

more thrown open to colonial seamen, and the merchants of Nova Scotia were not slow to seize the opportunity. Already within ten days of the actual declaration of hostilities, the Bay of Fundy, as well as the Gulf of St. Lawrence, swarmed with American privateers that had been equipped in anticipation of the event. Coasting vessels were taken in Port Medway and other small harbors and descents were attempted upon the coast. Reprisals were not officially authorized by the British Government until the 10th October, 1812, but Sir John Sherbrooke, the Lieutenant-Governor of Nova Scotia, had already encouraged the armament of privateers by promising to exert his influence to obtain the surrender of the *droits* of the Admiralty in prizes brought in by them.

One of the first vessels thus commissioned by him was a small but very fast-sailing schooner, the property of Mr. Enos Collins, of Halifax, but registered at the port of Liverpool by the name of the "Liverpool Packet." Originally a tender to an African slaver, she measured less than forty tons burden and was armed with five three-pounders and a long six-pounder on a pivot amidships. The command of this schooner was given to Captain Joseph Barss, a native Nova Scotian, and she was rather overmanned by a crew of forty-six officers and men.

Her first cruise, made in September, was fairly successful, two large ships having been brought in as prizes. Leaving port again early in October, ten vessels were taken in three days after arriving off Cape Cod, which thenceforth became her commander's favorite cruising ground. Having once more returned to Halifax with her prizes, the privateer re-appeared on the coast of Massachusetts in the beginning of November and within a week captured eleven sail. Upon the 18th she fell in with a fleet of fishing schooners and took nine, six of them with cargoes valued at \$50,000, being sent in. A week later the list of prizes during the cruise was increased to twenty-nine, and