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FROM FRIDAY, NOVEMBER 8. TO TUESDAY, NOVEMBER 12: 1805.

LONDON GAZETTE EXTRAORDINARY.

ADMIRALTY-OFFICE, NOV. 6.

Dispatches, of which the following are copies, were received at the Admiralty this day, at one o'clock A. M. from Vice-Admiral Collingwood, Commander in Chief of his Majesty's ships and vessels off Cadiz:—

Euryalus, off Cape Trafalgar, Oct. 22, 1805.

STR—The ever to be lamented death of Vice-Admiral Lord Viscount Nelson, who, in the late conflict with the enemy, fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners of the Admiralty, that on the 19th instant, it was communicated to the Commander in Chief, from the ships watching the motions of the enemy in Cadiz, that the combined fleet had put to sea; as they failed with light winds westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the Straights entrance, with the British squadron, consisting of twenty-seven ships, three of them sixty-fours, where his Lordship was informed by Captain Blackwood, (whose vigilance in watching, and giving notice of the enemy's movements, has been highly meritorious,) that they had not yet passed the Straights.

On Monday the 21st inst. at day-light, when Cape Trafalgar bore E. by S. about seven leagues, the enemy was discovered six or seven miles to the eastward, the wind about west, and very light; the Commander in Chief immediately made the signal for the fleet to bear up in two columns, as they are formed in order of sailing; a mode of attack his Lordship had previously directed, to avoid the inconvenience and delay in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which eighteen were French, and fifteen Spanish) commanded in Chief by Admiral Villeneuve; the Spaniards, under the direction of Gravina, wore, with their heads to the northward, and formed their line of battle with great coolness and correctness; but as the mode of attack was unusual, so the structure of their line

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was new; it formed a crescent convexing to leeward; so that, in leading down to their centre, I had both their van and rear abaft the beam; before the fire opened, every alternate ship was about a cable's length to windward of her second a-head and a-stern, forming a kind of double line; and appeared, when on their beam, to leave a very little interval between them, and this without crowding their ships. Admiral Villeneuve was in the Bucentaure in the centre, and the Prince of Asturias bore Gravina's flag in the rear; but the French and Spanish ships were mixed without any apparent regard to order of national squadron.

As the mode of our attack had been previously determined, and communicated to the Flag Officers and Captains, few signals were necessary, and none were made, except to direct close order as the lines bore down.

The Commander in Chief, in the Victory, led the weather column, and the Royal Sovereign, which bore my flag, the lee.

The action began at twelve o'clock, by the leading ships of the columns breaking through the enemy's line, the Commander in Chief about the tenth ship of the van, the second in command about the twelfth from the rear; leaving the van of the enemy unoccupied; the succeeding ships breaking through, in all parts, a-stern of their leaders, and engaging the enemy at the muzzles of their guns; the conflict was severe; the enemy's ships were fought with a gallantry highly honourable to their officers, but the attack on them was irresistible, and it pleased the Almighty Disposer of all events to grant his Majesty's arms a complete and glorious victory; about three P. M. many of the enemy's ships having struck their colours, their line gave way; Admiral Gravina, with ten ships, joining their frigates to leeward, stood towards Cadiz. The five headmost ships in their van tacked, and standing to windward of the British line, were engaged; and the sternmost of them taken; the others went off, leaving to his Majesty's squadron nineteen ships of

the line (of which two are first rates, the Santissima Trinidad and the Santa Anna), with three Flag Officers, viz. Admiral Villeneuve, the Commander in Chief, Don Ignatia Maria D'Aliva, Vice-Admiral, and the Spanish Rear-Admiral Don Baltazar Hidalgo Cisneros.

After such a victory it may appear unnecessary to enter into encomiums on the particular parts taken by the several commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all was the same; when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

The Achille (a French 74), after having surrendered, by some mismanagement of the Frenchmen, took fire and blew up; two hundred of her men were saved by the tenders.

A circumstance occurred during the action, which so strongly marks the invincible spirit of British seamen when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their Lordships: the Femeaire was boarded by accident or design, by a French ship on one side, and a Spaniard on the other; the contest was vigorous, but, in the end, the combined ensigns were torn from the poop, and the British hoisted in their places.

Such a battle could not be fought without sustaining a great loss of men. I have not only to lament, in common with the British navy, and the British nation, in the fall of the Commander in Chief, the loss of a hero, whose name will be immortal, and his memory ever dear to his country; but my heart is rent with the most poignant grief for the death of a friend, to whom, by many years intimacy, and a perfect knowledge of the virtues of his mind, which inspired ideas superior to the common race of men, I was bound by the strongest ties of affection; a grief to which even the glorious occasion in which he fell, does not bring the consolation which perhaps it ought; his Lordship



received a musket ball in his left breast, about the middle of the action, and sent an officer immediately to me with his last farewell, and soon after expired.

