

The same cause also led him to renew his acquaintance with Mirabeau, whom he found occupied with his duties as a deputy, and with the composition of his journal, the *Courier de Provence*, in which he was assisted by Duroverai, Clavière, and other Genevese patriots. For a time Dumont took an active and very efficient part in the conduct of this journal, supplying it with reports as well as original articles, and also furnishing Mirabeau with speeches to be delivered or rather read in the assembly, as related in his highly instructive and interesting posthumous work entitled *Souvenirs sur Mirabeau* (1832). In fact his friend George Wilson used to relate that one day, when they were dining together at a *table d'hôte* at Versailles, he saw Dumont engaged in writing the most celebrated paragraph of Mirabeau's address to the king for the removal of the troops. He also reported such of Mirabeau's speeches as he did not write, embellishing them from his own stores, which were inexhaustible. But this co-operation, so valuable for Mirabeau, and so self-devoted on the part of Dumont, was destined soon to come to an end; for, being attacked in pamphlets as one of Mirabeau's writers, he felt hurt at the notoriety thus given to his name in connection with a man occupying Mirabeau's peculiar position, and resolved to return to England, which he accordingly did in 1791.

In the eventful years which followed he continued to live chiefly at Lansdowne House, or at Bowood, where the most remarkable men of Europe were frequent guests. Latterly, he formed an intimate friendship with Lord Holland, whom he had known from childhood; and he became a member of the society of familiar friends, the habitual visitors at Holland House, where, during many years, celebrated guests were welcomed of every country, party, religion, and of every liberal profession or station. In 1801 Dumont travelled over various parts of Europe with Lord Henry Petty, afterwards marquis of Lansdowne, and brought back a fresher acquaintance with the mental occupations of the Continental nations, from whom England had for years been widely separated. But Dumont had then opened a new course of more serious occupations, in the editorship of the works of Bentham already mentioned. In 1801 he published the *Traité de la Législation*, the first fruits of his zealous labours to give order, clearness, and vivacity to the profound and original meditations of Bentham, hitherto praised only by a very few patient readers, and but little better known, even by name, to the English than to the European public. In 1814 the restoration of Geneva to independence induced Dumont to return to his native place, and he soon became at once the leader and ornament of the supreme council. He devoted particular attention to the judicial and penal systems of his native state, and many improvements on both are due to him. At the time of his death, he was on the eve of proposing a complete code of law, by which he fondly hoped to make the legislation of Geneva an example to Europe. He died at Milan when on an autumn tour of relaxation in October 1829, in the seventy-first year of his age.

DUMONT D'URVILLE, JULES SÉBASTIEN CÉSAR (1790–1842), a French navigator, born in the town of Condé-sur-Noireau, in Normandy. The death of his father, who before the revolution had held a judicial post in Condé, devolved the care of his education on his mother and his maternal uncle, the Abbé De Croisilles. Failing to pass the entrance examination for the Ecole Polytechnique, he went to sea in 1807 as a *novice* on board the "Aiglon," and soon attracted the attention of the captain, Maignon, by his studious disposition. During the next twelve years he gradually rose in his profession, and continued through all its multitudinous vicissitudes to increase his scientific and linguistic acquisitions: botany, entomology, English, German, Spanish, Italian, and even Hebrew and Greek

were added to the more professional branches. In 1820, while engaged in a survey of the Mediterranean under Captain Gauthier of the "Chevette," he was fortunate enough to recognize the Venus of Milo in a Greek statue recently unearthed, and to secure its preservation by the report he presented to the French ambassador at Constantinople. A wider field for his energies was furnished in 1822 by the exploring expedition of the "Coquille" under the command of his friend Duperrey; and on its return in 1825 his services were rewarded by promotion to the rank of *capitaine de frégate*, and he was intrusted with the control of a similar enterprise. The "Astrolabe," as he named the "Coquille," left Toulon on April 25, 1826, and reached Marseilles again on 25th of March 1829,—having traversed the South Atlantic, coasted the Australian continent from King George's Sound to Port Jackson, laid down various parts of New Zealand, and visited the Fiji Islands, the Loyalty Islands, New Caledonia, New Guinea, Amboyna, Van Diemen's Land, the Caroline Islands, Celebes, and Mauritius. Promotion to the rank of *capitaine de vaisseau* was bestowed on the commander in August 1829; and in August of the following year he was charged with the delicate task of conveying the exiled King Charles X. to England. His proposal to undertake a voyage of discovery to the south polar regions was discouraged by Arago and others, who criticised the work of the previous expedition in no measured terms; but at last, in 1837, all difficulties were surmounted, and on 7th September he set sail from Toulon with the "Astrolabe" and its convoy "La Zélée." On 15th January 1838 they sighted the Antarctic ice, and soon after their progress southwards was blocked by a continuous bank, which they vainly coasted for 300 miles to the east. Returning westward they visited the South Orkney Islands and part of the New Shetlands, and discovered Joinville Island and Louis Philippe's Land, but were compelled by scurvy to seek succour at Talcahuano in Chili. Thence they proceeded across the Pacific and through the Asiatic archipelago, visiting among others the Fiji and the Pelew Islands, coasting New Guinea, and circumnavigating Borneo. In 1840, leaving their sick at Hobart Town, Tasmania, they returned to the Antarctic region, and on the 21st of the month were rewarded by the discovery of Adélie Land, in 140° E. of Greenwich. The 6th of November found them at Toulon. D'Urville was at once appointed rear-admiral, and in 1841 he received the gold medal of the Société de Géographie. On the 8th of May 1842 he was killed along with his wife and son in a railway accident near Meudon. Though many of his observations are no longer regarded as trustworthy on account of the defective character of the instruments employed, he made many important additions to various departments of scientific geography; and his natural history collections were especially valuable. His principal works are—*Enum. plantarum quas in insulis Archipel. aut littoribus Ponti Euxini*, &c., 1822; the *Histoire du voyage* (5 vols. of the 22) in the great work on the "Astrolabe" expedition in 1826–1829; the first part of the *Histoire du voyage* (10 vols. of the 23) in the series devoted to the expedition from 1837 to 1840; *Voyages autour du Monde: résumé général des voyages de Magellan*, &c., 1833, 1844.

