their commissions were taken away, and they were selected from the most intelligent officers of the navy, had the title of Superintendent, and the tenure was considered as “during pleasure.” But recently there appears to have been an understanding that these appointments are for five years’ duration, and may be renewed according to circumstances: which was no part of Sir James Graham’s plan. With the increase of individual responsible officers must necessarily have arisen an increase of the whole correspondence which now passes through the Board of Admiralty, and which, before the change, was conducted through the Boards generally. This of course has multiplied to a great extent the number of letters and the quantity of writing within the Admiralty Office at Whitehall. At the end of six years an account was taken of what the number of letters received, and what the number of pages of entry, consisted, at the two periods of 1827 and 1833:—

In 1827.	Letters received	25,428
1833.	Ditto	31,330
	Annual increase	<u>5,902</u>
1827.	Dispatched	25,402
1833.	Ditto	47,866
	Increase	<u>22,464</u>

1827.	Pages of entry	20,783
1833.	Ditto	39,162*
	Increase	<u>18,379</u>

Yet, with all this addition to the correspondence, the establishment of the office was only increased by three or four junior clerks; but during the two or three first years *my* labours were at least doubled. It was not found necessary to add to the members of the Board, and they remain at five, with the First Lord.

The whole scheme has worked well, and without having required change or amendment, through five succeeding administrations, Whig and Tory, down to the present one of Lord Auckland, which commenced in the middle of the year 1846.

In the summer of 1833, when on my short holiday at the seat of my friend Sir George Staunton in Hampshire, Sir James Graham, naturally anxious to ascertain the practical operation of the new plan, adopted only the preceding year, resolved on a visit to the dockyards; and on his way to Portsmouth wrote me a letter, of which the following is a copy:—

“ Godalming, August 31, 1833.

“ My dear Sir,

“ The Board will assemble at Portsmouth on Wednesday morning at ten o'clock; and if, without inconvenience, you could meet us there, your presence would be of infinite service. I am unwilling to encroach on your holidays when I consider the intense labour of the last year, which you so cheerfully endured: but still it now remains to secure the fruit of that labour; and I know you take so deep an interest in our recent

* In 1845 the entries had increased to 54,576.

measures, that I should be unwilling to prove them by the test of experience, on a visit to the dockyards in your absence.

“ I go to Cowes to-day, and shall be happy to hear from you there, especially if you can tell me that you are well and recruited by repose.

“ I am, with very sincere regard,

“ My dear Sir, &c.,

“ J. R. G. GRAHAM.”

Accordingly, we went carefully over Portsmouth Dockyard; and Sir James Graham had an opportunity of inspecting the practical effect of the new system, as compared with the old, and appeared to be quite satisfied with the change; and the system was established without further opposition of the House of Commons.

We, next year, visited the other great naval establishment at Plymouth, and here we found a violent opposition, principally on the part of the shipwrights, to any reduction of their corps. The day being fixed for mustering them, we were told that they all meant to keep away; on which Sir James, by the advice of Admiral the Hon. G. Dundas, one of the Lords, caused a placard to be posted on the dock-gates, giving notice that the mustering of the yard would take place on the day subsequent to that intended, and that every one of the workmen, who did not then and there appear, and answer to his name, would forthwith be struck off the list, and never be allowed again to enter the gates. The result was that every man, even the lame and the impotent, answered to the call, and Devonport was as obedient to the orders as the other yards.

We also went over the several departments in Somerset House, and Sir James was shown the mode

in which the documents are kept; and entered fully into the new plan after the reductions had actually been made.

The following list comprehends the whole of the reductions which were effected under the administration of Sir James Graham:—

Admiralty, June 16, 1834.

An Account of the Reductions that have been made in the several Naval Departments from November, 1830, to June, 1834, including Workmen.

ADMIRALTY AND DEPARTMENTS.

Classes.	United Amount of Salaries reduced.
First Lord . . . (salary reduced)	£ 500
First Secretary . . . (ditto)	1,000
Treasurer of the Navy (abolished.)	
1 Paymaster of the Navy	1,200
1 Paymaster of Marines	1,000
1 Comptroller of the Navy	2,000
1 Deputy Comptroller	1,400
1 Surveyor of the Navy	1,200
5 Commissioners	5,000
2 Secretaries	2,200
1 Receiver of Fees	400
Surveyor of Buildings . . . (salary reduced)	} 250
Draughtsman to ditto . . . (ditto)	
48 Clerks	22,635
1 Keeper of Allotments	140

YARDS, ETC.

7 Commissioners	7,825
2 Secretaries to ditto	800
7 Masters Attendant	2,950
1 Assistant to ditto	220
6 Master Shipwrights	2,400
1 Clerk of the Check	450
3 Store Receivers	850
4 Storekeepers	2,400
1 Engineer and Mechanist	600
94	£57,420

Carried forward . . .