I have also to lament the loss of those excellent officers, Captains Duff of the Mars, and Cooke of the Bellerophon; I have yet heard of none others.

I fear the numbers that have fallen will be found very great, when the returns come to me; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

The Royal Sovereign having lost her masts, except a tottering foremast, I called the Euryalus to me while the action continued, which ship lying within hail, made my signals, a service Captain Blackwood performed with great attention; after the action, I shifted my flag to her, that I might more easily communicate my orders to, and collect the ships, and towed the Royal Sovereign out to seaward. The whole fleet were now in a very perilous situation, many dismasted, all shattered, in 15 fathom water off the shoals of Trafalgar; and, when I made the signal to prepare to anchor, few of the ships had an anchor to let go, their cables being shot. But the same good Providence which aided us through such a day, preserved us in the night, by the wind shifting a few points, and drifting the ships off the land, except four of the captured dismasted ships, which are now at anchor off Trafalgar, and I hope will ride safe until the gales are over.

Having thus detailed the proceedings of the fleet on this occasion, I beg to congratulate their Lordships on a victory, which, I hope, will add a ray to the glory of his Majesty's Crown, and be attended with public benefit to our country.

I am, &c.

(Signed) C. COLLINGWOOD.

William Marsden, Esq.

The order in which the ships in the British Squadron attacked the Combined Fleets, on the 21st of October 1805.

VAN.	REAR.
Victory.	Royal Sovereign.
Temeraire.	Mars.
Neptune.	Belleisle.
Conqueror.	Tonnant.
Leviathan.	Bellerophon.
Ajax.	Colossus.
Orion.	Achille.
Agamemnon.	Polyphemus.
Milotaure.	Revenge.
Spartiate.	Swiftsure.
Britannia.	Defence.
Africa.	Thunderer.
Euryalus.	Defiance.
Sirius.	Prince.
Phoebe.	Dreadnought.
Naiad.	
Pickle schooner.	
Enterprisant cutter	

C. COLLINGWOOD.

GENERAL ORDER.

Euryalus, October 22, 1805.

The ever to be lamented death of Lord Viscount Nelson, Duke of Bronte, the Commander in Chief, who fell in the action of the 21st, in the arms of victory, covered with glory, whose memory will be ever dear to the British navy, and the British nation, whose zeal for the honour of his King, and for the interest of his country, will be ever held up as a shining example for a British seaman, leaves to me a duty to return my thanks to the Right Hon. Rear-Admiral, the Captains, officers, seamen, and detachments of royal marines serving on board his Majesty's Squadron now under my command, for their conduct on that day; but where can I find language to express my sentiments of the valour and skill which were displayed by the officers, the seamen, and marines, in the battle with the enemy, where every individual appeared an hero, on whom the glory of his country depended; the attack was irresistible, and the issue of it adds to the page of naval annals a brilliant instance of what Britons can do, when their King and country need their service.

To the Right Hon. Rear-Admiral the Earl of Northesk, to the Captains, Officers, and Seamen, and to the Officers, non-commissioned officers, and

privates of the royal marines, I beg to give my sincere and hearty thanks for their highly meritorious conduct, both in the action, and in their zeal and activity in bringing the captured ships out from the present perilous situation in which they were, after their surrender, among the shoals of Trafalgar, in boisterous weather.

And I desire that the respective Captains will be pleased to communicate to the officers, seamen, and royal marines, this public testimony of my high approbation of their conduct, and my thanks for it.

C. COLLINGWOOD.

To the Right Honourable Rear-Admiral the Earl of Northesk, and the respective Captains and Commanders.

GENERAL ORDER.

The Almighty God, whose arm is strength, having of his great mercy, been pleased to crown the exertion of his Majesty's fleet with success, in giving them a complete victory over their enemies, on the 21st of this month; and that all praise and thanksgiving may be offered up to the Throne of Grace for the great benefits to our country, and to mankind:

I have thought proper, that a day should be appointed, of general humiliation before God, and thanksgiving for this his merciful goodness, imploring forgiveness of sins, a continuation of his divine mercy, and his constant aid to us, in the defence of our country's liberties and laws, without which the utmost efforts of men are nought, and direct therefore, that

be appointed for this holy purpose.

Given on board the Euryalus, off Cape Trafalgar, 22d October 1805.

C. COLLINGWOOD.

To the respective Captains and Commanders.

N. B.—The fleet having been dispersed in a gale of wind, no day has yet been able to be appointed for the above purpose.

Sir, Euryalus, off Cadiz, Oct. 24, 1805.

In my letter of the 22d I detailed to you, for the information of my Lords Commissioners of the Admiralty, the proceedings of his Majesty's Squadron on the day of the action, and that preceding it; since which I have had a continued series of misfortunes, but they are of a kind that human prudence could not possibly provide against, or my skill prevent.

