

In 1755 he was sent to London as secretary to the French embassy, and was chosen a member of the Royal Society. In 1756 he went to Canada as captain of dragoons and aide-de-camp to the marquis of Montcalm; and having distinguished himself in the war against England, was rewarded with the rank of colonel and the cross of St Louis. He afterwards served in the Seven Years' War from 1761 to 1763. After the peace, when the French Government conceived the project of colonizing the Falkland Islands, Bougainville undertook the task at his own expense. But the settlement having excited the jealousy of the Spaniards, the French Government gave it up to them, on condition of their indemnifying Bougainville. He was then appointed to the command of the frigate "La Boudouse" and the transport "L'Étoile," on a voyage of discovery round the world. He set sail from Nantes in November 1766, taking with him Commerçon as naturalist, and Verron as astronomer. Having executed his commission of delivering up the Falkland Islands to the Spanish, Bougainville proceeded on his expedition, and touched at Buenos Ayres. Passing through the Straits of Magellan, he anchored at Otaheite, where the English navigator Wallis had touched eight months before. The expedition having crossed the Pacific Ocean, and the men now suffering from scurvy, the ships came to anchor off the Island of Borou, one of the Moluccas, where the governor of the Dutch settlement supplied their wants. It was the beginning of September, and the expedition took advantage of the easterly monsoon, which carried them to Batavia. Thence they proceeded to the Isle of France, where they left Commerçon and Verron. In 1769 the expedition arrived at St Malo, after a voyage of two years and four months, with the loss of only seven out of upwards of 200 men. Bougainville's account of the voyage (Paris, 1771, 4to) is written with simplicity and with some humour. The art of making astronomical observations at sea was then much less perfect than now, and, consequently, Bougainville's charts are found to be erroneous, particularly as to the longitudes. After an interval of several years, he again accepted a naval command and saw much active service between 1779 and 1782. In the memorable engagement of April 12, 1782, in which Rodney defeated the Count de Grasse, near Martinique, Bougainville, who commanded the "Auguste," succeeded in rallying eight ships of his own division, and bringing them safely into St Eustace. After the peace he returned to Paris, and solicited and obtained the place of associate of the Academy. He projected a voyage of discovery towards the north pole, but this did not meet with support from the French Government. Bougainville obtained the rank of vice-admiral in 1791; and in 1792, having escaped almost miraculously from the massacres of Paris, he retired to his estate in Normandy. He was chosen a member of the Institute at its formation; and then returning to Paris succeeded Borda as member of the Board of Longitude. In his old age Napoleon I. made him a senator, count of the empire, and member of the Legion of Honour. He died at Paris, August, 31, 1814. He was married and had three sons, who served in the French army. His *éloge*, composed by Delambre, appears in the *Memoirs of the Institute*.

BOUGIE, or BOUGIAH, a fortified seaport town of Algeria, in the province of Constantine and arrondissement of Sétif, between Cape Carbon and the Wady-Sahell. Among its more important buildings are the French church, the hospital, the barracks, the magazines, and the Abdel-Kader fort, now used as a prison. Trade is carried on in wax, grain, oranges, oil, and wine. A basin was constructed about 1870 in the anchorage below the town. The population in 1872 was 2820, of whom 1134 were natives. Bougie, Bugia, or Bugiah is a town of great antiquity. If it is

correctly identified with the *Saldā* of the Romans it probably owes its origin to the Carthaginians. Genseric, the king of the Vandals, surrounded it with walls and chose it as his capital for some time; and in the 10th century it became, under the Beni-Hammad, the greatest commercial city of the North African coast. The Italian merchants of the 12th and 13th centuries had numerous buildings of their own in the city, such as warehouses, baths, and churches. It became a haunt of pirates in the 15th century, and in the beginning of the 16th it was captured by the Spaniards, from whom it was taken by the Turks in 1555. It was a place of little importance when it fell into French possession about 1833.

