



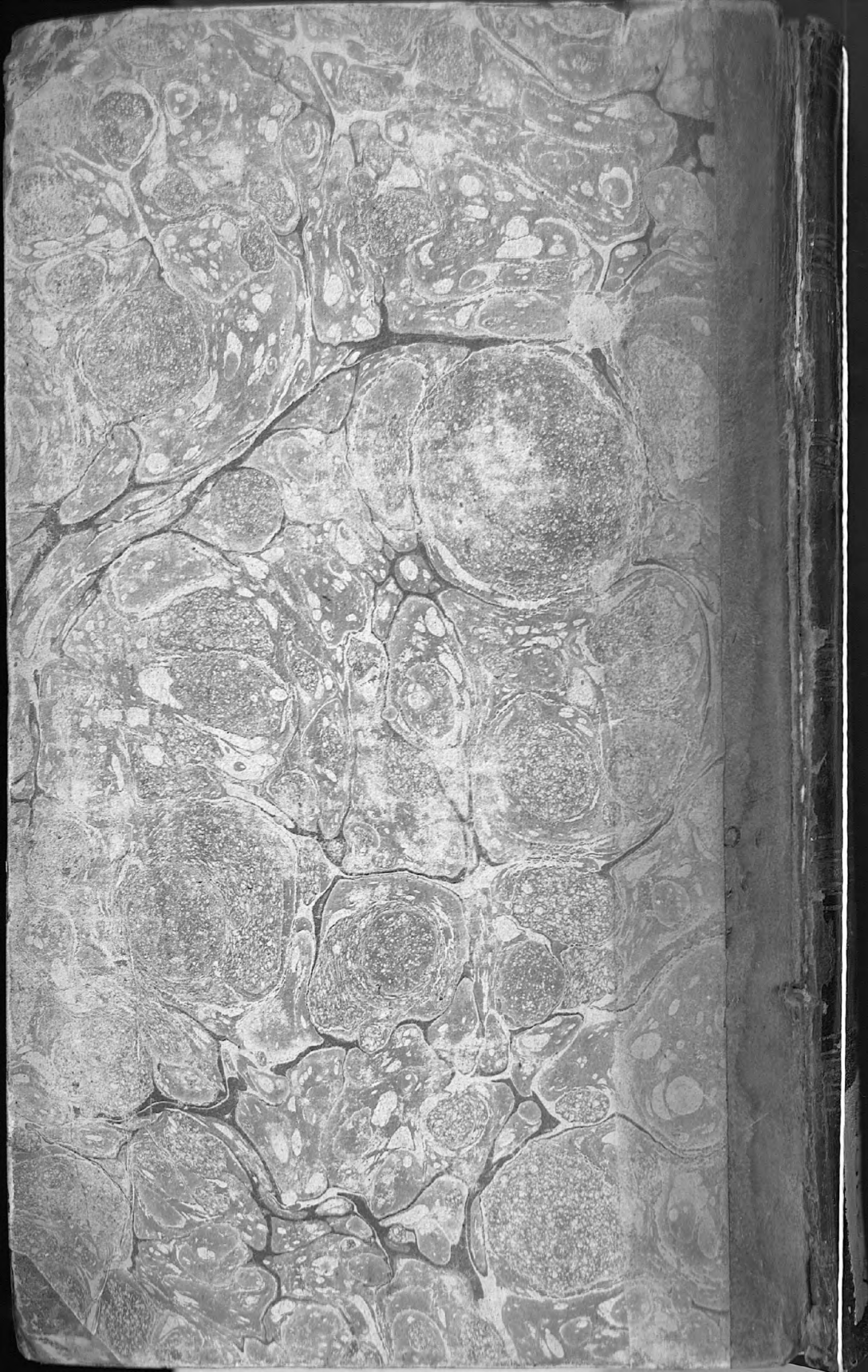


BOURGOANNE'S
TRAVELS
IN SPAIN



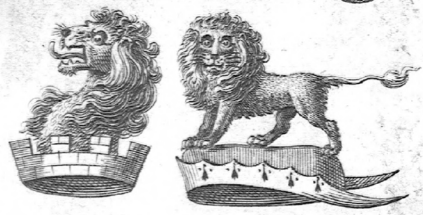
