

minutes more the Cherub opened fire—the Essex replied to both with *three* long 12-pounders run out of her stern ports. At 4h. 30m. p.m. the two British ships having run close in shore ceased firing and wore round on the Port tack—while the Pheobe was wearing a shot from the Essex passed through several reefs of her mainsail as it hung in the clue garnets and prevented its being reset in the stormy gale then blowing, her jib boom was also badly wounded and her fore, main and mizen stays shot away—having increased her distance by wearing the loss of her jib, mainsail and main-stay prevented her closing with the Essex so as to make her fire effective; therefore at 4h. 40m. she tacked towards the latter having hailed the Cherub to say it was her intention to anchor alongside but that that vessel should keep under weigh to prevent an escape. At 5h. 35m. the Pheobe having anchored sufficiently near recommenced fire from her bow guns which was returned by the Essex; the wind having dropped to a calm, in about twenty minutes the latter cut her cable, hoisted her flying jib and under fore and fore-topsails endeavored to run on shore; this manoeuvre brought her under the broadside of the Pheobe, from which vessel she received a warm cannonade—the Cherub owing to the failure of the wind could not close within musket shot of the shore. The wind suddenly shifted from the land and paid the Essex's head down on the Pheobe; to prevent this the former let go an anchor and came to about three-quarters of a mile from shore.

As it was evident that all further resistance was useless it became desirable to get all the specie and captured property out of the vessel on shore, being on neutral soil it could not be claimed by the captors of the Essex; her boats being nearly all destroyed *three* boats of the Essex Junior with which part of her crew had assisted in the defence were employed on this service, and a large portion of the British subjects forming part of the crew took this means to effect their escape; others leaped overboard and endeavored to reach the shore for the purpose of escaping the penalty of treason. In the midst of this confusion, at 5h. 20m., the Essex hauled down her flag and surrendered, she was taken possession of in time to save the lives of 16 of her crew who were struggling in the water, 31 having perished and between 30 and 40 reached the shore. The Essex Junior surrendered without defence to the Cherub.

The Pheobe, out of a crew of 278 men and 22 boys, had *four* men killed and *seven* wounded; the Cherub *one* man killed and *two* wounded, total 5 killed and 10 wounded.

The Essex had a crew of 260 men and 5 boys, out of which she lost 24 men killed and 45 wounded; she was much battered in her hull and made a most gallant defence against overwhelming odds. The following testimony by Captain Hillyar, commanding

the Pheobe, is conclusive on this point:—  
 "The defence of the Essex, taking into consideration our superiority of force, the very discouraging circumstance of having lost her main topmast and being twice on fire did honor to her brave defenders, and most fully evinced the courage of Captain Porter and those under his command; her colors were not struck until the loss in killed and wounded was so awfully great as to render further resistance unavailing."

Early in February the American 18 gun ship-sloop Frolic, of 540 tons burthen and manned by 175 men, sailed from Portsmouth, New Hampshire. On the 20th April, at daylight, in lat. 24° 12' North, longitude 81° 25' West, she fell in with the British 18 pounder 36 gun frigate Orpheus and the 12 gun schooner Shelburn, who immediately gave chase. The latter vessels being to leeward in a couple of hours the schooner weathered the American ship, and at five minutes past noon the Orpheus being on her quarter and on the opposite tack fired two shots, both of which fell short; half an hour afterwards as the Shelburn was closing the American flag was struck without a show of resistance. If anything could enhance the disgrace of such a surrender it was the fact that the crew had destroyed the locks of the great guns, threw overboard the arms and shot, pillaged the Purser's store-room, gun-room and Captain's cabin, and everything of value on board.

On the 23rd February, the British 18 gun brig-sloop Epervier, mounting *sixteen* 32 and *two* 18-pounder carronades, while cruising off Cape Sable, captured without resistance the American privateer brig Alfred of Salem, mounting 16 long 9-pounders and manned with 108 men; the British 38-gun frigate Junon in sight about 10 miles to leeward; the crew of the Epervier was composed of negroes, half breeds, foreigners, jail birds and a few able and trustworthy seamen. On the way to Halifax with the prize, a part of the crew conspired to rise upon the officers and carry both vessels into a United States port. On arriving at Halifax Capt. Wales, in command of the Epervier, represented to the commanding officer of the Port the insufficiency and disloyalty of his crew, detailing the plot in which they had been detected, but the affair was lightly treated, and on the 3rd of March without a man of her company being changed, she sailed in company with the Shelburn schooner in charge of a small convoy bound to Bermuda and the West Indies. Having reached her destination in safety the Epervier sailed from Port Royal, Jamaica, on her return to Halifax, and as if the reputation of her officers and the flag she bore were not sufficiently onerous to be entrusted to such a crew she took on board at Hayanna \$118,000 in specie and sailed from that port on the 25th April with a brig bound from Port Royal to Bermuda. On the 29th about 7h. 30m. p.m., lat. 27°

47' North, long. 80° 7' West, the Epervier steering North by East with the wind about East South East, a large ship was discovered in the South West apparently in chase of the convoy. This proved to be the United States ship-sloop Peacock of 20 carronades 32-pdrs. and *two* long 18-pounders from New York since 12th March. At 10 a.m. when within half gun shot of the Epervier the Peacock edged away as if to bring her broadside to bear in a raking position, this the brig evaded by putting her helm up till close on the sloop's bow when she rounded to and fired her starboard guns, with this their first discharge the three aftermost carronades became unshipped by the fighting bolts giving way, the guns however were replaced and having when she got a-beam of her opponent tacked and shortened sail the Epervier received the broadside of the Peacock as the latter kept away with the wind on the larboard beam. Although the first fire of the American produced no effect, a continual discharge of dismantling shot cutting away the rigging and sails of the brig and completely dismantled her. Just as the Epervier by a well directed fire had brought down her opponent's fore-yard several of the carronades on the port side upset and could not be replaced as the breeching bolts began to draw. In the midst of this confusion the main boom having been shot away fell upon the wheel, and the sheets and halliards of her head sails having been cut to pieces the brig was thrown into a position to be raked, but the Peacock had too much head way to do this effectually; but having shot away her main topmast and rendered her completely unmanageable she directed the whole of her fire at her hull and presently reduced the three waist guns to the same condition as the others. An effort was now made to get the brig round in order to get the starboard broadside to bear, but it was found impracticable without falling on board the Peacock; as a last resource Capt. Wales called the crew aft to follow him in boarding but these gentlemen declined the honor; having now only one gun to return the fire of eleven and having already four and a half feet water in her hold, her crew falling fast beneath the unremitting fire of the Peacock, no alternative remained but to strike the colors which was done at 11h. 5m. a.m. after a close action of an hour's duration.

Besides the damages detailed the Epervier had her fore rigging and stays shot away, her bowsprit badly wounded, her foremast cut nearly in two, and her hull pierced with shot holes on the port or engaged side. Out of a crew of 101 men and 16 boys she lost 8 killed and 15 wounded. The Peacock out of a crew of 185 seamen had *two* men wounded, and beyond her damaged fore-yard received no injury. The disproportion of force was entirely too great to permit a hope of successful issue in this contest, but the Epervier might certainly have done more