See Berthelot's *éloges in Bull. de la Soc. de Géogr.* 2d ser. t. xix.; Matterer, *Notice nécrologique*, &c., Paris, 1842; Isidore Lebrun, "Biographie," &c., in *Annales Maritimes*, t. lxxviii.; De Barins, *Vie, voyages*, &c., Paris, 1844; Lesson, *Notice histor.*, Rochefort, 1846.

DUMOURIEZ, CHARLES FRANÇOIS (1739–1823), general of the French republican army, was born at Cambrai in 1739 of a respectable family of Provence. His father was a commissary of the royal army, and had acquired some celebrity as a poet; and from him young Dumouriez received his earliest instructions. His studies were con-

tinued at the college of Louis-le-Grands for three years. In 1757, his father having been attached to the army under D'Estrees about to invade Hanover, he accompanied him to Mauberge, and served with distinction during the Seven Years' War. In 1763 he attained the rank of captain; but, in consequence of a reform reducing the numbers of the army, he retired with a small pension and the cross of St Louis. He afterwards received a subordinate situation in the secret service.

On his return from a pedestrian tour in Italy, he addressed a memorial to the Duc de Choiseul, urging him to embrace the cause of the Corsicans against the Genoese; and a public audience which he had with the minister on the subject led to a violent altercation, the result of which was a *lettre de cachet* which forced Dumouriez to leave France. But the expedition which he had advised being afterwards resolved on, Choiseul made him an honourable public reparation, and appointed him quartermaster-general of the troops. The political conjunctures of the times offered an unlimited scope for his fertility in diplomatic expedient, and he mingled in all the intrigues of the age. In 1770 he was sent on a secret mission to Poland with the view of neutralizing the efforts of Catherine II., and succeeded in securing fifty senators for the cause of independence, effected a unity of action among the confederates, and disciplined a militia; but, when there was some appearance of the resurrection of Poland being effected, Choiseul lost his place, owing to the machinations of the Duc d'Aiguillon and Madame Du Barry, and Dumouriez was recalled to Paris. He was soon, however, sent back on a similar mission by D'Aiguillon. He endeavoured to assist the revolutionists in Sweden, and to raise troops in the Hanse towns to menace Stockholm, but this was contrary to the views of the French cabinet; and the Duc d'Aiguillon, having discovered his project, had him arrested and imprisoned in the Bastille for six months. He was afterwards sent to the castle of Caen, from which he was not released until the accession of Louis XVI.

Dumouriez had naturally little inclination to resume the connection with foreign politics which had proved so dangerous, and he accordingly devoted his attention to the internal economy of his own country. He wrote a memoir on the great importance that might be given to the harbour of Cherbourg, one result of which was that he was appointed governor of the place in 1778.

In 1788 Dumouriez was promoted to the rank of major-general. When the revolutionary movement began he pronounced in favour of political reform without breaking with the court. The connections which he held with the leading men of the Girondist party greatly advanced his political career. At the opening of the second legislative assembly he was appointed minister for foreign affairs in place of Delessart, but he held the position for only three months. During his short tenure of office he exerted himself to the utmost in reforming abuses, and in introducing the greatest economy into every department.

He held for one month the office of minister of war after the dismissal of his colleagues Roland, Servan, and Clavière. At length his own resignation followed, which increased his popularity. When the troops of the coalition advanced against France, he was appointed to the command of the army of the north as lieutenant-general under Marshal Luckner. He made a determined stand against the advance of the allies, which was decisively checked by the defeat inflicted on them at Valmy on the 20th September 1792. This was followed by a campaign in the Austrian Netherlands, in which Dumouriez was uniformly successful, until he was signally defeated by Coburg in the battle of Neerwinden in January 1793. The execution of Louis had estranged him from the republican party; and, when in

consequence of his defeat he was recalled by the Convention and threatened with a charge of treason, he sought refuge in the camp of the Austrians, accompanied by the Duc de Chartres (afterwards Louis Philippe) and his brother.