BOUGUER, PIERRE, an eminent French mathematician, was born in 1698. His father, one of the best hydrographers of his time, was regius professor of hydrography at Croisic in Lower Brittany, and author of an excellent treatise on navigation. Young Bouguer was bred to mathematics from his infancy, and at an early age was appointed to succeed his father as professor of hydrography. In 1727 he gained the prize given by the Academy of Sciences for his paper "On the best manner of forming and distributing the Masts of Ships;" and two other prizes, one for his dissertation "On the best method of observing the Altitude of Stars at Sea," the other for his paper "On the best method of observing the Variation of the Compass at Sea." These are published in the *Prix de l'Académie des Sciences*. In 1729 he published *Essai d'Optique sur la gradation de la lumière*, the object of which is to define the quantity of light lost by passing through a given extent of the atmosphere. He found the light of the sun to be 300 times more intense than that of the moon. He was soon after made professor of hydrography at Havre, and succeeded Maupertuis as associate geometer of the Academy of Sciences. He was afterwards promoted in the Academy to the place of pensioned astronomer, and went to reside in Paris. In 1735 Bouguer sailed with Godin and De la Condamine for Peru, in order to measure a degree of the meridian near the equator. Ten years were spent in this operation, a full account of which was published by Bouguer in 1749, *Figure de la Terre déterminée*. His later writings were nearly all upon the theory of navigation. He died in 1758.

The following is a list of his principal works:—*Traité d'Optique sur la gradation de la lumière*, 1729 and 1760; *Entretiens sur la cause d'inclinaison des orbites des planètes*, 1734; *Traité de navigation*, &c., 1746, 4to; *La Figure de la terre déterminée*, &c., 1749, 4to; *Nouveaux traités de navigation, contenant la théorie et la pratique du pilotage*, 1753; *Solution des principaux problèmes sur la manœuvre des Vaisseaux*, 1757; *Opérations faites pour la vérification du degré du méridien entre Paris et Amiens*, par Mess. Bouguer, Camus, Cassini, et Pingré, 1757.

BOUHOURS, DOMINIQUE, a French critic, was born at Paris in 1628. He entered the Society of the Jesuits at the age of sixteen, and was appointed to read lectures on literature in the college of Clermont at Paris, and on rhetoric at Tours. He afterwards became preceptor to the two sons of the duke of Longueville. The duke died in Bouhours's arms; and the "account of the pious and Christian death" of this great personage was his first publication. He was sent to Dunkirk to the Romanist refugees from England, and in the midst of his missionary occupations published several books. Among these were *Les Entretiens d'Ariste et d'Eugène*, a work of a critical nature on the French language, printed five times at Paris, twice at Grenoble, and afterwards at Lyons, Brussels, Amsterdam, Leyden, &c. It involved him in numerous quarrels, particularly with Ménage, who, however, continued to live on friendly terms with the author. The fame and merit of this piece recommended Bouhours so effectually to the great Colbert, that he intrusted him with the education of

his son the marquis of Seignelay. He afterwards wrote several other works in French, the chief of which are, *La Manière de bien penser sur les ouvrages d'esprit*, 1687; *Remarks and Doubts upon the French Language*, 1694; *The Life of St Ignatius*, 1679; *The Art of Pleasing in Conversation*; *The Life of St Francis Xavier*, 1682. It was his practice to publish alternately a book on literature and a work on some subject of piety, which gave occasion to a wag, in a satirical epitaph, to remark of him, "qu'il servait le monde et le ciel par semestre." His *Pensées ingénieuses des Anciens et des Modernes*, though at once instructive and amusing, exposed him to censure as well as ridicule, on account of some strange misjudgments and omissions. He has classed Boileau with the least esteemed of the Italian satirical versifiers, and has omitted, in his *Thoughts on the Moderns*, all mention of Pascal,—a circumstance which is doubtless to be explained by his being a disciple of St Ignatius, who, it may be supposed, would willingly forget the author of the *Provincial Letters*. Bouhours died at Paris in 1702.

