

as we descend in the list, the blanks in the column of "where born" increase amazingly. Of the superior officers, only three captains—Shaw, Patterson, and Crichton—were ashamed to name their birth-place. Of one hundred and sixty lieutenants, five appear to have been British; but seventeen, all English or Irish names have blanks after them. Of twenty boatswains, four were born in the United States; the rest nowhere. Of eighty-three sailing-masters, fifteen had no birth place; and eight appear to be British. Of twenty-five gunners, three appear to have been born in the United States; and out of thirty-three carpenters and master-mates, five only could be found to fill up the blank with the term "American." The blanks in the list of able seamen increase surprisingly. This, however, is not to be wondered at, when we consider Captain Brenton's statement:—"It was said, and there is no reason to doubt the fact, that there were two hundred British seamen on board the Constitution."

After this analysis, Mr. Clark's remarks on the capture of the *Guerrière* can be taken at their value—"It has manifested the genuine worth of the American tar, which has enabled him to meet under DISADVANTAGEOUS CIRCUMSTANCES (save the mark), and to derive glory from the encounter, the naval heroes of a nation which has so long ruled the waves."

We have been thus particular in dwelling on all the circumstances connected with the capture of the *Guerrière*, as with few exceptions the same disparity of force prevailed and the same remarks apply. That the American successes were unexpected, is apparent from the instructions given to the officers in command of the vessels about to leave port, and, in fact, the first capture of an English by an American vessel was made, if not in direct breach of orders, at least contrary to the calculations of the Navy Department, and had not Hull put to sea before his countermand reached Boston, he certainly would not have made his capture of the *Guerrière*, nor is it probable that any capture would have been made at all, if we may judge from the tone of the following communications:—

"Naval Department, Washington,  
18th June, 1812.

"SIR,—This day war has been declared between the United Empire of Great Britain,

Ireland, and their dependencies, and the United States of America, and their territories, and you are, with the force under your command, entitled to every belligerent right to attack and capture, and to defend. You will use the utmost despatch to reach New York, after you have made up your complement of men. &c., at Annapolis. In your way from thence, you will not fail to notice the British flag, should it present itself. I am informed that the *Belvidera* is on our coast, but you will not understand *me as impelling you* to battle previously to your having confidence in your crew, unless attacked, or with a reasonable prospect of success, of which you are to be, at your discretion, the judge. You are to reply to this, and inform me of your progress.

"P. HAMILTON.

"Capt. Hull, U. S. Frigate Constitution."

This discouraging and, considered with immediate results, somewhat pusillanimous order, was soon followed by another of the same tenor, as follows:—

"Navy Department, 3rd July, 1812.

"SIR,—As soon as the Constitution is ready for sea, you will weigh anchor and proceed to New York.

"If, on your way thither, you should fall in with an enemy's vessel, you will be guided in your proceeding by your own judgment, bearing in mind, however, that you are not voluntarily to encounter a force superior to your own. On your arrival at New York, you will report yourself to Commodore Rodgers. If he should not be in that port, you will remain there until further orders.

"P. HAMILTON."

The Constitution, on her way to New York was chased by a British squadron and prevented from getting into that port, so that her stealing to sea from Boston, into which she had been driven, and her encounter with the *Guerrière* was purely accidental and in contravention of orders, for even after his escape into Boston, a new order was despatched:—

"Navy Department, 29th July, 1812.

"SIR,—Your letter of the 20th instant, just received, has relieved me from much anxiety.

"I am truly happy to hear of your safety. Remain at Boston until further orders.

"P. HAMILTON."

Before receiving this order Capt. Hull had put to sea and escaped the doom, which his