Classes.	Brought forward	United Amount of Salaries reduced.
94	Brought forward	£57,420
1	Draughtsman to Engineer and Mechanist	250
1	Clerk of the Works	700
2	Inspectors of Works	280
1	Clerk of the Rope-yard	350
4	Agents Victualler	1,400
2	Stewards of Hospitals	700
2	Dispensers to ditto	{ 44 44
10	Mates to ditto	1,094
7	Agents for Transports	1,538
54	Clerks	12,545
1	Clerk in Charge	96
21	Masters of Trades	4,680
2	Foremen of Millwrights and Metal-Mills	310
62	Measurers	11,160
1	Foreman of Masons	150
1	Foreman of Stores	140
1	Foreman of Coopers	100
7	Superior Shipwrights	1,200
17	Cabinkeepers	1,440
3	Surgeons	1,178
2	Assistant-Surgeons	400
1	Medical Agent	407
2	Chaplains	550
1	Lecturer	400
2	Boatswains	460
1	Warder	80
4	Porters and Store-Porters	472
<hr/>		<hr/>
307		£99,588
1,028	{ 1830.... 7,193 } Vote of 1830.... £445,000	} 128,400
	{ 1834.... 6,165 } Workmen—Naval. Vote of 1834-5.. £316,600	
	Naval Yards abroad ditto	19,648
	Victualling-Yards at home and abroad—Workmen	5,706
	<hr/>	<hr/>
	Total amount of Reduction	£253,342

J. T. BRIGGS, Acct.-Gen.

The above may have been the amount of the personal reductions, but the difference of the votes for 1830 and 1834 is not to be considered as so much saved, for the situations of many were continued, though by different people, and in a different shape. Sir James Graham, on presenting his last estimate in 1834, makes the whole reduction from 1831 amount to 1,200,000*l.* But, in point of fact, the merit of the new plan was never meant to be estimated by the amount of savings it would occasion, so much as by striking at the root of abuses, which had long been suffered to exist without detection; and which, as I pointed out to Sir James Graham, had escaped the searching eye of himself and his Whig companions, and which, being thus brought to his knowledge, he took immediate and efficient steps to correct. The amount of extraordinaries in the navy estimate, in former Boards, was made up by the First Lord of the Admiralty and the Comptroller of the Navy, who by the terms of the patent was to be consulted. The Board and the Parliamentary Secretary, who generally brought forward the estimates, knew nothing of the mode of application for such part of them; and I have heard Mr. Croker more than once complain of being thus kept in the dark. The result was, as might be expected, that sums of money were sometimes voted for one purpose and expended for another. Sir James had a case of this kind to settle on his first coming in, which gave him no little trouble. Many thousand pounds had been expended on the costly buildings of Weevil victualling-premises—all proper enough—but not a shilling of it appeared on the estimate. It was on this occasion I took the liberty of telling Sir James

that it was chiefly his and his friends' fault; for that, while they scrutinized and opposed, and strove to diminish almost every vote proposed, there their economy ceased; for not one of them ever thought of asking, the following year, how the money voted the preceding year had been expended. He admitted it; and, like an honest and faithful public servant, instantly set about the remedy.

An Act was now passed, authorising and directing the auditors of public accounts annually to audit the whole expenditure of the navy, and to supply the Board of Admiralty with a correct balance-sheet, being an account of every sum saved, and every sum expended; the balance to be handed over to the Chancellor of the Exchequer, and passed to the Consolidated Fund. And thus an end was put to the improper practice of applying such surplus, or sum not specifically voted on the estimate, to any purpose whatsoever but the one for which it was intended.

On the whole, I can venture to say with great confidence, and after the experience of fifteen years since the plan was put in operation, under half a dozen Boards of Admiralty, Whig and Tory, that it has been completely successful in all its parts; and the proof of it is, that no fault has been found with it, nor has any alteration of the least importance been required. The whole plan hinged on the two words *individual responsibility*, and from them I sketched out the outline submitted to Lord Grey, and which Sir James Graham so ably and so unflinchingly carried into execution, in spite of an opposition of no ordinary kind; and one which, I believe, he alone could have overcome. Fortunately, he had completed his labours

before he took leave of the Admiralty. I drew up, for the benefit of his successor, a brief history of all the changes and improvements, both civil and military, that took place under his administration, which was entered on the records of the Admiralty, and, it is presumed, may there be found; and I hope most sincerely that no future change will be attempted on the plan, unless with the certainty of producing a better.

It was my intention, however, if Sir James Graham had not taken so hasty a departure, to have called his attention to the very unsatisfactory state of the lists, and of the modes of promotion, of naval officers—the greatest grievance in the naval service, as they now stand, and one which none of the Boards of Admiralty have been willing to grapple with. The occasional retirements of officers are of little, and but of temporary use. I should have begun by the demolition of a whole list, which was a clumsy invention of a former age, and, in my opinion, an useless incumbrance. I may be wrong: but I will briefly state the history of what is now the Commanders' List.

