

for service—merchants and their servants, captains of vessels with their crews, planters with their fishermen and shoremen—to muster in front of the camp where they were enrolled and told off to the forts and batteries. There was only one old man or a boy allowed to remain on each merchant's wharf, vessel or fishing room. A great many seamen were employed in raising the chain across the narrows; the great capstan at the South Side being assisted by three schooners placed at equal distances from Chain Rock, and by grappling the chain with their anchors, and heaving altogether they raised it to the surface sufficiently to prevent the entrance of any vessel. The schooners were charged with combustibles and were intended to be used as fire-ships on the enemy coming in contact with the chain. The flag-ship and the frigate were also placed at enfilading distance in the harbor to give the foe a warm reception on entering the narrows.

The enemy stood off and on, near Cape Spear, all that day; and during the night the Governor ordered the road to be opened from Maggoty Cove Bridge through the enclosures leading to Signal Hill in order to expedite the transport of camp equipage, ammunition, stores, and provisions to that point. By daylight, on the second, the tents were all pitched on the summit of the hill, from Duke of York's Battery to Cuckhold's Head, and also on the South Side Hill over Fort Amherst. This war-like display of three or four thousand men on the hill's appeared to have an intimidating effect on the enemy. A great deal of telegraphing and boat communication took place with the flag-ship, and towards evening the fleet stood a little further off to sea.

Reconnoitering parties were sent out along shore, north and south, day and night in anticipation of a landing being effected. On the third day the enemy formed line and stood in for the narrows, when it was expected their intention was to attempt a landing. They stood on until the foremost ship was near the extreme range of the guns at Fort Amherst when she and all of them put about and stood off to sea. They remained in sight several days, and at last arrived at Bay Bulls, where they landed and after driving the inhabitants to the woods burnt their stores and houses.

After the visit of Admiral Richery's fleet, the sincere and heartfelt thanks of the merchants of St. John's were voted to Governor Wallace for his exertions in putting the town into such an admirable state of defence. In 1797 the Hon. W. Waldegrave was appointed Governor, and upon his arriving here the mutiny of the *Nore* spread to this Colony, and a rebellion broke out on board *H. M. S. Latona* whilst lying in St. John's harbor. It was only quelled by the officers drawing their swords and the marines using their bayonets. On the following Sunday, Admiral Waldegrave addressed the ship's crew informing them that their great delegate—Parker—and many other of his atrocious companions were hanged at the *Nore*, and that he was prepared to pour hot shot into the *Latona* if there was any further sign of mutiny. In 1799 the first government school was opened in St. John's, the Rev. L. Anspach being appointed head master. Although the population of St. John's was at this time not above 5,000 over thirty public houses were licensed. In the winter of 1799 and the spring of 1800 a conspiracy was set on foot by cer-