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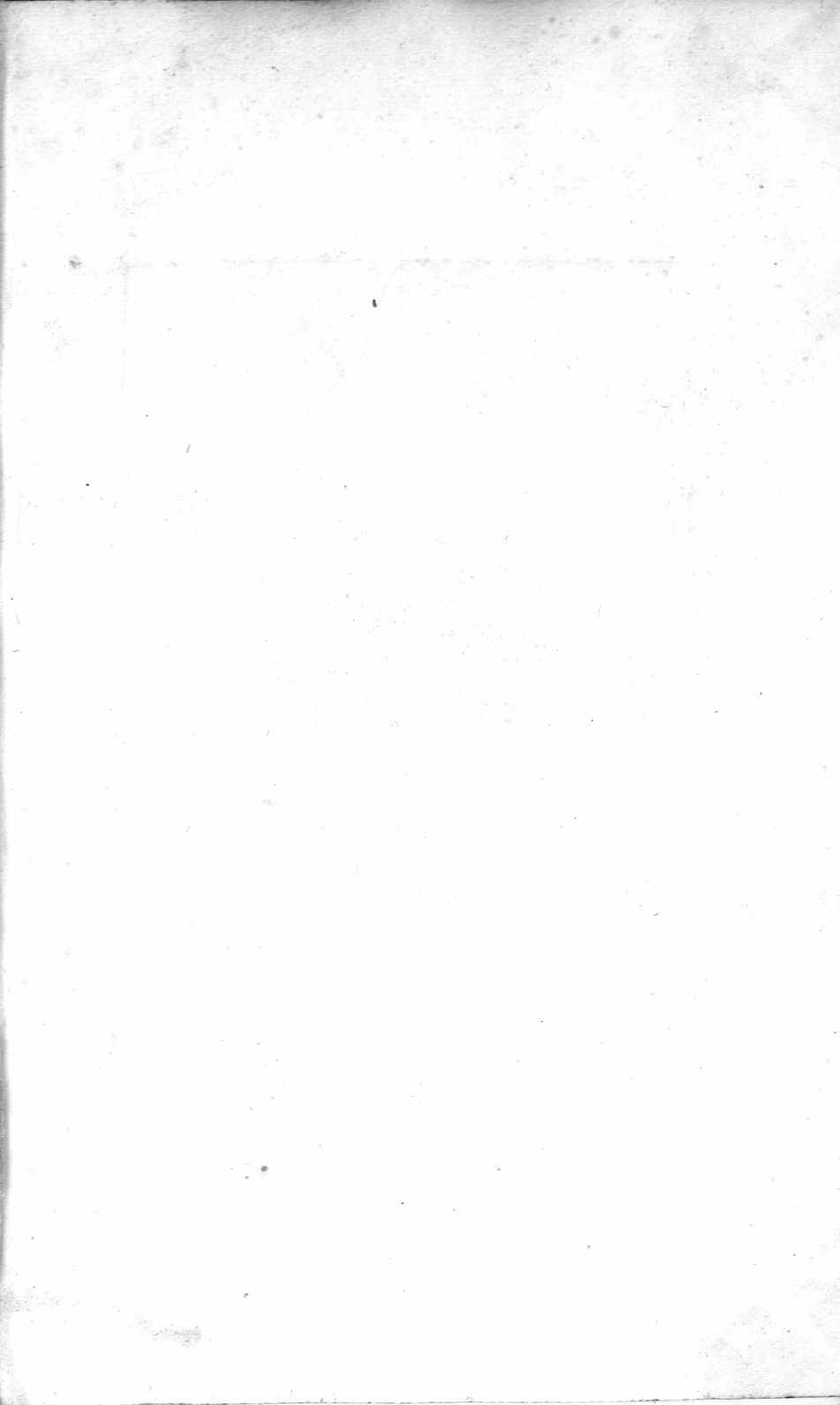