In the early period of the Navy, fire-ships, brigs, and vessels of the smallest class were commanded by Masters; and, probably, to prevent their being mistaken for the ordinary class of Masters, they were distinguished as Masters-Commanding; but in a short time, these Masters thought that, perhaps by a little alteration in their title, they might advance a step in rank; and accordingly, by minute of the 4th of February, 1697, it was resolved that, for the future, all commanders of fire-ships and sixth rates have their commissions as "Masters and Commanders," and have no separate Masters; and we find the title of *Master and Commander* remaining to be thus entered on the lists

of naval officers; and not only that, but with *precedence* over Lieutenants, thus robbing the latter of their legitimate step to the rank of Captain. The next process was to get rid of the name of Master altogether, but how this was done and by what authority I did not succeed in discovering: in running over the lists, I found that Masters and Commanders stood by that title on the list, down to the year 1793; and, in the list of the following year (1794), that class was simply headed "Commanders," and so in future were their commissions; the alteration, therefore, or the omission, must have taken place when Lord Chatham presided at the Admiralty.

Taking that list as it now (1846) stands, we find:—

On the General List	851 Commanders
On the two retired Lists	300
	—1151 Total.

Of these—

Employed Afloat	115
Ditto Coast-Guard, Hospitals, &c.	57
	—172
There remain on half-pay and pensioned	979

But the evil does not stop at the large unprofitable expenditure. Here we have 1151 officers regularly educated (at least so it must be presumed) in the naval service, of whom we can find employment afloat for 115 only, and for shore appointments 57, in the whole 172; and probably, if these were to be superseded, it would not be an easy matter to find others fit to supply their places from the list of Commanders; for, except on account of some brilliant service, few young men are promoted to be commanders—the legitimate step is from the list of old lieutenants of long and

good service; an old lieutenant thus becomes an old commander, lives and dies as such, his only reward being a trifling addition to his half-pay, instead of being made a captain at once — and no one will deny that an experienced first-lieutenant of a line-of-battle ship is as fit, or more fit, for the rank of captain, and to command as such, than another of equal merit and standing, who has sauntered away the best remaining part of his life as a half-pay commander; for it is ten to one that he gets anything better, and six to one against his being employed afloat.

In a time of profound peace, when few brilliant deeds can command promotion and a great proportion of all ranks must be deemed no longer fit for command, I am inclined to think that the reasonable and right-thinking part of the service would not object to the abolition of the rank of commander. Those already afloat, to have commissions as captains; and captains, as in olden time, to be made from the list of lieutenants, and from such of the junior commanders as are fit for service afloat, the rest to retire; and those who hold shore-appointments to continue them.

In May, 1832, Sir James was pleased to order the following memorandum to be placed on the records of the Admiralty:—

“ 9th May, 1832.

“ Before retiring from the Board I am anxious to testify my respect to Mr. Barrow, and to mark my sense of his faithful services, and of the assistance which I have received from him in my public duty.

“ With the permission of His Majesty, I wish there-

fore to promote his son, Lieutenant William Barrow, to the rank of Commander, as a special favour, independent of the routine of promotion in vacancies.

(Signed) "J. R. G. GRAHAM."

This, my third son, passed through the two previous stages greatly to my satisfaction; and, what is more important, to the satisfaction of his commanding officers. He was, moreover, a kind-hearted and good young man. On the evening of the day that he received his commission from Sir James Graham, two years afterwards, to command the 'Rose,' he brought home under his arm a large quarto Bible; on being asked what use he meant to make of it?—"To read it, to be sure, to the ship's company on Sundays, when at sea." His ship was sent to India, and appropriated to the Strait of Malacca, to look after Malay pirates, where, by his indefatigable pursuit among the creeks and jungle, he caught a fever, which fell on his lungs, and on the passage home he was obliged to invalid at the Cape of Good Hope. He there received the utmost attention from Sir Patrick and Lady Campbell, and also from Captain and Mrs. Wauchope—for whose almost parental kindness I cannot express myself sufficiently grateful. His illness terminated fatally at Simon's Bay; where a stone, with a suitable inscription, marks the place of his burial. The following extract of a letter from Miss Elliot (now Countess of Northesk) to my daughter, displays so much good feeling, and marks so strongly the regard and recollection of this amiable lady for her absent friends, that we all feel the best tribute of gratitude we can bestow is to place her kindness on record:—

“After a long delay,” says Miss Elliot, “caused by the difficulty of procuring workmen to complete the wall which surrounds the monument, it is a real satisfaction to me, before my departure from the colony, to be able to give you a favourable report of the whole. The tablet is all that you and your family could desire; the enclosure solid, and the space of ground inside the wall, which is larger than I expected, is now thickly studded with young acacias and geraniums in flower, and the wall will protect these until they are strong enough to stand against the winds of that quarter.

