

ADMIRAL LORD LYONS, G.C.B.

LORD LYONS was born Nov. 21, 1790; and is the second surviving son of the late John Lyons, Esq., of Antigua, and of St. Austens House, Lymington, Hants; and is the brother of Captain John Lyons, R.N.

This officer entered the Navy in 1801, as First-class Volunteer, on board

the *Royal Charlotte* yacht, Sir Harry Burrard Neale. After sharing in much active service on the Mediterranean station, and enacting a Midshipman's part in Sir John Duckworth's expedition to the Dardanelles, where he assisted in demolishing the formidable redoubt on Point Resques, he returned to England in 1807. Towards the close of the same year he sailed for the East Indies, in the *Monmouth*, 64; and was there, in June, 1808, three months after he had joined the *Russell*, 74, flag-ship of Rear-Admiral William O'Brien Drury, appointed Acting Lieutenant of the *Caroline*, 36, Captain Henry Hart. In the following August he became attached, in a similar capacity, to the *Barracouta* brig; and to that vessel he was confirmed by commission, dated Nov. 22, 1809. At the celebrated capture, in August, 1810, of the Island of Banda Neira, Mr. Lyons was among the first to escalate the walls of the Castle of Belgica—an achievement, for boldness in the design and conduct in the execution, rarely paralleled. In December following, on the arrival of the *Barracouta* with the news of the conquest at Madras, we find Mr. Lyons immediately

appointed Flag-Lieutenant to Rear-Admiral Drury, in the *Minden*, 74. Continuing, on the death of the Commander-in-Chief, to serve in the same ship, under Captain E. W. Hoare, he proceeded, in the spring of 1811, to the coast of Java, there to await the arrival of an expedition fitting out at the different ports of India for the subjugation of the above island. While stationed in the Sunda Strait, Lieut. Lyons' extreme zeal for the service and the gallantry of his nature led him to the performance of a most daring exploit. This was nothing less than the storming and capture, on the night of July 30, 1811, with not more than thirty-five men, and with but trifling loss, of the strong fortress of Marrack, mounting 54 guns, and garrisoned by 180 soldiers and the crews of two boats. Previously to this latter event, Mr. Lyons had materially assisted Captain George Sayer, of the *Leda* frigate, in reconnoitring and procuring information relative to the force and position of the enemy. During the operations, which were shortly afterwards regularly commenced, he was at first intrusted with the command of a flotilla of five gun-boats recently captured by Captain Maunsell; and was then allowed to serve in the batteries opposed to Fort Cornelis. After the glorious assaults on that stronghold, Lieut. Lyons' health became so impaired from the exertions he had undergone, that he was under the necessity of invaliding, and he accordingly returned home in the *Caroline*.

Being awarded on his arrival a second promotal commission, Captain Lyons was next, on April 5, 1813, appointed to the command of the *Rinaldo*, 10; in which vessel, it appears, he escorted Louis XVIII. and the Allied Sovereigns to England; besides affording a passage to M. Plantas, the bearer of the Treaty of Paris. Although advanced to Post rank, June 7, 1814, he was not again employed until 1828; early in which year he obtained command of the *Blonde*, 46, fitting for the Mediterranean. In October following, after having for some time blockaded the port of Navarin, he directed the movements of a naval part

of an expedition ordered to co-operate with the French in the siege of Morea Castle, the last hold of the Turks in the Peloponnesus. During an arduous service of twelve days and nights, in very unfavourable weather, which preceded its unconditional surrender, he greatly distinguished himself; and, having landed, was almost constantly in the trenches, exposed to a tremendous fire of great guns and musketry. The greatness, indeed, of Captain Lyons' exertions, added to the satisfaction afforded to the French by his cordiality towards them, led to his being invested with the insignia of the Order of St. Louis of France, and a Knight Commander of the Order of the Redeemer of Greece.

In the summer of 1829 the *Blonde* conveyed Sir Robert Gordon, our Ambassador, to Constantinople. She was afterwards the first British man-of-war that ever entered the Black Sea; and in January, 1831, she took Sir John Malcolm from Alexandria to Malta. Removing towards the close of the year to the *Madagascar*, 46, Captain Lyons witnessed, in May, 1832, Ibrahim Pacha's bombardment of St. Jean d'Acre; and early in 1833 Captain Lyons attended King Otho and the Bavarian Regency from Trieste to Greece. He paid the *Madagascar* off in 1835, was nominated a K.C.H., and received the honour of Knighthood.—His commission of Rear-Admiral of the White is dated January 14, 1850.

Lord Lyons, who has filled the office of Minister Plenipotentiary at the Court of Athens, was created a Baronet for civil services in 1840, a G.C.B. in 1844; and was elevated to the Peerage

on the 23rd of June, 1856, as Baron Lyons, of Christchurch, Hants. He married, in 1814, Augusta, second daughter of the late Captain Josias Rogers, R.N. By that lady he has issue two sons and two daughters—one married to the Baron Philip de Wurzburg, the other to the Duke of Norfolk.

**THE UNION JACK.**—The British Flag consists of the crosses of St. George, St. Andrew, and St. Patrick, united; but the etymology of the term "Union Jack" has never, it is presumed, been explained, for it does not occur in any lexicon or glossary. The word "Union" obviously arose from the event to which the flag owes its origin (the Union of Ireland, in 1801); the only difficulty, therefore, is as to the expression "Jack." As the alteration in the banner of St. George occurred in the reign of James I., it may with great probability be supposed to be a corruption of "Jacques." If, however, this hypothesis be rejected, the following is submitted. English soldiers were formerly accustomed to wear the cross of St. George on their upper garment; and as it appears from early writers that the upper dress of a horseman, and, according to others, a coat of mail, was called "a Jack," it admits of the inference that a small flag, containing the cross in question, was termed "a Jack," when used at sea; after the banner, which more properly speaking is confined to the field, fell into comparative disuse. The former of these conjectures appears, however, the more probable.

**THE WIND OF A CANNON-BALL.**—In 1854 an officer of the French army, sent to make a reconnaissance in the neighbourhood of Sebastopol, was knocked down, not by a cannon-ball itself, but by the wind of it, as the ball passed close by him. The commotion produced was so intense that the tongue of the officer instantly contracted, so that he could not either put it out of his mouth or articulate a word. Subsequently, by the aid of electricity, he recovered his speech.



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