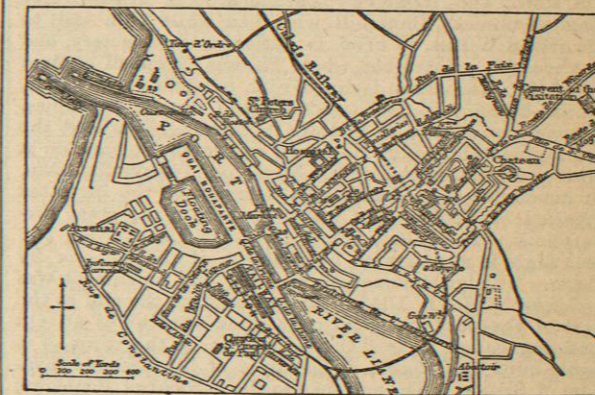
BOUILLON, GODFREY DE, one of the foremost leaders in the first crusade, was born at Baisy, near Gemappe in Belgium, about 1060. His father was Eustace II., count of Bouillon in the Ardennes; and through his mother Ida, daughter of Godfrey, duke of Lower Lorraine, he could claim descent from Charlemagne. In the contest between Henry IV., emperor of Germany, and Hildebrand, he espoused the imperial cause, and was the first to scale the walls of Rome when the emperor's forces besieged that city in 1084. In reward for his services Henry invested him with the titles of marquis of Antwerp and duke of Lorraine. It is said that while suffering from fever, having heard of the preparations for the first crusade, he vowed, were his health restored, to seek Palestine; "whereupon," says William of Malmesbury, "he shook disease from his limbs, and shone with renovated beauty." Having pawned his lordship of Bouillon to the church of Liège for 1300 marks, he gathered around him 80,000 infantry and 10,000 horsemen, whom he led with rare ability through Germany to the borders of Hungary, where he shamed his brother Baldwin by offering to go in his stead as a hostage to the Hungarians. On arriving in 1096 at Constantinople, he obtained the release of his fellow-crusader Hugh of Vermandois from the wily Greek emperor Alexius, and in the strife which that monarch's duplicity fomented evinced the sagacity and promptitude of a great general. After capturing Antioch and routing a vast Saracen host at Dorylaeum in Phrygia, the crusaders arrived, in 1099, at Jerusalem, which was taken after a siege of five weeks, Godfrey entering the breach among the foremost, but tarnishing his glory by ruthlessly ordering a massacre of the infidels. A Christian kingdom of Jerusalem was then founded, of which Godfrey was unanimously elected sovereign; but he refused to wear a crown of gold where his Lord had worn a crown of thorns, and accepted, instead of the kingly title, the humbler designation of defender and baron of the Holy Sepulchre. During the single year of his rule he repelled the Saracens with admirable courage and skill, routing the Fatimite caliph of Egypt at Ascalon, and with the assistance of others of the pilgrims, drew up from the various feudal statutes of Europe the elaborate system of mediæval jurisprudence known as the *Assises of Jerusalem*. Godfrey died in 1100, and was buried in the church of the Holy Sepulchre; and so impartial and temperate had been his rule, that Mahometans as well as Christians bewailed his loss. He combined the favourite virtues of his age; and his exploits, in the quaint words of Gregory de Vinsauf, "were as food in the mouths of their narrators." He was as accomplished as brave, and could speak the Latin and Teutonic languages with equal

ease. Tasso, in the *Gerusalemme Liberata*, makes Godfrey the equal of Tancred in the field and of Raymond in the council, and seems scarcely to have exaggerated his heroism and skill in war, his piety, wisdom, and purity of life.