Lost without hope of return to his native country, Dumouriez wandered a long time an exile in Brussels, England, Switzerland, Germany, Denmark, and St Petersburg. At last in 1804 he took up his permanent residence in England, where the Government conferred on him a pension of £1200 a year. In 1814 and 1815 he endeavoured to procure from Louis XVIII. the baton of a marshal of France, but was refused. He died at Turville Park, near Henley-on-Thames, on the 14th March 1823. His memoirs, written by himself, were published at Hamburg in 1794. An enlarged edition, under the title *La Vie et les Mémoires du Général Dumouriez*, appeared at Paris in 1822. Dumouriez was also the author of a large number of political pamphlets.

DUNABURG, a town of European Russia, at the head of a district in the government of Vitebsk, for the most part on the right bank of the Dwina, 12 miles south-east of Riga, in 55° 53' N. lat. and 31° 29' 9" E. long. It consists of four portions—the main-town or fortress, the old suburb, the new suburb, and on the left bank of the river the village of Grive. The fortress is of the first class, and forms the most important point in the line of defences of the Dwina; the floating bridge across the river is protected by a splendid *tête-de-pont*. Among the public buildings are five churches, a Roman Catholic chapel, a Jewish synagogue, a gymnasium, and a theatre; and among the industrial establishments several tanneries and breweries, a saw-mill, a flour-mill, brick and tile works, and limekilns. Its position on the railway between Warsaw and St Petersburg, and its double means of communication with Riga, render the town an important commercial centre, especially for the trade in flax, hemp, tallow, and timber. There are weekly markets and two large annual fairs. Of the 25,674 inhabitants registered in 1861, 7561 were Jews, 3994 Roman Catholics, and 690 Protestants. In 1873 the total population was 29,613.

Dunaburg was originally founded in 1278 by the Livonian Knights of the Sword, about 19 miles further down the river than its present site, at a spot still known as the Old Castle or *Starai Zamok*. In 1559, along with other portions of the territory belonging to the order, it was mortgaged by the grand-master Gothard Kettler to Sigismund Augustus king of Poland for the sum of 700,000 guldens; and two years afterwards it became the centre of the new Polish province of Inland. Captured in 1576 by Ivan the Terrible, it was again restored to Poland; and in 1582 Stephen Bathori transferred the fortress to its present site. In the 17th century it was held now by the Swedes and now by the Russians; and in 1656 it ran the risk of losing its old name for that of Borisoglebsk, bestowed by the emperor Alexis Michaelovitch. Finally incorporated with Russia in 1772, it received its present administrative rank in 1777, and its recognition as a first-class fortress in 1811. In July 1812 the *tête-de-pont* was vainly stormed by Oudinot, but a few weeks afterwards the town was captured by Macdonald.

DUNBAR, a royal and parliamentary burgh and seaport of Scotland, in the county of Haddington, situated on an eminence near the mouth of the Firth of Forth, 29½ miles E.N.E. of Edinburgh by the North British railway. The ruins of the castle, the remains of the Grey Friars' monastery founded in 1218, and a mansion house of the Lauderdale family, are the principal objects of historical interest. The parish church is a fine building of red sandstone, with a tower about 107 feet in height, which forms a well-known landmark to seamen; it dates only from 1819, but occupies the site of what was probably the first collegiate church established in Scotland, and still preserves the large marble monument of Sir George Home, created earl of Dunbar and March by James VI. in 1605. The town-hall, the assembly rooms, the public schools, the

mechanics' institute and subscription library, and the benevolent institutions require no special notice. The principal source of wealth is the herring fishery, which fosters an extensive curing trade; but ship-building is also carried on, and there are several iron foundries, breweries, and distilleries, as well as a large paper-mill in the vicinity. The harbour, formerly small and shallow, has been greatly enlarged and improved in the course of the present century, at the joint expense of the town and the Fishery Board; but the entrance is rendered somewhat dangerous by the number of craggy islets and sunken rocks. Dunbar unites with Haddington, Jedburgh, Lauder, and North Berwick in returning a member to Parliament. In 1875-6 the value of real property was £11,832. Population in 1871, 3320.

