

they did not learn from their Saxon ancestors, it is used with great reluctance by the writer of this Review, and only when it is absolutely necessary. The people of British North America possessing as great an area of this continent as the people of the United States, can by no means consent that the latter should monopolise its distinctive name which they do with as little hesitation as the obscure individual whose gasconading bray robbed better men of their honors, and gave a name therefore unknown to more than a fourth part of the world's superficial area.

It has been previously stated that Commodore Rodgers with the President and Congress frigates sailed from Boston on his third cruise on the 1st of May. On the 2nd of that month they fell in with and chased the British 18 gun brig sloop *Cumbria*, Capt. M. Head, but by knocking away the wedges of her masts and using other means to increase her sailing powers, she effected her escape. On the 8th in lat. 39° 30', North longitude 60 West, the Congress parted company.

On the 19th July, when off the North Cape in company with the privateer schooner *Scourge* of New York, and in momentary expectation of meeting the *Archangel* fleet, Commodore Rogers was driven from his station by the British 12 pounder 32 gun Frigate *Alexandria*, Capt. Robert Cathcart, and 16 gun sloop *Spitfire*, Captain John Ellis. The Frigate was a vessel of less than 700 tons, the Sloop less than 500 tons burthen and carried 12 pounder guns on her main deck.

Commodore Rodgers stated in his official letter that he was driven from his station by a "line of battle ship and a frigate," both these puny antagonists chased the President and consort until 10 a.m. on 23rd, when the latter had run out of sight of both. That there could be no mistake about the matter there were prisoners on board the President at the time, the master and mate of the British *Snow* *Daphne* of Whitby, and the journal of these men distinctly state that they as well as many of the President's officers and men were persuaded the chasing ships were a *small* frigate and *sloop* of war. After a cruise around Ireland the President steered for the banks of Newfoundland, and finding the British line of battle ship *Bellerophon* 74, and *Hyperion* frigate 36 guns, were in the vicinity, steered towards Boston. On the 23rd September a little to the Southward of Nantucket she succeeded in decoying and capturing the British 5 gun schooner *Highflyer*, tender to the *San Domingo*, commanded by her second Lieut. W. Hutchinson. Owing to a tolerable share of imbecility on the one side, and a good deal of assiduity on the other, Commodore Rodgers obtained the stations of the British men of war on the North American station, and taking his measure accordingly was enabled the same day to enter; after a cruise remarkable for the frequency with which a change of station was effected, unobserved the harbor of Newport, Rhode Island.

The Congress continued cruising without effecting anything till the middle of December, when she succeeded in running into the harbor of Portsmouth, New Hampshire, with a crew of 410 men, all in good health. For several months after her arrival the *Tenedos*, Capt. Parker, cruised off Portsmouth and every means were taken to induce the United States frigate to come out and engage him, but the fate of the Chesapeake had put a stop to the future cruises of the 18 pounder frigates of the United States Navy, and the Congress after a while was disarmed and laid up.

On 5th August, off the Southern coast of the United States, the 14 gun schooner *Dominico*, Lieut. Geo. W. Barretti, having under convoy the *Princess Charlotte* Packet, fell in with the Franco American Privateer Schooner *Decatur* of six 12 pounder carronades and one long 18 pounder on a traversing carriage commanded by the celebrated Captain Dionne. After cannonading with her long guns from a distance to which the *Dominico's* carronades could not carry the *Decatur* gradually closed and made two attempts to board but was repulsed in each, but after the contest had lasted three quarters of an hour she run her jib boom through the *Dominico's* main sail when a third attempt was made by the whole of the French crew who succeeded in gaining a footing on her deck, here a sanguinary contest ensued in which the Lieut. commanding the *Dominico*, her Master, Purser, two Midshipmen 13 seamen and boys were killed, and 47 severely wounded, total 65 killed and wounded out of a crew of 107 men and boys.

This was altogether an action of manoeuvres and the results showed that as far as the fighting was concerned it was no easy victory, the *Decatur*, out of a crew of 120 men had 4 killed and 15 wounded. The Packet remained a spectator of this unequal contest and as soon as it was over tacked and stood to the southward.

On the 5th September, at day light as the British brig sloop *Boxer* of 12 carronades 18 pounders and two sixes, Capt. S. Blyth, was lying at anchor near Virginia point a few miles to the eastward of Portland, in the United States, the American gun brig *Enterprise* of 14 carronades 18 pounders and two nines, Lieut. Commandant William Burrows was seen in the south-south-east at 7h. 30m. p.m. leaving her surgeon, two of her midshipmen, an army officer, a passenger, on shore at Mahagan shooting pigeons; the *Boxer* got under way and at 8h. 30m. hoisting the English ensign bore up for the *Enterprise* then standing on the larboard tack. At 9 a.m. the latter tacked and stood to the Southward, at 9h. 30m. when the two brigs were about four miles apart it fell calm and at 11h. 30m. a breeze sprung up from the Southward which placed the United States brig to windward. At 2 p.m. the *Enterprise* made sail on a wind to

try her rate with the *Boxer*, and in half an hour having ascertained his advantage as well as that the *Boxer* was inferior in size and force, Lieut. Burrows hoisted the American ensign, fired a shot, and bore up to engage. At 3h. 15m. the *Boxer* being on the Starboard tack fired her starboard broadside and immediately received the larboard broadside of the *Enterprise* in return, the two brigs not being more than a pistol shot apart. In the first broadside Capt. Blythe was killed by an 18 pound shot, the command of the *Boxer* devolved on her only Lieutenant David McCroery; at the same time a musket ball mortally wounded Capt. Burrows. At 3h. 30m. the *Enterprise*, now commanded by Lieutenant E. N. McCell, ranged ahead and rounding to on the starboard tack raked the *Boxer* with her starboard guns and shot away her main top mast and foretop-sail yard; she then set her foresail and taking a position on the starboard bow of her now wholly unmanageable antagonist continued pouring in raking fire until 3h. 45m., when the *Boxer* surrendered. She was much cut up in her hull and spars, and out of a crew of 60 men and 6 boys, lost, besides her Captain, 6 men killed and 17 wounded. The *Enterprise* suffered very little injury in hull and spars, but had rigging and sails a good deal cut up. Out of a crew of 120 men and 3 boys she had 3 men killed, including her commander and a midshipman, and 11 wounded. The *Boxer* measured 181 tons; the *Enterprise* 255. The bulwarks of the latter was built of solid oak, those of the former with the exception of one timber between each port consisted of an inner and outer plank impervious to grapeshot.

The cause of the capture was superior sailing, skilful manoeuvres, and the cowardice of a master's mate and three seamen who deserted their quarters on board the *Boxer*. The loss in killed and wounded shows the United States brig had no advantage otherwise.

On the 12th August at 6h. 30m., a.m., the British 18 gun brig sloop *Pelican*, Capt. J. F. Maples, anchored in Cork (Ireland) from a cruise. Before the sails were furled Capt. Maples received orders to put to sea again in search of an American sloop of war which had been committing serious depredations in St. George's Channel. At 8 a.m. the *Pelican* beat out of the harbor against a very strong breeze and heavy sea. At 7h. 30m. p.m., on the 13th, while standing to the Eastward with the wind at North West, the *Pelican* observed a fire ahead and a brig standing to the South East. The latter was immediately chased, but lost sight of during the night. On the 14th, at 4h. 45m. a.m., lat. 52° 15' North, long. 5° 30' West, the same brig was seen in the North East steering from a ship which she had just set on fire towards several merchant vessels in the South East.

This efficient cruiser was the United States brig-sloop *Argus*, Capt. W. H. Allen, s.r. l.