

THE RECORD OF THE OLD "HIBERNIA."

THE last of the veterans of the Old Guard and of Napoleon's legions have now all passed away. In turn, one by one are by degrees passing away the last of those other veterans, the old men-of-war of the Great War time still left among us, the scanty remnant still left afloat of "those distant storm-beaten ships, on which the Grand Army never looked," but which "stood between it and the dominion of the world."

Of such was the old "Hibernia," the venerable old three-decker sold out of the Service at Malta a few weeks ago for £1,010. She cost the nation to build and send afloat, just a century ago less three years in round figures the sum of £115,000. Within the last twenty years we have seen pass out of existence the old "Canopus," Nelson's prize at the Nile, which was with Nelson off Toulon and off Cadiz, and only missed Trafalgar by sheer hard luck at the last moment;

Command. She was with the Channel Fleet off Ushant in the following December, when the shot-shattered jury-masted "Victory" passed by on her way to Spithead with Nelson's body on board, and with Nelson's flag still flying half-masted at the fore.

In her day the old "Hibernia" was a notable ship, even though it is not on record that she ever had occasion to fire an angry shot. During the last ten years of the Napoleonic Wars, among her other services, the "Hibernia" had the memorable honour of being the last British man-of-war to fly the flag of the great Admiral Earl St. Vincent—in this particular instance the Union at the Main. She had also, during the same period, a little later on, the distinction of flying the flag of the famous Sir Sidney Smith, the hero of the defence of Acre against the French, the man who made Bonaparte, in Bonaparte's own words, "miss his destiny."



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LEAVING HER MOORINGS.

The "Hibernia" going to be broken up, after being sold out of the Navy.

the old "Tremendous," one of Howe's ships on the "Glorious First of June," sent to the ship-breakers only two years since under the unrecognisable name of the "Grampus"; and the ever-memorable "Foudroyant." Now that the "Hibernia" also has gone, only the "Victory" and the "Implacable" at Devonport, and the "Eagle," Naval Reserve drill-ship in the Mersey, remain afloat of the Great War veterans of the Navy.

The "Hibernia," for her part, though, was not a "Nelsonian," as the term used to go in the days of our grandfathers for those who—whether ships or men—had served under the personal command of the great Chief. She had only been off the launching ways at Devonport a few months when Trafalgar was fought and Nelson fell. The "Hibernia" first went to sea in April, 1805, to join the Channel Fleet as flag-ship of the Admiral Second in

Sir Sidney, at the time that he had his flag in the "Hibernia," was Second in Command of the Mediterranean Fleet, then, between the years 1812 and 1814, blockading the French in Toulon. Another old admiral of special note who flew his flag in the "Hibernia" was Sir William Parker, "the last of Nelson's captains," as he was called. Sir William commanded the Mediterranean Fleet in the "Hibernia" between February, 1845, and April, 1849. After six years in Ordinary at Devonport, the "Hibernia" in 1855, at the time of the Russian War, went out to Malta to serve as temporary flag-ship in the Mediterranean during the absence of the main fleet in the Black Sea. Returning home, she went out again to Malta in 1865, to serve there continuously until the end of her career came, a month ago—first as flag-ship of the Second in Command, then as Admiral Superintendent's flag-ship, and lastly as a receiving hulk.