BOULAINVILLIERS, HENRI DE, Lord of St Saire, an eminent French writer, descended from a very ancient and noble family, was born at St Saire in Normandy in 1658. He received his education at the college of Juilli, where he early discovered the uncommon abilities for which he was afterwards distinguished. His historical writings are numerous and important, but deformed by an extravagant admiration of the feudal system, which he regarded as the *chef d'œuvre* of the human mind. He misses no opportunity of regretting those "good old times," when the people were enslaved by a few petty tyrants alike ignorant and barbarous. His philosophical writings have now lost all their value. His pretended *refutation* of the system of Spinoza is a weak and imperfect exposition of that writer's opinions. He died at Paris in 1722.

His principal works (all published after his death) are—*Histoire de l'ancien gouvernement de la France*, &c., La Haye, 1727, 3 tom. 8vo; *État de la France, avec des mémoires sur l'ancien gouvernement*, &c., Lond., 1727, 3 tom. fol.; *Histoire de la Pairie de France*, &c., Lond., 1753; *La Vie de Mahomet* (a "Fable of Mahomet," as Mosheim calls it); *Histoire des Arabes*, Amst. (Paris), 1731, 2 vols. 12mo.

BOULOGNE SUR MER, a fortified seaport of France, and the chief town of an arrondissement in Pas-de-Calais,



Plan of Boulogne.

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| 1. 2. 3. Etablissement, including Baths, Aquarium, and Skating Rink. | 11. Porte Gayolle. |
| 4. Place Navarin. | 12. Sous-Préfecture |
| 5. Rue Wissoy. | 13. Collège. |
| 6. Cathedral. | 14. Muséum. |
| 7. Palais de Justice | 15. St Nicholas Church. |
| 8. Mairie. | 16. Market Place. |
| 9. Convent (Annonciades). | 17. Theatre. |
| 10. Place Godefroi. | 18. English Churches. |
| | 19. Place Fr.-Sauvage. |

is situated on the shore of the English Channel at the mouth of the River Liane (anciently Elna), in 50° 44' N. lat. and 1° 36' E. long., 157 miles from Paris by railway and 28 from Folkestone, Kent. It consists of two parts, the High or Old Town and the Lower or New Town. The former, situated on the top of the hill, is of comparatively small extent, and forms almost a parallelogram, surrounded by ramparts of the 15th century, and entered by ancient gateways. In this part are the Palais de Justice, the Chateau, the cathedral, and the Hôtel de Ville,—the last built in 1774,—and the belfry tower of the 13th century is in the immediate neighbourhood. In the Chateau, now used as barracks, the Emperor Napoleon III. was confined after his famous attempt to effect a landing in 1840. At some distance north-west stands the cathedral church of Notre