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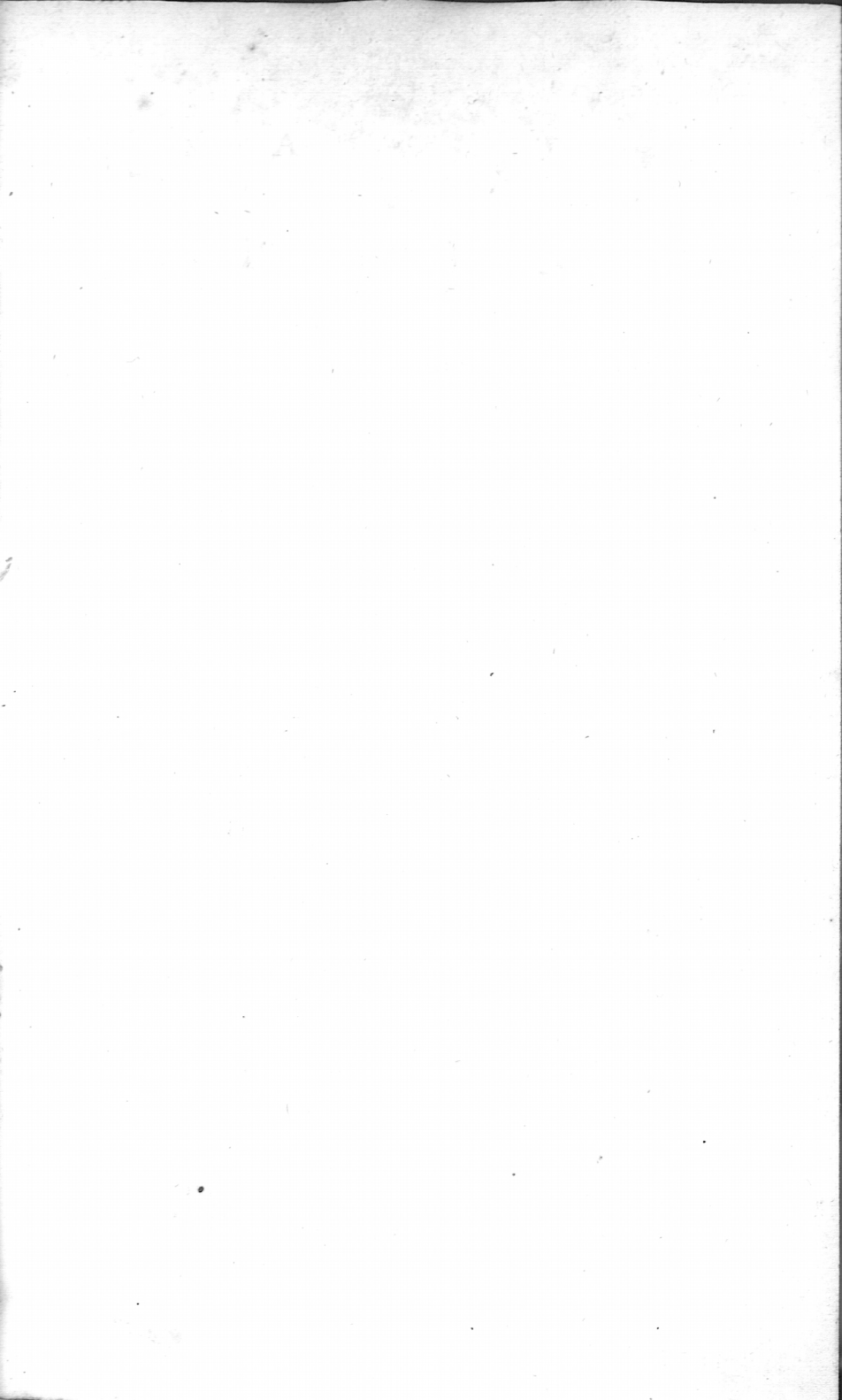