“I send you a little plant, dried in haste, which I picked the other day inside the enclosure—a spot which, judging by my feelings towards the grave of our lost *Addy*, I feel must be of deep interest to you; and even this trifling recollection may not be unworthy of your acceptance. I fervently wish I could have done more to prove to you that I still retain the kindest recollection of you all. . . .

(Signed)

“GEORGINA ELLIOT.”

It is due to the memory of my son, and will be a gratification to his family, to insert the following testimonial of his conduct, and attention to his professional duties, from his Commander-in-chief:—

“Trincomalee, 9th July, 1837.

“Sir,

“I feel sincerely concerned that the state of your health requires your immediate removal from this climate, and deprives me prematurely of your always cheerful and willing assistance. I have frequently noticed with pleasure your laudable anxiety that His

Majesty's sloop 'Rose,' under your command, should be distinguished for her order and discipline, and alacrity on service; and I trust that your speedy restoration to health will enable you to follow up the service, to which you are so much attached, with distinction and honour to yourself, and benefit to your country.

" I am, Sir,

" Your most obedient humble servant,

" BLADEN CAPEL,

" Vice-Admiral and Commander-in-Chief.

" *Commander Barrow,*
H.M. sloop 'Rose.'"

On the same occasion of my son's promotion, Sir Herbert Taylor was directed by the King as follows:—

" The King ordered me to assure you that he had been very much gratified by Sir James Graham's selection of your son for promotion to the rank of Commander, not only because he knew it to be well bestowed, but as it afforded so satisfactory a proof of the just estimation in which your own valuable and exemplary services are held. His Majesty commanded me to add, that he shall not cease to take a sincere interest in your welfare, and in all that can contribute to your comfort.

" I am, &c., very faithfully,

(Signed) " H. TAYLOR."

On the retirement of Sir James Graham from the Admiralty he left the following memorandum:—

" Admiralty, 14th June, 1834.

" As my last act before leaving this Board, I consider it my duty, in the most earnest manner, to impress upon my successor the paramount importance of

keeping at all times ready, to receive men, twelve sail of the line and six large frigates, in addition to the ships which may be in commission. When I say ready to receive men, I mean their standing rigging over the mast-head, their topmasts pointed, their lower masts across, all their internal fitting complete, and their ground-tier of tanks on board. On a sudden emergency, it is impossible to calculate the advantage which this state of preparation affords; and I speak from experience when I declare, that if reliance be placed on a state of ordinary to meet the exigencies of a sudden armament with efficient dispatch, disappointment will ensue, and national danger may be the consequence. France, Russia, all the naval powers, keep constantly a large portion of their fleet in this advanced state of preparation; but when I compare the number of their ships, and the limited sphere within which they move, with our reduced peace establishment, and our ships of war in commission, scattered throughout the world for the protection of our commerce, I am convinced that prudence and policy dictate the necessity of having a force concentrated and ready in our harbours, at once to proceed to sea as soon as men can be obtained. This force should be equally divided between Portsmouth, Plymouth, and the Medway, to prevent confusion, and to ensure celerity, when an armament takes place; and the admirals and captains-superintendent at those ports should be held strictly responsible for the constant state of perfect efficiency in which these ships should be kept, without fail. Their rigging must be removed from time to time, and their masts and spars overhauled: but the cost is insignificant, compared with the national advantage of having this force constantly available, without the risk of disappointment. To ensure these

ships being constantly ready, I would recommend that, as ships of these classes are brought forward for commission, they should be taken from the number thus prepared.

“ J. GRAHAM.”

Some time before Sir James Graham left the Admiralty (in the year 1830), Commander George Smith, who had submitted a plan for instruction in gunnery, and had been appointed supernumerary of the *St. Vincent*, received an order to reside on board the ‘*Excellent*,’ to carry on the practice of sea-gunnery, and for the instruction of officers and seamen, and others belonging to the sea service, who might be desirous of availing themselves of such an opportunity at the port of Portsmouth.

To make the establishment perfect, the Board of Ordnance was requested to supply a gun of each nature and description, with every variety of gun-carriage, apparatus, sights, &c. complete.

Sir John Pechell, who, as one of the Lords of Sir James Graham’s Board, had long before turned his particular attention to naval gunnery, entered cordially into the plan of making it a branch of naval education; and, in the year 1832, the ‘*Excellent*’ was put in commission, to be appropriated solely as a school for gunnery practice, to have a regular establishment of able seamen to be instructed as seamen gunners for the fleet, and to receive on board a certain number of officers to be instructed in that important branch of the naval service. In April, 1832, Sir Thomas Hastings was appointed to the command of the ‘*Excellent*,’ and continued to carry on the gunnery instructions, conducting experiments, and making improvements, for fourteen years, when, in the year 1847, he was superseded by

Captain Chads, and was appointed principal Store-keeper of the Ordnance.