The castle of Dunbar, mentioned as early as 856, from the strength of its position became of great importance as a bulwark against English invasion, and a town grew up under its protection, which was created a royal burgh by David II. It was captured by Edward I., who defeated the forces of Baliol in the neighbourhood of the town in 1296; it afforded shelter to Edward II. on his flight from Bannockburn; and it was besieged in 1337 by the English under Montague earl of Salisbury, but was successfully defended by Black Agnes of Dunbar, countess of March and a member of the Douglas family. In the 15th century it was chosen as her usual residence by Joanna Beaufort, the widow of James I. of Scotland; and in the 16th it served on several occasions as a retreat for the unfortunate Queen Mary. An Act of Parliament had been passed in 1488 ordering the demolition of the castle, but it was reserved for the Regent Murray to effect its destruction in 1567. A battle popularly known as the "race of Dunbar" was fought in 1658 between Cromwell and Leslie, and resulted in the total rout of the Scotch.

DUNBAR, WILLIAM, one of the most distinguished of the early poets of Scotland, is supposed to have been born about 1460. Comparatively little is known about his personal history, but, from an allusion in one of his poems, he seems to have been a native of Lothian.¹ In his fifteenth or sixteenth year he was sent to the university of St Andrews, where he received the degree of B.A. in 1477, and that of M.A. in 1479.

Of the events of his life for nearly twenty years after this we possess little information. He mentions, however, in his poems that he had been employed as a preaching friar of the order of St Francis, and as such had made good cheer in every flourishing town in England had ascended the pulpit at Dernton and Canterbury, and had crossed the sea at Dover, and instructed the inhabitants of Picardy. He also mentions that this mode of life compelled him to have recourse to many a pious fraud, from whose guilt no holy water could clear him. After this he appears to have entered the service of James IV., by whom he was sent on numerous embassies to foreign princes.² In 1491 he was residing at Paris, most likely in connection with the Scottish embassy there. The knowledge of the Continent he thus obtained must have had considerable influence in imparting greater strength and energy to his poetical conceptions.

In the year 1500 Dunbar obtained from the king a yearly pension of £10, until he should be promoted to one of greater value. In 1501 he went to England with the ambassadors sent to conclude the negotiations for the marriage of the young King James with the Princess Margaret, daughter of Henry VII. During the festivities on this occasion Dunbar was styled "the Rhymer of Scotland," and received from Henry a present of £6, 13s. 4d. in December, and a similar sum in January of the subsequent year. On his return to Edinburgh a sum of £5 was paid to him in addition to his salary. In honour of this

¹ *Flyting with Kennedy*, line 110.

² In a poem to the king he reminds him that he had been employed not only in France, England, and Ireland, but also in Germany, Italy, and Spain. (Notes by Laing, vol. i. app. 268).

marriage Dunbar composed his well known poem, *The Thrissil and the Rois*, another in honour of the city of London, and several others in which he described the personal attractions of the young queen. After this he lived much at court writing poems, although at the same time he hoped to obtain preferment in the church.

In 1504 he first performed mass before the king, whose offering on that occasion was £4, 18s., a larger sum than that usually paid on the occasion of a priest's first mass. In 1507 his pension was augmented to £20, and three years afterwards it was raised to £30, to be paid during his life, or until he should be promoted to a benefice of £100 or more. In 1511 he seems to have been in the train of Queen Margaret when she visited the northern part of Scotland, as one of his poems, descriptive of her reception at Aberdeen, is evidently written by an eye-witness.

After the disaster of Flodden, in 1513, Dunbar's fortunes seem to have changed, and no further mention of him occurs as receiving pension. That he may have obtained church preferment is quite possible, but the probability is that the early death of the king, and the unpopularity of the queen and the little influence she had after her marriage with the earl of Angus, may have led to neglect of Dunbar in his old age. His poems contain many allusions to the unequal division of the world's goods. He was alive in 1517, as in that year he wrote a poem on the occasion of the Regent Albany passing into France, in which he laments the distracted state of public affairs in Scotland.³ He is supposed to have died about the year 1520, when he had attained his sixtieth year.

The poems of Dunbar, "the darling of the Scottish muse," are about a hundred in number, for the most part of no great length. *The Thrissil and the Rois*, written, as before remarked, on the occasion of the marriage of James IV., is an allegory in which he describes the amity between England and Scotland in consequence of that event. *The Golden Targe* is a moral poem of great power of imagery, in which the ascendancy of love over reason is shown to be general—the golden shield of reason being insufficient to ward off the shafts of Cupid. *The Two Maryit Wemen and the Wedo*, a tale in which the poet overhears three females relating their experiences of married life, is an imitation of Chaucer's *Wife of Bath*. *The Freiris of Berwik*, a tale, is also in the Chaucerian style. *The Flyting of Dunbar and Kennedy* is perhaps the most obscure of his poems, though it seems to have been very popular, and frequently imitated in the 16th century. Several of his smaller poems show a quick appreciation of peculiarities of character, but some of them—such as the tournament, or *Justis betwix the Tailyeour and Sowtar*—though ludicrous, are very coarse. In one called *Of a Dance in the Queenis Chalmer*, he describes himself as one of the performers

Thain cam in Dunbar the makkar,
On all the fure thair was nane frakkar,
And thair he dansit the dirry dantoun,
He hoppet like a pillie wantoun
For luif of Musgraiffe, men tellis me,
He trippet quhile he tint his pantoun;
A mirrear dance mycht na man see.

