

Major Pogg's, of the Halifax Brigade of G.A., will report himself to Col. Hill, R.A., at 9.30 a.m., he having been detailed as orderly officer

PENNYMAN W. WORSLEY, LT.-COL.,
D. A. G., M. D. No. 9.

WITH THE ATTACKING FORCE.

We embarked at 8 o'clock. The Bellerophon's men were divided into two companies and a field gun's crew with a 9 pounder and explosive party. Each company embraced 25 file, the gun's crew 18 men, and explosive, 8 men. The above were on the Ready. Two companies and the marines were on the Pylades; the latter numbered 100 or about. At 8 o'clock the fleet sailed out in single column line ahead, in the following order: Comus, Pylades, Canada and Ready. The Wrangler had been detached for service with the defending force as a trooper. They then proceeded to sea for some miles, and at 9.25 the course was altered to the eastward, and the signal "Prepare for action" was made. All the arrangements for real warfare were made; speed slackened, and the ships formed up in line abreast of Cow Bay, within range of their own guns. At 10.30 the Comus (flag ship on this occasion) fired the opening gun. The Ready was then sent in to anchor as close as possible to the south entrance of the eastern passage, under cover of the fire of the fleet; but the fleet did not fire in a shot, as no opposition was offered to the Ready's advance. At 11 o'clock the Ready anchored within safety, and despatched the steam pinnace and gig, with an explosive party towards the Imperial landing place, where it was supposed an obstruction was placed to stop the passage of vessels. The pinnace had the explosive party and a 7 pounder gun in the bow, and the gig had about 30 riflemen. As the tars advanced a number of soldiers were observed on the Dartmouth shore, who immediately opened fire from a 20 pounder on the boats. The Ready, however, soon silenced them. At 11.25 a charge of 25 lbs. of gun cotton was successfully laid and fired, which work, according to the umpires' rules, was to occupy the space of 50 minutes, although in real warfare the work could be done in a much shorter time. After this had been accomplished, the tars naturally thought they had completed their task so as to make a landing, when the umpire appeared on the scene with a flag of truce and informed the attacking party that they had four lines of mines to disable before a further advance could be made. The tars then set to work and fired three more charges and successfully laid and fired them. This operation, so successfully carried out as to merit the praise of the umpires, was accomplished by Torpedo Lieut. Sturdee and Torpedo Instructor Corbett of H.M.S. Bellerophon.

At 1.15 the obstacles were reported cleared by signal, and the explosive party returned to the Ready. The rest of the fleet was then observed looming up in the distance from the capture of Herring Cove, which was carried by the Comus, Canada and Pylades, taking that without any difficulty and landing at least 500 men. They then proceeded to send a force of 200 men to attempt the capture of York Redoubt. But this proved too strong and they retired, after cutting all communications to the front. The Canada anchored within range to keep possession. The party re-embarked to their respective ships for the purpose of joining the main body in attacking McNab's Island. Preparations were then made for landing, with a force of 600 blue jackets and marines with two field guns and explosive party, each ship's boat being towed by their steamboats, which had guns mounted in their bows. When the boats were formed into column, the enemy was then found to be in force of about 150 strong near the Imperial landing place. The boats proceeded, fire being opened on both sides; but the defenders were to a large extent handicapped on account of having no guns except rifles, whilst the sailors with their machine guns could have annihilated them if in real action. Whilst the sailors were proceeding to effect a landing, a large force of men was discerned on the Yarmouth shore, who opened a heavy fire. The tars returned the compliment with their machine arms, thus silencing them and compelling them to retreat. The blue jackets were now about landing, when just about this time an engineer mining boat was observed approaching, and a few rounds from the Bellerophon's steam pinnace's seven pounder brought out a flag of truce. A landing was then effected, the blue jackets manning the guns and dragging them up from the boats to the shore in fine style. The party were now met with a desultory fire from the enemy in the woods, on which they were instantly thrown out in skirmishing order and advanced, driving the defending party before them into the fort. The landing was effected at 3 o'clock, and the fort and contents captured 55 minutes later.

THE BATTLE SEEN FROM THE CITADEL HILL.