Dame, built (1827-1866) on the site of an old building destroyed in the Revolution, having underneath an extensive crypt which still remains. The New Town extends from the foot of the hill to the harbour and along the shore, and contains several good streets, some of which are, however, very steep. A main street, named successively Rue de la Lampe, St Nicholas, and Grande Rue, extends from the bridge across the Liane (near the railway station) to the promenade by the side of the ramparts and the Hôtel de Ville. This is intersected first by the shore-way named Quai de la Flotille, Quai de la Victoire, &c. (where there are numerous hotels), and further back by the Rue Napoléon and Rue Royale, the principal business part of the town, and where the best shops are situated. The principal buildings comprise a museum, formerly the great seminary, a hospital, a theatre, an elegant *établissement* (opened in 1863, containing ball-room, reading-room, &c.), a custom-house, barracks, various churches and convents, and a fish-market. Connected with the museum is a public library with 30,000 volumes and a large number of very valuable manuscripts, many of them richly illuminated. Boulogne has for a long time been one of the most Anglicized of French cities; and in the tourist season a continuous stream of English travellers reach the Continent at this point. There is regular steambot service between the port and Folkestone, the average passage occupying 2½ hours, or about three-quarters of an hour longer than from Calais to Dover. There are two English chapels in the town, and numerous boarding-schools intended for English pupils. Churchill, who died while on a visit to his friend Wilkes, in 1765, is buried in the cemetery, and the house is pointed out where Thomas Campbell expired in 1843. The shore is lined with extensive flat sands, where bathing is facilitated by the use of machines. Among the objects of interest in the neighbourhood the most remarkable is the Napoleon column or Colonne de la Grande Armée, erected on the high ground above the town, in honour of Napoleon I., on occasion of the projected invasion of England, for which he here made great preparations. The pillar, which is of the Doric order, 166 feet high, is surmounted by a statue of the emperor by Bosio. Though commenced in 1804, the monument was not completed till 1841. On the edge of the cliff to the east of the port are some rude brick remains of an old building called Tour d'Ordre, said to be the ruins of a tower built by Caligula at the time of his intended invasion of Britain. The entrance to the harbour of Boulogne, which is tidal, is formed by two long piers running out from the mouth of the river, and serving during fine weather as excellent promenades. On the western side is the basin excavated by Napoleon for his flotilla of flat-bottomed boats in 1804. A large wet dock, constructed at a cost of upwards of £250,000, was opened in 1872, and adds greatly to the facilities of the port, its area being 17 acres and the length of its quay-wall 1150 yards. The depth of water in the harbour is 23 feet at spring-tide and nearly 20 at neap-tide; in the sluice of the floating basin the numbers are 29½ and 23½ respectively. The foreign commerce of Boulogne, which is almost wholly carried on in British ships, consists chiefly in the importation of manufactured goods, jute, silk, Australian wool, coal, machinery, hardwares, paper-hangings, malt, beer, and chemicals; and the exportation of wine, brandy, eggs, artificial flowers, haberdashery, and musical instruments. The total value of the exports in 1871 was £12,709,675, and of the imports £11,762,500. How rapid the development of the commerce with Britain has been may be seen from the fact, that while in 1840 the British sailing vessels thus engaged amounted only to 66, and the steam-ships to 678, in 1860 the corresponding numbers were 341 and

863, and in 1871, 541 and 1061. In the extent and value of its fisheries Boulogne is exceeded by no seaport in France. The most important branch is the herring-fishery, which is prosecuted northwards along the shores of Scotland; next in value is the mackerel fishery, and next again the Iceland cod. Large quantities of fresh fish are transmitted to Paris by railway, but an abundant supply is reserved to the town itself. The fishermen live for the most part in a separate quarter called La Beurière. Among the numerous industrial establishments in Boulogne and its environs may be mentioned several foundries, with blast-furnaces, cement-manufactories, flax-mills, steam saw-mills, steel-pen manufactories, carriage-works, tile-works, and a fishing-net factory. Shipbuilding is also carried on to some extent. The population of the town, which in 1821 was 16,607, amounted by the census of 1872 to 39,700.

Boulogne is usually, though on somewhat dubious grounds, identified with the *Gesoriacum* of the Romans. At an early period it began to be known as *Bononia*, a name which has been gradually modified into the present form. The town was destroyed by the Normans in 882, but restored about 912. From about that time till 1477 it was the head of a separate countship, which was united to the crown of France by Louis XI., who ingeniously recognized the Holy Virgin as the superior, and declared himself her vassal. In 1544 Henry VIII.—more fortunate in this than Henry III. had been in 1347—took the town by siege; but it was restored to France in the following reign.

BOULTON, MATTHEW, manufacturer and practical engineer, was born at Birmingham on the 14th of September 1728. He was called early into active life upon the death of his father in 1745, and soon found ample scope for the exercise of his inventive faculties in improving the manufactures of his native place. His first attempt was a new mode of inlaying steel; and he succeeded in obtaining a considerable demand for the products of his manufactory, which were principally exported to the Continent, and not uncommonly re-imported for domestic use as of foreign manufacture.