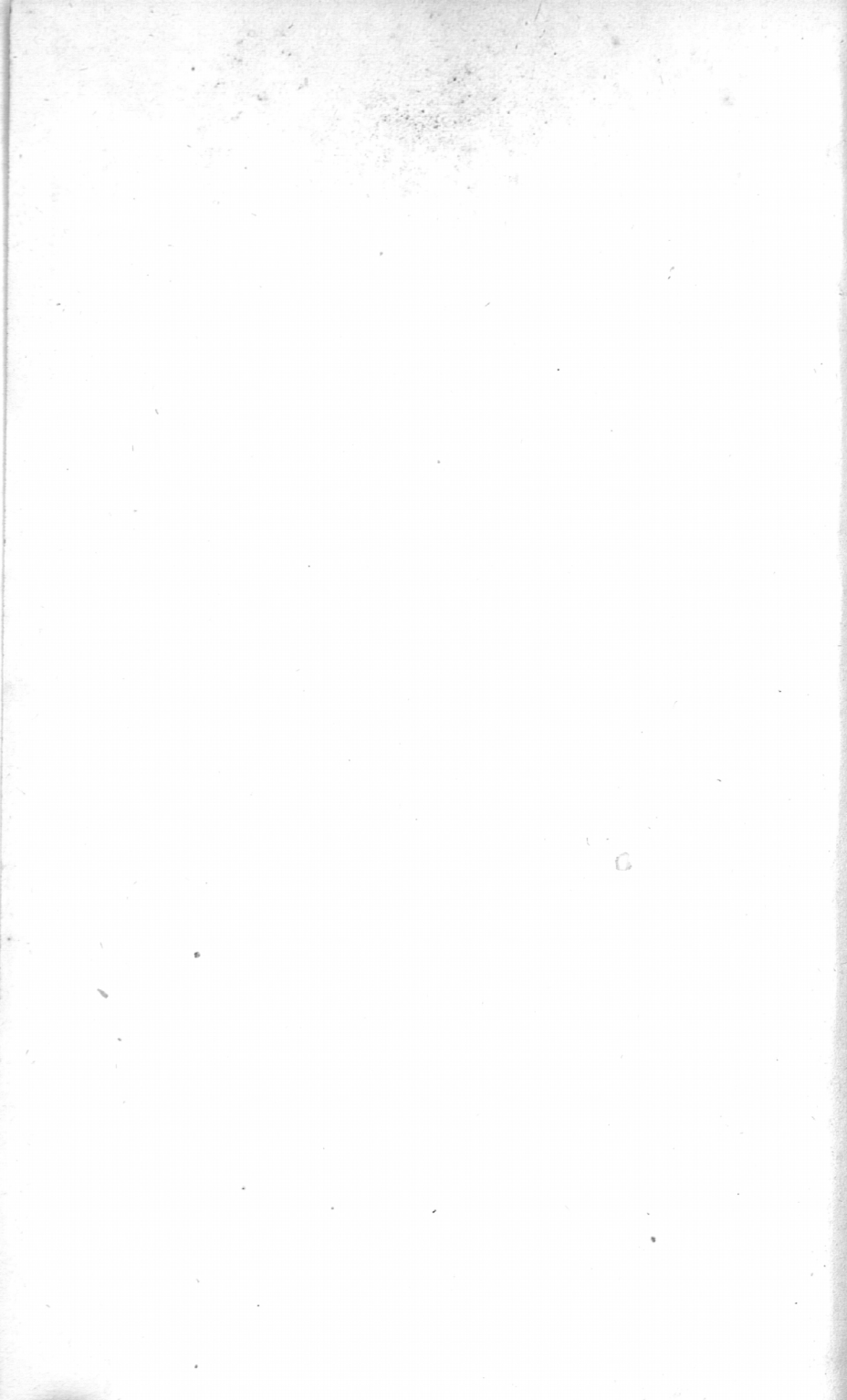


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T R A V E L S
I N
S P A I N:

CONTAINING
A NEW, ACCURATE, AND COMPREHENSIVE VIEW
OF THE
PRESENT STATE OF THAT COUNTRY.