On the 22d, in the morning, a strong southerly wind blew, with squally weather, which however, did not prevent the activity of the officers and seamen of such ships as were manageable from getting hold of many of the prizes (thirteen or fourteen) and towing them off to the westward, where I ordered them to rendezvous round the Royal Sovereign, in tow by the Neptune; but on the 23d, the gale increased, and the sea ran so high, that many of them broke the tow rope, and drifted far to leeward, before they were got hold of again, and some of them taking advantage of the dark and boisterous night, got before the wind, and have perhaps drifted on shore and sunk. On the afternoon of that day the remnant of the combined fleet, ten sail of ships, who had not been much engaged, stood up to leeward of my shattered and fraggled charge, as if meaning to attack them, which obliged me to collect a force out of the least injured ships, and form to leeward for their defence; all this retarded the progress of the hulks, and the bad weather continuing, determined me to destroy all the leewardmost that could be cleared of the men, considering that keeping possession of the ships was a matter of little consequence compared with the chance of their falling again into the hands of the enemy; but even this was an arduous task in the high sea which was running. I hope, however, it has been accomplished to a considerable extent; I entrusted it to skilful officers, who would spare no pains to execute what was possible. The Captains of the Prince and Neptune cleared the Trinidad and sunk her. Captains Hope, Bayntun and Malcolm, who joined the fleet this moment from Gibraltar, had the charge of destroying four others. The Redoubtable sunk after the Swiftsure, while in tow. The Santa Anna, I have no doubt, is sunk, as her side was almost entirely beat in; and such is the shattered condition of the whole of them, that unless the weather moderates, I

doubt whether I shall be able to carry a ship of them into port. I hope their Lordships will approve of what I (having only in consideration the destruction of the enemy's fleet) have thought a measure of absolute necessity.

I have taken Admiral Villeneuve into this ship; Vice-Admiral Don Aliva is dead. Whenever the temper of the weather will permit, and I can spare a frigate (for there were only four in the action with the fleet, Euryalus, Sirius, Phoebe, and Naiad; the Melpomene joined the 22d, and the Eurydice and Scout the 23d,) I shall collect the other flag-officers, and send them to England, with their flags, (if they do not all go to the bottom), to be laid at his Majesty's feet.

There were four thousand troops embarked, under the command of General Contamin, who was taken with Admiral Villeneuve in the Bucentaure.—I am, Sir, &c.

(Signed) C. COLLINGWOOD.

NOTICE

To the CREDITORS of ADAM RUSSELL, Builder in Edinburgh.

At the meeting of the creditors of the said Adam Russell, held within John's Coffee-house, Edinburgh, on the 25th day of September last, for the purpose of choosing a trustee under the sequestration, formerly awarded in terms of the statute, John Craw, writer to the signet, was appointed trustee, and his nomination has been confirmed by the Court:—And the said trustee hereby intimates, that the Sheriff of Edinburgh has fixed Tuesday the 26th day of November next, and Tuesday the 10th day of December next, at twelve o'clock noon, for the examination of the bankrupt, and others connected with his affairs, in the Sheriff-Clerk's Office, Edinburgh; and that, on Wednesday the 11th day of December next, at two o'clock afternoon, a meeting of the creditors is to be held in the above Coffee-house, for instructing the trustee as to the management and recovery of the estate; at or previous to which meeting, the creditors are requested to produce, in the trustee's hands, their claims and vouchers, and grounds of debt, with their oaths on the verity thereof: With certification, that unless the said productions are made between and the 7th June 1806, being ten months after the date of the first deliverance on the petition for sequestration, the party neglecting to do so shall have no share in the first distribution of the bankrupt estate.

EDINBURGH, Nov. 9, 1805.

NOTICE

To the CREDITORS of JOHN LENNOX, late Captain of the Liberty West Indiaman, of Greenock.

MR M'FARLANE, junior, trustee on Captain Lennox's sequestrated estate, hereby requires a general meeting of the creditors, within the house of John Park, vintner, White Hart Inn, Greenock, upon Friday the 29th November current, at one o'clock afternoon, to consider of matters of great importance to all concerned.

NOTICE

To the CREDITORS of JAMES OTTO, Tobaccoist in Sanquhar.

THE Creditors of the said James Otto are requested to meet in Mrs Otto's, Innkeeper, Leadhills, on Friday the 22d November current, at one o'clock afternoon, in order to see a state of his affairs, and to give instructions to the trustee.

NOTICE

THE FIRM of BROWNS and DOWNIE, merchants in Paisley, of which the undersigned Individuals were Partners, was this day DISSOLVED by mutual consent.

JAMES BROWN, sen.
JAMES BROWN, jun.
CHARLES DOWNIE,
MATTW. BROWN.

JOHN FISHER, Witnefs.
JAMES RICHARDSON, Witnefs.
PAISLEY, Nov. 5, 1805.

EDINBURGH:

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