In 1762, his fortune being already considerable, he purchased a tract of barren heath in the neighbourhood of Birmingham, with a single house on it, and there founded, at the expense of £9000, the manufactory which flourished so long and was so well known under the name of Soho. His workmen were at first principally employed in the imitation of ormolu, and in copying oil paintings with great accuracy, by means of a mechanical process which was invented by a Mr Egginton, who afterwards distinguished himself by various works in stained glass. Boulton finding the horse-power inadequate to the various purposes of his machinery erected, in 1767, a steam-engine, upon the original construction of Savary, which, notwithstanding the inconvenience of a great loss of steam from condensation, by its immediate contact with the water raised, has still some advantages from the simplicity of the apparatus it requires, and has been found to succeed well upon a small scale. But Boulton's objects required a still more powerful machine, and he had the discernment to perceive that they might be very completely attained by the adoption of the various improvements made in the steam-engine by James Watt of Glasgow, who had obtained a patent for them in 1769, the privileges of which were extended in 1775, by an Act of Parliament, to a term of twenty-five years. Boulton induced the great inventor to remove to Birmingham. They commenced a partnership in business, and established a manufactory of steam-engines, in which accurate execution kept pace so well with judicious design, that its productions continued to be equally in request with the public after the expiration of

the term of that legal privilege which at first gave the proprietors the exclusive right of supplying them, and which had been confirmed in 1792 by a decision of the Court of King's Bench against some encroachment on the right of the patentee. It was principally for the purpose of carrying on this manufactory with greater convenience, that the proprietors established an iron-foundry of their own at Smethwick, in the neighbourhood of Soho.

In 1780 Boulton was made a fellow of the Royal Society, about the same time with Withering, and several others of his scientific neighbours. In 1788 he turned his attention to the subject of coining, and erected machinery for the purpose, so extensive and complete, that the operation was performed with equal economy and precision, and the coins could not be imitated by any single artist for their nominal value,—each of the stamps coining, with the attendance of a little boy only, about eighty pieces in a minute. The preparatory operation of laminating and cutting out the metal was performed in an adjoining room; and all personal communication between the workmen was rendered unnecessary by the mechanical conveyance of the work from one part of the machinery to another. A coinage of silver was executed at this mint for the Sierra Leone Company, and another of copper for the East Indies, besides the pence and half-pence at one time in circulation throughout England, and a large quantity of money of all kinds for Russia. In acknowledgment of Boulton's services, and in return for some specimens of his different manufactures, the Emperor Paul made him a present of a valuable collection of medals and minerals.

In 1797 he obtained a patent for a mode of raising water by impulse, the specification of which is published in the ninth volume of the *Repertory of Arts*, p. 145. It had been demonstrated by Daniel Bernouilli, in the beginning of the century, that water flowing through a pipe, and arriving at a part in which the pipe is suddenly contracted, would have its velocity at first very greatly increased; but no practical application of the principle appears to have been attempted, until an apparatus was set up in 1792 by Mr Whitehurst for Mr Egerton of Oulton, in Cheshire, consisting of an air-vessel communicating with a water-pipe by a valve, which was forced open by the pressure or rather impulse of the water, when its passage through the pipe was suddenly stopped by turning the cock in the ordinary course of domestic economy; and although the pipe through which the water was forced up was of moderate height, the air-vessel, which was at first made of lead, was soon burst by the "momentous force," as Whitehurst termed it. The apparatus had excited much attention in France, under the name of Montgolfier's hydraulic ram; and Boulton added to it a number of ingenious modifications, some of which, however, are more calculated to display the vivid imagination of a projector than the sound judgment of a practical engineer, which had in general so strongly characterized all his productions.

He died, August 17, 1809, after a long illness, in possession of considerable affluence and of universal esteem. (See Smiles's *Lives of Boulton and Watt*, 1865.)