Hundreds and at some times thousands of people crowded the slopes of the citadel during the day. They occasionally heard the thunder of the guns and saw volumes of smoke roll out from George's Island and York Redoubt, and they enjoyed a magnificent view of the peerless harbour of Halifax. They also had the benefit of the raw air. Besides this they put in the time. The defence of the city and harbour

was confided to Col. Hill, R.A., who made his headquarters in the citadel, from whence he directed the operations of the defending forces, which were, of course, scattered over a large area of territory. The disposition of the forces, as far as could be learned, was as follows:

Fort Clarence—To cover the Eastern Passage road, in command of Capt. Ruggles-Brise, 76th, two companies West Riding 76th regiment afterwards reinforced by two other companies 76th from McNab's), two 20 pounder guns manned by the Royal Artillery, escorted by H. G. A., and a section of Royal Engineers.

York Redoubt, commanded by Major Nisbet; three companies 76th, two companies 66th Princess Louise Fusiliers, under Capt. Kenny and Browne, and three 20 pounder guns, manned by Royal Artillery, escorted by 75 men of the H.G.A. Two of these guns were planted on a prominence beyond the fort commanding the Herring Cove road, and one gun was stationed at the junction of the Herring Cove and Williams' Lake road.

McNab's Island, under command of Major Low, 76th; three companies 76th, one 20 pounder gun manned by Royal Artillery, escorted by H.G.A. and a section of Royal Engineers. This garrison was afterwards reduced by the transfer of two or three companies of the 76th to the support of Fort Clarence.

The 63rd Rifles and three companies of the 66th Fusiliers were held in reserve on the Queen's wharf and in the park.

A most efficient signal service under Capt. Rawson, R.E., had been established between all these widely scattered forces and the citadel, and was maintained with great success.

An experienced gentleman who witnessed the affair from the citadel gives the *Herald* the following version of how it progressed from that eminence:—

At 10.30 a.m. the warships Canada, Comus, Ready and Pylades appeared off the entrance to the Eastern Passage, which made it appear that the enemy intended to force a landing on the Passage road and thence into Dartmouth, either by the road passing Fort Clarence, or by the upper Dartmouth road in the rear of that fort. H.M.S. Ready was put forward to make a slight attack on McNab's Island. They effected a landing under cover of the guns of the ship, but were gallantly driven off by the force stationed there. Afterwards, a pinnace from that ship blew up the obstruction placed across the passage by the defence and put down a counter mine. Meantime the enemy's fleet had retired to Herring Cove, thus showing that the attack on McNab's was only a feint to cover the real attack intended for Herring Cove. Accordingly Col. Hill ordered the 66th, which was then in reserve at the North-west Arm, in command of Capt. Addison, R.A., on to the Herring Cove road, and the 63rd, commanded by Major Walsh, then waiting at the Queen's wharf, were marched to the North-west Arm, and transported across on the Highland Mary, landed at Jones' refinery and ordered to join the 66th, which had proceeded to Roache's point, four miles on that road, thence marched to the support of a small detachment with a 20 pound gun, stationed on a hill in command of Lieut. Rugg Price, R.A., at that point. This was exactly eight miles from the post office. Meanwhile we found that the enemy had landed at Herring Cove and were making the real attack on York Redoubt itself. They were met on the road between Herring Cove and the redoubt by the force stationed at that fort, and after a desperate and gallant skirmish the blue jackets fought their way up to within a quarter of a mile of the redoubt, where they were brought face to face with a battery which swept them from the road, and they beat a hasty retreat back to their boats, followed and harassed by the 76th and 66th men. They embarked and made good their escape under cover of the guns of H.M.S. Canada.

Throughout these operations the heavy 18 ton guns of York Redoubt and George's Island were engaged in a duel with the guns of the fleet (when within range) until some 40 to 50 rounds had been fired and all the ammunition used. After the repulse at Herring Cove, the whole fleet with the exception of one ship, again repaired to the mouth of the Eastern Passage. Seeing this and anticipating a landing and the main attack on Fort Clarence, the larger proportion of the infantry at McNab's were withdrawn to reinforce Fort Clarence. But it turned out otherwise, and the enemy made an attack in great force on the east side of McNab's Island. The blue jackets appeared to have no difficulty in driving back the handful of defenders, and they were compelled to retreat to and take refuge in Ives' point battery, which, it appeared was soon occupied by the invaders, 500 or 600 strong. Their landing on the island was observed from York Redoubt and George's Island and a vigorous fire kept up from those forts, as well as from the 20 pound gun on the Eastern Passage road. Though Ives' point battery was captured, it could never have been held by hostile troops, because all the guns lining the harbour could have been brought to bear on that spot, and would quickly have driven the victors out of it.

The transport service, comprising H. M. S. Wrangler, the tugs Lily, Argus and Highland Mary, rendered efficient service.