The practice of gunnery in ships of war has now become a system which every officer and man on board is expected fully to comprehend; and every ship is supplied with copies of 'Instructions for the Exercise and Service of Great Guns.' They have regular words of command for every operation, and will go through the drill exercise as steadily as troops on shore.

In the exercise of the great guns on board the 'Excellent,' it is pleasing to see the zeal and alacrity with which the officers of all ranks go through the great gun exercise; and, on the numerous occasions when I have been an inspector of this exercise, I have almost invariably observed, that the process of working the gun, till the concluding one of running it out, has been accomplished sooner by the officers than by the men—such is the effect of animal zeal and spirits over mere animal strength.

The crew are also practised as to elevations, ranges, and charges of guns, in lever target practice, and in naval cutlass exercise.

There is likewise a separate small treatise of "Instructions for the use of Shells," which are becoming of more general practice within a few years.

Commander Smith, before mentioned, has also the merit of introducing, for the use of steam-vessels, an appendage which promises convenience, utility, and perhaps the preservation of human life. This is simply converting the ship's boats into covers for the paddle-boxes by inverting them with their keels upwards: they are here well out of the way, are excellent roofs for the wheels, and are so fitted as to be ready at a moment to

lower down in case of accident. I understand they are now generally thus applied.

In the summer of 1834, Sir James Graham seceded from the Whig party, together with Lord Stanley and some others, on the Irish Church question, though he had gone the full length with them on all other questions, and was one of the most active Members, both in and out of the House, in passing the Reform Bill; so that Mr. Joseph Hume called him "The very pillar of Reform." He was succeeded in the Admiralty by Lord Auckland, who remained but a few months, when his Majesty, on the 14th of November, 1834, gave his new Ministers leave to retire.

But I have not yet done with Sir James Graham. He was a man of too much importance by his influence, intelligence, and aptitude for business, to be overlooked by any party, whether in or out of the Government: and the high situation of Governor-General of India becoming vacant about this time, the Directors of the East India Company fixed their attention on him, as a proper person to fill that important station. One of the most influential of this body called on me to know if, in the course of our intercourse, I had ever heard Sir James Graham throw out a hint on the subject, or if I thought he would accept of this high appointment, provided it was properly offered to him, and that the present Ministry would approve of him. I told him I never had; but said, if he wished it, I would write privately to let him know that the question had been put to me: which accordingly I did, and received an immediate reply, of which the following is a copy:—

“ Netherby, January 10th, 1835.

“ My dear Sir,

“ Although my election takes place on Monday, and I am much occupied by the necessary preparations, yet I cannot delay an answer to your letter, which is written in the kindest and most friendly spirit. It is impossible that I should not feel honoured and gratified by the high trust which the East India Directors are willing to confide to me. In any circumstances my decision on the offer, if it were made directly and in due form, would involve the most serious and difficult considerations both of a public and private nature; but at the present time, and in the present state of affairs, I am relieved from the necessity of any such deliberation; for having refused the acceptance of office at home, under Sir Robert Peel, with all its attendant risks and heavy responsibility at this critical juncture, I should be exposed to the just suspicion of unworthy motives, if, under the same Government and with no change of circumstances, I consented to receive a most lucrative appointment which would remove me from the scene of the impending struggle, and secure my own interests by the favour of a Government whose fortunes I was unwilling to share. Sense of honour admits of no doubt in this case; and in the most sincere sentiments of gratitude and respect towards the Directors I must, at the present moment, renounce the acceptance of the appointment even if it were offered to me with the full concurrence both of the Ministers and the Court of Directors.

“ Yours, very sincerely,

“ J. R. G. GRAHAM.”

In a subsequent note he says, "Let me thank you very sincerely for the friendly part which you have taken in this transaction; it corresponds exactly with the uniform kindness which I have experienced at your hands."

Sir James Graham became Secretary of State for the Home Department in 1841, when Sir Robert Peel was First Lord of the Treasury; but from the date of the above familiar letters the only communication I have ever had from Sir James was in consequence of some charge which, I understood privately, was intended to be preferred against him in the House of Commons, by his old friends the Whigs, for having left the Dock-Yards unprovided with stores, and also for having reduced the fine corps of Marine Artillery to an inefficient state. I gave him notice of this; and by permission of Lord Minto (for which I deemed it right to ask) I furnished him with copies of documents for his defence, if required. On this subject I make no further comment; I believe that we have not from that time exchanged a word with one another on any subject. Yet we are both in the same way of thinking as to politics — both good *Tories*; and I am anxious to say one word at parting.