BOURBON. The noble family of Bourbon, from which so many European kings have sprung, took its name from the rich district in the centre of France, called the *Bourbonnais*, which in the 10th century was one of the three great baronies of the kingdom. The first of the long line of Bourbons known in history was Adhémar or Aymar, who was invested with the barony towards the close of the 9th century. In 1272 Beatrix, daughter of Agnes of Bourbon and her husband John of Burgundy, married Robert, count of Clermont, sixth son of Louis IX. (St Louis) of France. The elder branches of the family had become extinct, and their son Louis became duc de

Bourbon in 1327. In 1488 the line of his descendants ended with Jean II., who died in that year. The whole estates passed to Jean's brother Pierre, lord of Beaujeu, who was married to Anne, sister of Louis XI. Pierre died in 1503, leaving only a daughter, Suzanne, who, in 1505, married Charles de Montpensier, heir of the Montpensier branch of the Bourbon family. Charles, who took the title of duc de Bourbon on his marriage, was born in 1489, and at an early age was looked upon as one of the finest soldiers and gentlemen in France. His union with Suzanne made him the wealthiest and most powerful French noble; and after his brilliant successes in Italy and France, he became an object of dread to Louis XII., who would not give him the command of the army of Italy. In 1516 Francis I., on his accession, made Bourbon constable of France, and in that capacity he gained new honours, and was for a time in the highest favour with the king. But serious differences soon arose between them, originating, according to common report, in the violent but slighted passion of Louise, duchesse d'Angoulême, the king's mother, for the constable. The grossest insults were heaped upon Bourbon; his official salary and the sums he had borrowed for his war expenses remained unpaid; in the campaign against Charles V. the command of the vanguard was given to the duc d'Alençon; and after the death of Suzanne de Bourbon, an action was raised by the queen dowager, who claimed to be nearest heir. In defiance of Bourbon's marriage-settlement, judgment was given against him, and he was reduced to absolute beggary. Smarting under these wrongs he entered into negotiations with Charles V., and on these coming to the knowledge of Francis at once fled from his native country and joined the emperor. He did good service in the war against his countrymen, and especially distinguished himself at the battle of Pavia, where his ungenerous sovereign Francis was taken prisoner. Bourbon, however, did not find Charles very ready to fulfil his various promises, and determined to seize a kingdom for himself. With the division under his command he penetrated into Italy, and on the 5th May 1527 appeared before the walls of Rome. In the assault on the following morning he was the first to mount the walls, and fell mortally wounded by a pistol-shot, fired, it is said, by Benvenuto Cellini. His army succeeded in taking and sacking the town. With the constable ended the direct line from Pierre, duc de Bourbon. But the fourth in descent from Pierre's brother, Jacques, Louis, count of Vendôme and Chartres, became the ancestor of the royal house of Bourbon and of the noble families Condé, Conti, and Montpensier. The fourth in direct descent from Louis of Vendôme was Antoine de Bourbon, who in 1548 married Jeanne d'Albret, heiress of Navarre, and who became king of Navarre in 1554. Their son became king of France, with the title Henri IV. Henri was succeeded by his son Louis XIII., who left two sons, Louis XIV., and Philippe, duc d'Orleans, head of the Orleans branch. Louis XIV.'s son, the Dauphin, died before his father, and left three sons, one of whom died without issue. Of the others the elder, Louis of Burgundy, died in 1712, and his only surviving son became Louis XV. The younger, Philippe, duke of Anjou, became king of Spain, and founded the Spanish branch of the Bourbon family. Louis XV. was succeeded by his grandson, Louis XVI., who perished on the scaffold. At the restoration the throne of France was occupied by Louis XVIII., brother of Louis XVI., who in turn was succeeded by his brother Charles X. The second son of Charles X., the duc de Berri, left a son, Henri Charles Ferdinand Marie Dieudonné d'Artois, duc de Bordeaux, and count de Chambord, who is a claimant of the French throne, and is designated by his adherents, Henri V. From Louis XIV.'s brother,