Another *Dance*, that of the *Sevin Deidlie Synnis*—in which Mahoun, prince of devils, is described as holding a carnival with Pride, Ire, Envy, Covetousness, Idleness, Treachery, Gluttony, each with a train of followers, while a company of fiends stand by enjoying the sport, encouraging

³ There is considerable doubt about the period of Dunbar's death, as the poem relative to the Regent Albany may have been attributed to him by mistake. Mr Laing has conjectured that he may have accompanied King James, and been killed along with him in the battle of Flodden, where so many ecclesiastics perished. The volume of the accounts of the Treasurer from 1518 to 1515, which might have settled this and other important points, has been lost.

the performers with various hot applications—is as extravagant a piece as can well be conceived. In contrast, however, he wrote several poems of a religious character, e.g., *Off the Nativitie of Christ*; *Off the Passioun of Christ*; *Off the Resurrection of Christ*; and *The Maner of Passyng to Confessioun*, &c.

More fortunate than Douglas and some of the earlier Scottish poets, Dunbar had the satisfaction of seeing his principal works in print. *The Thrissil and the Rois*, *The Golden Targe*, *The Flyting with Kennedy*, and the ballad of *Lord Barnard Stewart* were printed by Chepman and Myllar in 1508, and are the first specimens of typography that issued from the Scottish press.¹ Several of his poems were preserved in the Asloane MS., written in 1575, the Baunatyne MS. 1568, preserved in the Advocates' Library, the Maitland MS. in the Pepysian Library, and the Reidpeth MS. in the University Library, Cambridge. Of these detached poems some appeared in collections edited by Allan Ramsay, John Pinkerton, and Lord Hailes, in the course of the last century, but at length the works of Dunbar were collected and published in 1834 by Dr David Laing (2 vols. 8vo, with a supplement, 1875), having a biography and valuable illustrative notes. In 1873 a minute analysis of the language of Dunbar was published at Bonn by Dr Johannes Kaufmann of Elberfeld.

DUNBLANE, a market-town in Perthshire, Scotland, formerly the seat of a bishopric, pleasantly situated on the banks of the Allan. Its cathedral is one of the few specimens of Gothic architecture in Scotland which escaped destruction at the Reformation. It is said to have been founded in 1142, and was nearly rebuilt by Clemens, bishop of Dunblane, about 1240. The whole building is of the Early Pointed style of architecture, except the tower, which is Early Norman. The cathedral remains unroofed, with the exception of the choir and chapter house. The choir has been used as the parish church since the Reformation, but lately alterations have been made by the removal of a thick partition wall and galleries, and the erection of a light partition wall containing two windows, the gift of Sir William Stirling Maxwell, Bart. One of the bishops of Dunblane was Leighton, who left his library, which is still preserved, to the clergy of the diocese. About a mile and a half to the east of the town is Sheriffmuir, where a battle was fought in 1715 between the earl of Mar, in the command of the troops of the Pretender, and the royal forces under the duke of Argyll. Dunblane has no charter. A sheriff court and commissary courts are held there, and there is a large district prison. There is a market on Thursdays, and several fairs are held annually. At Cromlix, a mile and a half to the north, there are two mineral springs, and not far from the town an elegant hydropathic establishment has been erected. The population in 1871 was 1921.

DUNCAN, ADAM, FIRST VISCOUNT (1731-1804), an illustrious naval commander, was born July 1, 1731, at Lundie, in Forfarshire, Scotland. After receiving the rudiments of his education at Dundee, he was in 1746 placed under Captain Haldane, of the "Shoreham" frigate, and in 1749 he became a midshipman in the "Centurion." In 1755 he was appointed second lieutenant of the "Norwich," a fourth-rate; but on the arrival of that ship in America, whither, with the rest of Keppel's squadron, it had convoyed General Braddock's forces, he was transferred to the "Centurion." Once again in England, he was promoted to be second lieutenant of the "Torbay," 74, and after three years on the home station he assisted in the attack on the French settlement of Goree, on the African coast, in which he was slightly wounded. He returned to England as first lieutenant of the "Torbay;" and in 1759 was made a commander, and in 1761 a post-captain. His vessel, the

¹ Of these the only copy known to exist is preserved in the Advocates' Library, Edinburgh. This unique volume was reprinted in 1827 under the title *The Knightly Tale of Gologriss and Gavane, and other ancient poems printed at Edinburgh by W. Chepman and Andrew Myllar in the year 1508*, 4to.