Although during the four years of Sir James Graham's administration of the affairs of the Navy my labours were increased two-fold to what they had been under any presiding power before or after him, yet, finding him earnestly bent on accomplishing those reforms which he had undertaken to make, and that he spared no labour of his own in the execution of them, I can safely aver that I never felt myself more happy or more at ease than in the busy life I was doomed to

spend during the period in question ; convinced as I then was—if I had ever doubted it before—that the more fully and actively employed, under vigorous health, are the mental and corporeal faculties, the more composed and tranquil will the possessor of them find himself to be. Indeed, I am fully persuaded, that the continual employment for forty years at the Admiralty, with the preceding activity of mind and body, were the great preservatives of my health ; and precluded the necessity of calling in the doctor, who, during all that time, never showed his face in my house—at least for myself, and rarely for any one else.

There might be another cause for contentment. I felt that I had the full confidence of Sir James Graham, as he had promised at our first meeting that I should have ; and that I was held under a higher degree of consideration than otherwise my position in the department would have procured for me. Sir James always treated me with the greatest kindness and attention, and I can only regret that for some years now all intercourse should have ceased.

I thought it right, however, two years after it had ceased, personally or by writing, to send him a copy of my ‘Life of Lord Howe,’ the acknowledgment of which produced a most gratifying letter, of which the following is a copy :—

“ Netherby, December 20th, 1837.

“ My dear Sir,

“ I have received and read with great pleasure your ‘Life of Lord Howe ;’ and so far from exclaiming ‘How can my friend the Secretary of the Admiralty find time to write a book ?’ I can speak, from the experience of some years, that he

never neglected a public duty, that he never was wanting in a kind office to a friend, and yet, from a wise economy of leisure, he always had a spare moment for some useful research or some literary occupation. I think your last effort will be instructive; I am sure it is pregnant with wisdom and reproof; and it will be a happy event if the officers of the present day will stick to the beaten track, and be content with the road to fame which the great men—now no more—so nobly trod before them, when deeds and respect for authority were everything, and when words and love of change stood for nothing. All the great principles of our naval glory are clearly and fully developed in the ‘Life of Lord Howe;’ and when these principles are violated, when the established usage is destroyed, when the right of Impressment shall be frittered away, and the use of corporal punishment given up, then this glory will depart from us and our sun will set to rise no more. You, in your place and generation, have done your best to avert that evil day; and your honest services at the Board of Admiralty will, I trust, be long remembered.

“I am, always, &c.,
“J. R. G. GRAHAM.”

(Signed)

I also presented a copy of the book to the Queen, who directed the following reply:—

“St. Leonard’s, December 20th, 1837.

“Sir,

“I am honoured by Queen Adelaide’s commands to convey to you her Majesty’s thanks for the ‘Life of Admiral Earl Howe,’ which you have had the goodness to present to her.

“Her Majesty further charges me to express her great satisfaction that this work is written by you, as her Majesty clearly recollects the anxious wish of the late King that it should be undertaken by yourself, as a person whose abilities, services, and character his Majesty always held in the highest estimation.

“I have the honour to be, &c.

(Signed)

“EDWARD CURZON.

“To Sir J. Barrow, Bart.,
&c., &c., &c.”

That which I ought, perhaps, to value the highest, consists of three lines from the late Mr. Southey to Mr. Murray:—

“I have read through half the ‘Life of Lord Howe,’ and never read any book of the kind that seemed to me, in all respects, so ably and so judiciously composed.”

SECTION X.

The EARL of AUCKLAND.

June 11, 1834—December 22, 1834.

Sir WILLIAM PARKERFirst Naval Lord.
The Hon. GEO. ELLIOTFirst Secretary.

THE retirement of Sir James Graham was speedily followed by that of Lord Stanley, the Duke of Richmond, and the Earl of Ripon: and, ere long, by the resignation of Lord Althorpe, Chancellor of the Exchequer, who, at the same time, made an excuse for Lord Grey also to retire from office. Yet with all these desertions, the Whigs were not disposed to quit the helm. Viscount Melbourne succeeded Earl Grey as First Lord of the Treasury, and Lord Auckland took the situation of First Lord of the Admiralty in the place of Sir James Graham.

Lord Auckland had, for some years, been Auditor of Greenwich Hospital, and had occasion at certain periods to show himself at the Admiralty; but he never held any other situation, by which he could become conversant with public business, or any that had to do with more than a small portion of Admiralty concerns. The limited degree of patronage that during the short period of his service fell to his share, consisting of a promotion or two, and a few naval appoint-

ments, he distributed, I believe, without favour or affection, to the best of his judgment and according to his conscience.