BY THE
CHEVALIER DE BOURGOANNE.

TO WHICH ARE ADDED,
COPIOUS EXTRACTS
FROM THE
ESSAYS ON SPAIN
O F
M. P E Y R O N.

I N T H R E E V O L U M E S.

TRANSLATED FROM THE FRENCH.

ILLUSTRATED WITH TWELVE COPPER-PLATES.

V O L U M E I I.

L O N D O N:
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THE
PRESENT STATE
OF
SPAIN.

WE shall now proceed to consider the navy of Spain. Charles III. found it in an imperfect state, though Ferdinand VI. had less neglected this than other branches of the administration, and though his minister, the marquis de la Ensenada is esteemed its restorer. It is divided into three departments, those of Ferrol, Carthagena and Cadiz.

The first has real inconveniencies, on account of the unhealthiness of the climate, and the frequent rains which retard the operations in the port whence no vessel can sail but with one particular wind. This department for the north coast of Spain would, perhaps, be better placed at Vigo, the climate of which is very healthy, the soil fertile, and the harbour safe, and spacious; this change has more than once been in contemplation; in case it had taken place, arsenals and magazines must have been established at Vigo, where at present there is not one of either; and the harbour must have been fortified at a very considerable expence, because it is a kind of open road; this, together with its vicinity to Portugal, which has long been considered as the natural enemy of Spain, for no other reason, perhaps, than because it is its nearest neighbour, seemed to appear forbidding circumstances; and such considerations of oeconomy and policy have hitherto prevented the execution of this project.

The

The department of Carthagena has many advantages over that of Ferrol. The safety of its harbour is known by an old proverb among seamen, who say, there are but three good ports for vessels, the months of June and July, and the harbour of Carthagena. This safety extends to the arsenals and dock yards, which in a narrow place may, if I may so say, *be locked up by a single key*; according to the expression of the Spanish sailors. Cathagena therefore is the port where the greatest number of ships are built, caulked, and careened. The present monarch established, in 1770, a corps of navy engineers under the direction of M. Gauthier, of whom I shall hereafter speak.

The department of Cadiz is, however, the most important of the three, on account of its favourable situation for the departure of fleets. As I mean to conduct my reader to Cadiz, where I resided some time, I shall refer him to my account of it for the information I have



been able to collect relative to its port, dock-yards and arsenals ; which will serve as a supplement to what I shall here say of the Spanish navy.

It is governed much in the same manner as that of France. Instead of vice-admirals there are captains general, who enjoy the same honours as those of the army. Don Louis de Cordova, whom we have seen at the head of the Spanish squadrons, is at present captain general of the navy. Immediately after the captains general rank, as in France, the lieutenants general, who are at present seventeen in number, and the commodores to the number of fifteen. But in the Spanish navy, there is an intermediate rank between these and captains of vessels or post-captains ; that of brigadier. There are at present forty officers of this description. The number of captains of ships is a hundred and fifteen, and of those of frigates a hundred and fifty-two. Besides these there is a general inspector of the navy, who annually
visits

visits the three departments, in each of which he has a sub-inspector.

One rule to which there are but few exceptions is, that as in France, to acquire rank in the navy, it is necessary to have passed through the Garde-marine. This corps was established in 1717; it consists of three companies, each containing ninety-two cadets, for whose instruction there is an academy, composed of a director and eight professors.