"Valiant," was Commodore Keppel's flag-ship in the expedition against Belleisle in that year, and also in 1762, when it took an important part in the capture of Havana. In 1778, on the recommencement of war with France, Captain Duncan was appointed to the "Suffolk," whence before the close of the year he removed to the "Monarch," one of the Channel Fleet. On January 16, 1780, in an action off Cape St Vincent, between a Spanish squadron under Don Juan de Langara and the British fleet under Sir George Rodney, Captain Duncan in the "Monarch" was the first to engage the enemy; and in 1782, as captain of the "Blenheim," he took part in Lord Howe's relief of Gibraltar. From the rank of rear-admiral of the blue, received in 1789, he was gradually promoted until, in 1799, he became admiral of the white. In February 1795 he hoisted his flag as commander-in-chief of the North-Sea fleet, appointed to harass the Batavian navy. Towards the end of May 1797, though in consequence of the wide-spread mutiny in the British fleet, he had been left with only the "Adamant," 50, besides his own ship the "Venerable," 74, Admiral Duncan proceeded to his usual station off the Texel, where lay at anchor the Dutch squadron of fifteen sail of the line, under the command of Vice-Admiral De Winter. From time to time he caused signals to be made, as if to the main body of a fleet in the offing, a stratagem which probably was the cause of his freedom from molestation until, in the middle of June, reinforcements arrived from England. On October 3 the admiral put into Yarmouth Roads to refit and victual his ships, but, receiving information early on the 9th that the enemy was at sea, he immediately hoisted the signal for giving him chase. On the morning of the 11th De Winter's fleet, consisting of four seventy-fours, seven sixty-fours, four fifty-gun ships, two forty-four-gun frigates, and two of thirty-two guns, besides smaller vessels, was sighted lying about nine miles from shore, between the villages of Egmont and Camperdown. The British fleet numbered seven seventy-fours, seven sixty-fours, two fifties, two frigates, with a sloop and several cutters, and was slightly superior in force to that of the Dutch. Shortly after mid-day the British ships, without waiting to form in order, broke through the Dutch line, and an engagement commenced which, after heavy loss on both sides, resulted in the taking by the British of eleven of the enemy's vessels. When the action ceased the ships were in nine fathoms water, within five miles of a lee shore, and there was every sign of an approaching gale. So battered were the prizes that it was found impossible to fit them for future service, and one of them, the "Delft," sank on her way to England. In recognition of this victory, Admiral Duncan was, on October 21, created Lord Viscount Duncan of Camperdown, and baron of Lundie, with an annual pension of £3000 to himself and the two next heirs to his title. In 1800 Lord Duncan withdrew from naval service. He died August 4, 1804.

See Charnock, *Biographia Navalis*, 1794-6; Collins, *Peerage of England*, p. 378, 1812; W. James, *Naval History of Great Britain*, 1822; Yonge, *History of the British Navy*, vol. i. 1863.

DUNCAN, THOMAS (1807-1845), a distinguished Scottish portrait and historical painter, was born at Kinclaven, in Perthshire, May 24, 1807. He was educated at the Perth Academy, and afterwards began the study of the law, which, however, he speedily abandoned for the more congenial pursuit of art. Commencing his new career under the instruction of Sir William Allan, he early attained distinction as a delineator of the human figure; and his first pictures established his fame so completely, that at a very early age he was appointed professor of colouring, and afterwards of drawing, in the Trustees' Academy of Edinburgh. In 1840 he produced one of his finest pieces, Prince Charles Edward and the Highlanders entering Edin-

burgh after the Battle of Prestonpans. This painting secured his election as an associate of the Royal Academy in 1843. In that same year he produced his no less famous picture of Charles Edward asleep after Culloden, protected by Flora Macdonald, which, like many other of his pieces, has been often engraved. In 1844 appeared his Cupid and his Martyrdom of John Brown of Priesthill, the last effort of his pencil, with the exception of a portrait of himself, now in the National Gallery in Edinburgh. He particularly excelled in his portraits of ladies and children. He died at Edinburgh, May 25, 1845.

DUNDALK, a parliamentary borough, seaport, and market-town of Ireland, county Louth, on the south bank of the Castletown river, near its mouth in Dundalk Bay, 50 miles north of Dublin. It consists of one long street intersected by several shorter ones. The parish church is an old and spacious edifice with a curious wooden steeple covered with copper; and the Roman Catholic chapel is a handsome building in the style of King's College Chapel, Cambridge. The other public buildings that may be noted are the Exchange Buildings (containing the town hall and a free library), the county court house and prison, the union workhouse and infirmary, and the cavalry barracks. There are several educational establishments in the town. The municipal government is in the hands of town commissioners, and the port is under the control of harbour commissioners. The county assizes are held in the town, as well as quarter and petty sessions; and it returns one member to Parliament. A brisk trade, chiefly in agricultural and dairy produce, is carried on, and the town contains some manufactories. Distilling and brewing are the principal industrial works, and there are besides a flax and jute spinning mill, salt works, &c. The port and harbour of Dundalk have recently been undergoing extensive improvements. The course of the river has been straightened, and the bar and harbour deepened, so that vessels of considerable draught can now come up to the town. In the reign of Edward II. Dundalk was a royal city, and Edward Bruce proclaimed himself king there in 1315. Population in 1851, 9995; and in 1871, 11,377. Area, 1386 acres.