He was, moreover, a nobleman of good sound sense and solid understanding, of an amiable disposition, mild in his manner, and good-tempered. He showed a willingness to make himself acquainted with the details of business, relating to the concerns of the Naval department, which were now placed on a more firm and settled foundation than heretofore. His tenure of office, however, did not exceed six months, during which the crippled Melbourne Administration, consisting now of little more than members of the original Reform Ministry, shorn of its beams, being deprived of its ablest and best statesmen, was tottering to its fall. The King, having for some time observed this, became more and more dissatisfied, and determined at length to dismiss his Ministers, and to send for the Duke of Wellington, whom he charged to submit to him a new Government.

The Duke could not well refuse, and proposed at once Sir Robert Peel—though then absent with his lady in Italy—as the only and the most proper person to be appointed First Minister of the crown; and in the mean time he advised the King to place him (the Duke) *provisionally* at the head of affairs, as First Lord of the Treasury and Secretary of State for the Home Department; receiving, in fact, the seals of the three departments of Home, Foreign, and Colonial Secretaries of State, as he might have occasion to act in each of them until Sir Robert Peel's return; and so scrupulous was the Duke, that not a single office was disposed of, or exercise of patronage made use of,

during the interregnum ; and no inconvenience resulted from what was jocularly called the Duke's Cabinet, consisting of one single member, in his own individual person—a confidence reposed, in this singular instance, without creating envy, jealousy, or suspicion, either in the mind of the King or of the public.

On the arrival of Sir Robert Peel in England, he was forthwith appointed First Lord of the Treasury, and the Earl de Grey First Lord of the Admiralty, which might be said to have been in abeyance for some little time ; but as every thing had remained peaceable and undisturbed, the wheels of Government went on smoothly—though, on a few occasions, perhaps, a little more slowly than usual. Sir Robert Peel very properly named Sir George Cockburn as First Naval Lord of the Board, who was at this time Commander-in-chief on the North American station. Conceiving it would be an act of great injustice to recal this excellent officer from so important and lucrative a command, I waited on Sir Robert Peel, to take his opinion whether he considered it absolutely necessary that he should at once be recalled to assume his seat at the Board, or would suffer him to remain a little longer. “By all means,” he said, “write to him to say, in my name, that there is no occasion for his turning over the command, and that I will let him know when he is wanted here.” It was fortunate that I stopped him : for, had he come home on seeing his appointment, he would have found his seat occupied by some of the Whig party. Sir Robert Peel's Government having ceased in April, 1835, Lord Melbourne became a second time the Premier ; and Lord Auckland a second time First Lord of the Admiralty for another four or five months, when he re-

signed in September, 1835, and Lord Minto took his place, which he held for six years—not, however, immediately, as about this time the Whig Government found itself so unpopular, with the Radicals as well as with the Conservatives, that Lord Melbourne and Lord John Russell deemed it expedient to resign; and the former recommended Queen Victoria to send for the Duke of Wellington, who advised her Majesty again to appoint Sir Robert Peel as First Lord of the Treasury, and authorize him to form his Government. It need not here be stated that Sir Robert, not thinking it proper or constitutional that the wives, daughters, and sisters of the late Cabinet Ministers should continue as Ladies of the Court, all of whom the Queen had been advised to insist on retaining, Sir Robert and the Duke of Wellington declined accepting office; and Lord Melbourne, with the whole party, immediately resumed their former situations: and it was on Lord Melbourne's remaining in office that Lord Minto finally succeeded as First Lord of the Admiralty.

SECTION XI.

The EARL DE GREY.

December 23, 1834—April 25, 1835.

Sir CHARLES ROWLEY First Naval Lord.
 Right Hon. GEORGE R. DAWSON . . First Secretary.

DURING the interregnum, as it may almost be called, between Lord Auckland leaving the Admiralty the first time, the 22nd of December, 1834, and returning to it the 24th of April, 1835, the office of First Lord was held by the Earl de Grey; but in the fluctuating state of the Government two years before, and about the commencement of the reign of a young and a female sovereign, and moreover in the struggle for power between the Whigs and the Conservatives, the wheels of Government were considerably clogged; and the world being apparently disposed to cultivate the arts and pursuits of peace, the Navy in particular may be said to have been resting on its oars, during the two short administrations of Lord Auckland and the intermediate still shorter one of the Earl de Grey. In fact, little beyond the common routine of business engaged the attention of the First or of the other Lords of the Admiralty

The subject that, from its importance, required the notice of the Board, was the enormous expense incurred,

and the inconvenience occasioned, by the frequent repairs required for the steam-vessels, the number and size of which had at this time increased to a large fleet. A circular notice was therefore sent forth to every officer in command of a steam-vessel, to use his endeavour to make himself thoroughly acquainted with all the parts of the machinery ; to examine their condition, and, with the assistance of the chief engineer, to repair defects whenever they occurred ; and to transmit, on the first day of every month, a distinct and detailed account of each preceding month of what is therein required, under the following heads :—

1. State of the engines, boilers, and paddle-wheels on the last day of that month.

2. Any injury or defect, and nature of repair received.

3. Quantity of coals, or number of days' consumption, the ship can stow.

4. Number of hours the steam has been up in the month.

5. Average consumption of coals per hour.

6. Greatest number of knots the vessel has gone.

7. Number of days in the month she has been under sail only.

8. The maximum speed when under sail only.

9. Conduct of the engineers during the month.

10. Any suggestions that may occur to you respecting the machinery, and such other remarks and observations as you may deem it expedient their Lordships should be made acquainted with.