With these means of obtaining the theory of the difficult and perilous art of navigation, and the facility the vast extent of the Spanish monarchy offers to acquire a practical knowledge in frequent and distant expeditions, malignity might be authorized to judge with severity the officers of the Spanish navy; and we know that even in Spain this was freely done in the course of the late war. It is not for me to form an opinion of these decisions, which some events seemed to justify; I leave that to our sea officers

who failed and fought by the side of their allies; let them declare whether or not such decisions were not frequently dictated by prejudice and injustice, and if some Spanish officers did not acquire a right to their esteem as well by their talents as their bravery. I shall not name one of them, because I wish not to combat the pretensions of any. In such cases, to mention commanders by name can be but little flattering, because men of merit have no need of the suffrages of an obscure individual, and silence may be taken for an injury. The officers of the navy are, with respect to military rewards, upon a footing with those of the army; they find places suitable to their professions in the three departments. The vice-royalties, governments of provinces, or places in America are indiscriminately given to general officers of the army and those of the navy. But the officers of the Spanish navy have, in the exercise of their profession, many other means of enriching themselves, of which they take advantage, and for
this

this reason render the king's favours less necessary.

The sailors are classed as in France, and divided into three departments. The registers of the classes make the number of the whole amount to fifty thousand. But well informed persons assured me, that in 1759, there were but thirty-six thousand; and in 1776 it would have been difficult to have found so many. It appears however that a greater number was employed in the course of the late war, if we may judge of the number of vessels of every rate then fitted out. Spain was not reduced to the sole resource of the classes, and the ships besides were but seldom completely manned. On the other hand, a reason may be given for the smaller number of Spanish sailors, so little proportioned to the population of the kingdom. In every state maritime commerce can alone render flourishing and supply the royal navy. The commerce of Spain being much more passive than active, and its

interior navigation reduced almost to nothing, few failors are employed in merchant ships. At present these amount to about four or five hundred sail, three-fourths of which are from the coasts of Catalonia, and most of the remainder from Biscay. This number will appear very moderate, especially when it is recollected that England has, perhaps, upwards of seven thousand merchant men, Holland at least six thousand six hundred, and France about four or five thousand. It seems by this gradation, that states are more particularly invited by their situation to become maritime powers, and that for Spain to become such more efforts are necessary than in those countries which have received this advantage from Nature herself. One circumstance is in favour of her progress in this respect; the establishment of a free commerce between the inhabitants and the greatest part of her colonies. This measure, which is as recent as 1778, has already sensibly increased the number

ber of her trading vessels, and cannot but continue so to do.

Spain has also for the service of her ships of war, a marine infantry, composed of twelve battalions, which consisting of a hundred and sixty-eight men each, form a corps of about twelve thousand men.

Besides these there is a particular corps of artillery, of two thousand five hundred and ninety-five men, for whom there are theoretical and practical schools in each of the three departments.

Spain has also a society of pilots, with schools of pilotage.

In the reign of Ferdinand VI. the Spaniards adopted the English principles in building their ships. Don Jorge Juan, one of the most able naval officers as well in theory as practice, had gone to the true source, and afterwards drew to Spain some English ship-builders. When

Charles

Charles III. came from Naples to take possession of the vacant throne, he found the building of the Spanish ships entrusted to individuals of a nation which had but too much power in the cabinet of his predecessor, and which at that time was at war with France. In this war he soon took a part, and was a victim to his affection for France. The English took from him the Havannah, and twelve ships of war which were in that port. This check given to the Spanish navy was a new motive with the monarch to put it upon a respectable footing.

He renounced the English manner of building, and asked the court of France for a French ship-builder. The duke of Choiseul sent him M. Gautier, who, although a young man, had already given proofs of great talents in his profession. This stranger was to the navy what M. Maritz had been to the artillery. Spirit of party, national prejudices, and more especially the jealousy of some individuals, created

created him, as they had done M. Maritz, such difficulties as almost suppressed his zeal. The marquis d'Offun, then ambassador from France to the court of Madrid, whom his catholic majesty honoured with his favour, supported M. Gautier in his experiments, and enabled him to triumph over his enemies. He began his operations and displayed in them equal activity and intelligence. His first efforts, however, were not followed by all the success which might have been wished.