DUNDAS, HENRY. See MELVILLE, VISCOUNT.

DUNDEE, a royal and parliamentary burgh and seaport, is situated on the east coast of Scotland, in the county of Forfar, on the north bank of the Firth of Tay, twelve miles from the confluence of that estuary with the German Ocean. It is the third town in Scotland as regards population, and the second in commercial importance. Its latitude is 56° 27' N., its longitude 2° 58' W.; it is distant from Edinburgh 42 miles N.N.E., from Perth 22 miles E., and from Forfar, the county-town, 14 miles S. It extends nearly three miles along the shores of the Tay, and varies in breadth from half a mile to a mile; and the ground gradually rises towards the hill of Balgay and Dundee Law, the summit of the latter being 535 feet above the sea-level. Its general appearance is pleasing and picturesque, and the surrounding scenery very beautiful.

Dundee is the chief seat of the linen manufacture in Britain, and from a very early time appears to have had a special reputation in this branch of industry. Hector Boece, a native of the town, in his *History and Croniklis of Scotland*, thus quaintly refers to it: "Dunde, the town quhair we wer born; quhair mony virtewus and lauborius pepill ar in, making of claithe." It was not, however, till the introduction of steam power, in the beginning of the present century, that there was any remarkable development of flax-spinning in Dundee. The first work of importance was the Bell Mill (which is still extant), built in 1806; and the first power-loom factory was erected in 1836. Side by side with the extension of the linen trade

has been that of jute spinning and weaving. Large cargoes of this material are imported into Dundee direct from India, and it is manipulated on an enormous scale. In fact, the manufacture of flax, hemp, and jute fabrics constitutes the staple trade of the town, and supports, directly or indirectly, the great bulk of the inhabitants. There are upwards of seventy steam spinning-mills and



Plan of Dundee.

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| 1. Barracks. | 7. Town Churches and old Steeple. |
| 2. Volunteer Drill Hall. | 8. Town House. |
| 3. Prison and Sheriff Court Buildings. | 9. Theatre. |
| 4. High School. | 10. Music Hall. |
| 5. Albert Institute. | 11. Custom House. |
| 6. Post-Office. | 12. New Graving Dock. |

power-loom factories, employing above 50,000 persons. Some of these buildings are of great size and considerable architectural elegance, those of Messrs Baxter, Messrs Cox, and Messrs Gilroy being especially conspicuous. These three afford employment to above 12,000 hands. The principal textile productions are osnaburghs, dowlas, canvas, sheetings, bagging, jute carpeting, &c.; and the total value of these fabrics annually produced has been estimated at upwards of £7,000,000. Among the other industries of Dundee may be mentioned ship-building, engineering, tanning, and leather manufactures (including shoemaking by machinery), all of which are conducted on a large scale. There are also considerable foundries, breweries, corn and flour mills, and confectionery and fruit-preserving works—Messrs Keiller & Son's "Dundee marmalade" having a most extensive reputation. The prosperity of Dundee is in a large measure due to its commodious harbour and its magnificent docks. The harbour works extend about two miles along the river side, and the docks, five in number, cover an area of 35 acres. Although they cannot compare in extent with those of London or Liverpool, they are probably unsurpassed in the kingdom for stability and convenience. They have cost, from 1815, when the works were begun, to May 1877, £800,000, and the harbour revenue amounted in 1876 to £50,751. The principal imports for year ending May 1876 were

Flax, codilla, and hemp	31,300 tons.
Jute	106,727 "
Coals	146,399 "
Timber	46,256 loads.
Whale and seal blubber	1,694 tons.
Breadstuffs	6,808 "

The principal exports were

Linen and jute manufactures—first six months	346,472 pieces.
second	19,117 tons.
Bags and sacks	12,001,032.
first	8,853 tons.
second	8,630 "
Yarns	3,506 "
Grain	3,506 "

There were built at Dundee, in 1876, 32 vessels with a tonnage of 18,794, and at the end of that year the shipping belonging to the port consisted of

156 sailing vessels	tonnage 68,314
38 steamers	17,078

Total 194 tonnage 85,392

Eleven of the steamers are in the seal and whale fishing trade, each making two voyages yearly to the Arctic Seas.