This circular order was productive of the best effects.

As steam-navigation was rapidly increasing not only

in the number, but also in the capacity and force of the men-of-war steamers, candidates for commands increased in proportion; and as it was of the utmost importance that appointments should be conferred on those alone who had acquired a knowledge of the construction and management of the steam-engine, encouragement was given by the steam-engine manufacturers to such naval officers as might be desirous of acquiring information, for admission to their workshops; and the knowledge thus obtained was the best recommendation to the command of a steam-vessel.

In the Earl de Grey's short administration, Sir George Cockburn was still commander-in-chief on the American station, and I had written to him not to be in haste to leave his command. The following is his reply to that communication, addressed private to myself, to which he has been kind enough to tack a very flattering testimony, and congratulation on the recent distinction conferred on me:—

(Private.) “Admiral's House, Bermuda, 21st May, 1835.

“My dear Sir John,

“This being the first time I have so addressed you, I must begin my letter by offering you my very sincere congratulations on your having received this so well-merited mark of distinction, and requesting you to believe how cordially I hope that you may long, very long, enjoy this honour, which has seldom or never been more fully earned by so long-continued and valuable services to the state, and which consequently must have given universal satisfaction not only to your friends, but to the public at large. Lady Cockburn

also begs to join me in offering our congratulations to Lady Barrow on the occasion.

“ I have now to thank you for your notes of the 2nd and 3rd of April, and a sad account they give of the state in which matters were in London at that date, leaving no doubt of the soundness of your advice to me ‘to wait’ further communications previous to coming to any decision relative to my return to England, and most truly do I feel obliged to Lord de Grey and the rest of you for the kind and flattering consideration towards me so fully manifested by everything you have decided and done respecting me; and if Sir Robert Peel’s Government shall have survived the storm which so overbearingly pressed upon it when you wrote, I shall have much pleasure in joining you at the old office whenever you have sent to me an officer to whom I can with propriety deliver the charge of this extensive and (under existing circumstances) important command; but from the tenor of your letter and of others I received at the same time, I hardly venture to indulge a hope that *my friends* can have managed to stand their ground against the united Whig and Radical swarm opposed to them, and therefore I consider that long ere this reaches you all question regarding my return will have been set at rest.

“ How any other Government will be able to get on remains to be proved, but it appears none will be likely to stand with the present House of Commons except a thoroughly *destructive* one, and with such a Government I own I do not think Croker’s anticipations which you mention likely to prove very far wrong. We must, however, do our best to the last, and stand the hazard of the die.

“With every kind wish to you and yours, believe me always,

“My dear Sir John,

“Faithfully and truly yours,

“G. COCKBURN.

“Sir John Barrow, Bart.,
&c. . &c. &c.”

Just at the same time I received the following kind letter from one of my earliest friends in the naval service, and one who has distinguished himself in the promotion of nautical science and of good conduct, morality, and discipline in the junior officer, beyond any other that I could mention. In society he was pleasant and lively, and fond of literary pursuits, of which he has given proof to the world by several small volumes on various subjects, chiefly naval; but such is the uncertainty of human life and the instability of the mental constitution, that in the midst of apparent health and vigour, the faculties of his mind suddenly gave way, forsook him altogether, and after a short time of almost unconscious existence, he was fortunately released from a state of misery distressing to himself and to all his friends:—

“Paris, 13th November, 1835.

“My dear Sir,

“I am glad of an opportunity of congratulating you upon your recent honours—so well earned and bestowed with so much popularity; for I never remember any promotion, so to speak, which gave more universal satisfaction. But to no one of all your friends could it have afforded more genuine pleasure than it did to me, for I have very long looked up to you as

one of my truest, and certainly my most useful, protector—most useful because you gave me help and encouragement when I was unknown, even to myself, and when every word of such practical encouragement, as you afforded me, was a step not merely in the ladder of professional advancement, but gave me a rise in the world of letters, of science, and, last though not least, of good company. I must, therefore, ever feel grateful to you; and now that I want nothing, professional or otherwise, I am proud to acknowledge my deep obligations, and right happy to see the object of my humble esteem duly honoured by the highest authorities, by and with the cordial sympathy of the country at large.

“Pray offer my best remembrance and that of Mrs. Hall to Lady Barrow, and believe me,

“Ever truly yours,

“BASIL HALL.

“Sir John Barrow, Bart.”