The form of the vessels of every rate which he constructed enabled them to sail with a velocity until then unknown to the Spaniards; but they were found not to be sufficiently covered in, which made it very difficult to manœuvre them in bad weather. He has since improved his method to such a degree as to leave but little to desire in that respect. A great part of the Spanish vessels employed in the late war were built by M. Gautier; and several of them excited the admiration

tion of both French and English seamen. The Conception, built according to his plan, was judged by intelligent persons of both these nations, to be the finest vessel in Europe.

But while we do justice to the hulls and solidity of the Spanish ships, it must be admitted that all seamen exclaim with reason against their heaviness of sailing. This I have been told was owing to the manner in which they are rigged and stowed; which appears probable, since those taken in 1780 by admiral Rodney from M. de Langara, acquired under the management of the English, a celerity which they were not thought capable of receiving. The Spaniards, who disdain not to learn, even in the school of their enemies, are endeavouring, if the public prints are to be believed, to improve their ship-building according to the models which the success of war delivered into their hands.

M. Gautier

M. Gautier is not the sole author of the change. He has not only formed artists who partake with him of the merit; but Spain has national ship-builders, who, without his aid, have improved their art, and will render his loss less sensible to the Spanish navy.

The displeasure of the minister had for some years condemned M. Gautier to inactivity; and the court of France took this occasion to reclaim from her ally a subject, who seemed to have become useless. The king of Spain restored M. Gautier to his country, continuing to him the salary he enjoyed in the Spanish navy. He laid but one restriction upon this favour, and which does no less honour to the goodness of the monarch than to the talents of M. Gautier: This was that he should again dedicate his talents to the service of Spain, if hereafter need should require them.

Since his return, I have heard him regretted, even by those who had opposed,

or were hurt at his success, which proves, that in that nation, truly loyal and generous, justice gets the better of prejudices against foreigners. My own experience has proved to me that these are exaggerated, or at least that they ought to be more excused. What other nation, in the same circumstances as that of Spain, would not have shewn more of this odious sentiment? Can it be supposed that when Louis XIV. pensioned learned foreigners; when he fought beyond his frontiers, renowned artists or skilful manufacturers, he did not excite against them the hatred of the French, who imagined they had a greater right to his bounty, or that their indignation rose not against the contempt shewn their talents by pensioning foreign industry? The self love and patience of the Spaniards have, within the last century, been put to much severer proofs. In the retinue of the French prince, who came to receive their crown, there appeared a crowd of foreigners, who filled up all the avenues to the the throne; French favourites,
French

French valets de chambres, and French confessors, surround the monarch. The princefs of Ursins and the French ambassadors reigned by turns in the cabinet. A Frenchman repaired to Spain to reform their finances*; and French generals were placed at the head of their armies †. Soon afterwards an Italian ecclesiastic ‡, invited by the second wife of Philip V. shook the monarchy by the agitation which his turbulent character endeavoured to excite in Europe; nor did his disgrace, the proper punishment of his tumultuous administration, for a long time restore the Spaniards to their former state. A Dutchman §, still more extravagant, gained the favour of the monarch, seized in one year on every dignity and every favour, and soon afterwards escaped loaded with the curses of the people, carrying from Spain nothing

* M. Orry.

† The marshal de Tessé, the duke of Berwick and the duke of Vendome.

‡ The abbé Alberoni.

§ Ripperda.

but the stigma of a state criminal. Under the succeeding monarch two foreign nations* reigned in the midst of the Spaniards by the side of their throne. An Irish minister †, raised himself by that intrigue, of which the court was the theatre, but by the easiness of the yoke he imposed, his quality of foreigner was overlooked, and he preserved his influence under the new sovereign, who quitted the throne of Naples for that of Spain. One of the Italians ‡, who accompanied the monarch, soon presided over the department of finances; and a few years afterwards, another Italian minister § succeeded M. Wall. The discipline of the infantry was reformed by an Irishman ||, whilst two Frenchmen improved **, one

* The English and the Italians; the former by M. Keen, their ambassador; the latter by the musician, Farinelli.

† M. Wall.

‡ The marquis of Squilace.

§ The marquis of Grimaldi.

|| M. O'Reilly.