The principal public buildings are the following:—The Town-House, designed by "the elder Adam," and erected in 1734, a plain but pleasing structure; the Custom-House; the Post-Office; the Town Churches, an imposing group, surmounted by a noble old tower; St Paul's Free Church, with spire 167 feet high; St Paul's Episcopalian Church, designed by Sir G. G. Scott, with spire 211 feet high; the High School, a fine specimen of Grecian Doric, designed by Angus; Morgan Hospital, erected and endowed by bequest (amounting to nearly £80,000) of the late Mr John Morgan, a native of Dundee, for the board and education of a hundred boys; the Royal Infirmary, a magnificent structure in the Tudor style, designed by Coe and Godwin, and costing about £15,000; the Lunatic Asylum; the New Orphan Institution; the Industrial Schools; the Convalescent Hospital; the Asylum for Imbecile Children; the Deaf and Dumb Institution, the Royal Exchange; the Clydesdale Bank; the court-house and police buildings, with a fine bold portico; the Eastern Club, designed by Pilkington and Bell; the Christian Young Men's Association Buildings; the Theatre Royal, drill hall, newspaper offices, and public baths. To these may be added as deserving of notice the Royal Arch, designed by Mr Rothead, and commemorating Her Majesty's visit to Dundee in 1844, and the Albert Institute, a Gothic building in memory of the late Prince Consort (mainly designed by Sir G. Gilbert Scott), and erected, at a cost of upwards of £20,000, on a site purchased for £8000. Bronze statues of George Kinloch, the first M.P. for Dundee in the Reformed Parliament, and James Carmichael, the engineer, have been erected in Albert Square.

The most notable of the few antiquities of Dundee is the "Old Steeple" (dating from the 14th century), 156 feet high, which has been recently restored, under the direction of Sir G. Gilbert Scott, R.A., at a cost of £7000. Dudhope Castle, the old seat of the Scrymgeours, hereditary constables of the burgh, and granted by James II. to Viscount Dundee, is now used as barracks. The old custom-house, in the Green Market, is a quaint building of the 16th century. The East Port, the sole relic of the ancient walls, is allowed to stand in commemoration of George Wishart the martyr, who, according to tradition, preached from it during the plague in 1544. The pillar of the old town cross, bearing date 1586, has been re-erected. In High Street, Vault, Castle Court, and Fish Street there still remain a few buildings of the 16th and 17th centuries. But the castle, the mint, and the numerous convents have entirely disappeared, the last of the monastic buildings, once occupied

by the nuns of St Clare, having been demolished only a few years ago. The old burying-ground (or "Howf"), now closed, contains many interesting monuments and epitaphs. Three spacious suburban burying-grounds have taken its place—the Western Cemetery, the



Arms of Dundee.

Eastern Necropolis, and the Balgay Cemetery. Till the middle of the present century, or even later, many of the streets were narrow and irregular, and many of the buildings unhealthy and unsightly; but of late a great change for the better has taken place. Under the Improvement Act of 1871, the narrow gorge of the Murraygate has been swept away; the ugly and tortuous Bucklemaker Wynd has been transformed into the spacious Victoria Road, with the Victoria Bridge at its upper end; and a dense and dingy mass of buildings between Meadowside and Seagate has been replaced by Commercial Street, which, when completed, will be one of the finest civic thoroughfares in Britain. Many improvements still remain to be accomplished, and although the total cost will probably amount to £400,000, it is expected that there will be ultimately a profit on the street improvements. By the aid of local building societies a large number of working men's houses have recently been erected; and a double line of tramways has been laid from the post-office to the west end of the town.

Dundee is well supplied with recreation grounds. The Baxter Park, 35 acres in extent, designed by Sir Joseph Paxton, was presented by Sir David Baxter to the community in 1863; the pavilion contains a marble statue of the donor by Sir John Steell, erected by public subscription. The Balgay Park, a picturesque wooded hill commanding fine prospects on every side, was secured by the police commissioners and opened to the public in 1871. Besides these there are the Magdalen Green, the Barrack Park, the Bleaching Green, and Dundee Law. A magnificent promenade along the river side between Magdalen Point and the Craig Pier has lately been opened. It is called the Esplanade, and incloses a space of 54 acres, which when filled up will give ample station and traffic accommodation for the Caledonian and North British railways, and leave the public a clear carriage-way and foot-path by the river side. The expense of the undertaking (about £40,000) is borne in nearly equal proportions by the two railway companies and the Harbour Trustees. An extensive abattoir and cattle market have recently been constructed by the police commissioners at the east end of the town. Dundee has regular and frequent steam-boat traffic with London, Hull, Newcastle, Liverpool, Leith, and Rotterdam. To render communication with the south more direct, the North British Railway Company designed the Tay Bridge, a colossal work, completed in 1877 (see BRIDGES, vol. iv. p. 340).

The water supply of Dundee is copious and excellent. Thirty years ago works were established at Monikie, but in time the quantity (about 2½ million gallons per day) proved insufficient, while the quality deteriorated. The loch of Lintrathen, 20 miles distant, with necessary grounds, was accordingly purchased for £33,103. The surface of the loch, originally 180 acres, has been raised 20 feet, and is now 405 acres in extent; the storage capacity is 257,000,000 cubic feet; the drainage area, 19,000 acres. The main pipe from Lintrathen, 27 inches in diameter, transmitting 8 million gallons per day, conveys the water to Clatto reservoir, four miles from the town, which has an area of 21 acres, and holds 80 million gallons; two pipes from Clatto lead to the service reservoirs. The total cost of the works exceeds £305,000.