** M. Maretz.

the artillery, the other *, the building of ships. At London, Stockholm, Paris, Vienna, and Venice, the Spanish sovereign was represented by foreigners †. Strangers have established manufactures ‡, and preside over the construction of great roads and canals §, direct sieges ||, command armies **, cause plans of finance to be adopted ††, and offer money to government upon the most advantageous terms ‡‡. In commercial places these are still the persons who discourage

* M. Gautier.

† The prince Mafferano, the count de Lacy, the marquis of Grimaldi, before he became minister; the count de Mahoni, the marquis de Squilace after his retreat from the ministry.

‡ At Valencia; Barcelona, Talavera, Madrid, &c.

§ M. le Maur.

|| The same M. le Maur at Mahon; M. d'Arcon at Gibraltar.

** The duke de Crillon at Mahon, and at the camp of St. Roche; the prince of Nassau on the floating batteries, &c. &c.

†† M. Cabanus.

‡‡ The principal French commercial houses established at Madrid.

the Spaniards by their activity and success. At Barcelona, Valencia, Cadiz, Bilboa, and other great trading cities, the richest merchants are foreigners. I have frequently heard the hatred they inspire in Spain declaimed against. I confess, that if any thing has surpris'd me, it is the ease with which the Spaniards suffer them in their country, and the disposition they have to love them, provided they be not prevented by their haughty manners and insulting pretensions: and should some of the natives look upon them with an eye of envy, and be offended at the concurrence of fortunate strangers, whose success of every kind seems incessantly to upbraid Spanish idleness and ignorance, would not this be excusable by that self-love which men in all countries have so much difficulty in conquering, and by that attachment so natural to national glory which may be honoured, if men will, by the fine name of patriotism? After apologizing to the reader for this digression, which was necessary for the satisfaction of my
own

own mind, and which he too perhaps may not find absolutely impertinent. I shall proceed with what I have yet further to say, concerning the Spanish navy.

It certainly owes much to the present monarch. His efforts to new model and increase it, which were begun in the first years of his reign, have not been ineffectual. In 1764, the Spanish navy consisted only of thirty-seven ships of the line, and about thirty frigates. In 1770, there were fifty-one ships of from fifty-eight to one hundred and twelve guns; twenty-two frigates, eight hoys, nine xebecs, and twelve other small ships of war. Their number has since increased. Spain at several periods of the late war had not less than sixty ships of the line; and since the peace, government has made every effort to repair the losses sustained from the elements and the enemy.

The three divisions in Europe of the navy of Spain, are not the only places

where ships of war are built. There are dock-yards at the Havannah; and a fund of seven hundred thousand piaftres was fometime fince established to carry on the works.

Spain and her colonies might furnish her navy with all the fhip-timber neceffary for that fervice. There are great quantities in the mountains of Afturia and Navarre, and particularly in the Pyrenees on the fide of Arragon and Catalonia, there is a fpecies of pine more folid and durable than the oak. The plain of Cuba contains many cedars, although it has been thought to be exhausted by the quantities drawn from the country adjacent to the coafts. In thofe of Cumana alfo, there is timber fit for fhip-building, and during the adminiftration of M. le Bailli d'Arriaga, it was in contemplation to apply it to that ufe. But Spain has not derived all the advantages fhe might have done from thefe refources, and constantly depends upon the northern ftates, at leaft for
a fup-

a supply of masts. According to the account which the bank of St. Charles has this year given to the public, in consequence of its being charged with the furnishing of naval stores, it appears that from the first of December 1784, to the first of December 1785, upwards of eight millions and a half of reals were paid for masts alone, which were brought from the north. Spain is still obliged to employ Dutch vessels. She will be able to do without them, if the direct commerce she has for some years carried on in the Baltic continues to prosper. She has already begun to establish connexions with Russia for naval stores. In the course of the year 1781, four Russian vessels unloaded their cargoes of hemp, in the department of Ferrol, and took back wools from the neighbouring coasts. The two nations cannot but find their advantage in rendering this communication more frequent.