in Europe induced numerous violations of this law, and when war was actually declared, not less than seventy of their vessels lay in Cadiz Bay alone, and nearly an equal number in the Tagus. The commerce between the States at the same time was almost entirely conducted in coasting vessels, owing to the wretched condition of the roads. The embargo was, however, justly regarded as a certain precursor of war, and the shipyards of most American ports resounded with preparations for the approaching conflict. Accordingly, when the official declaration of war was published, many privateers were already armed, manned and even provided with the necessary letters of marque, authorizing them to capture British vessels.

The British Admiralty authorities during the next three months were satisfied with the publication of an order directing that ships sailing under the flag of the United States should be detained, and refrained from issuing the customary letters of reprisal, in the vain hope that, upon hearing of the revocation of those orders-in-council which had been cited as the main reason for hostilities, the United States would annul its declaration. Sir John Sherbrooke, the Lieutenant-Governor of New Brunswick, went so far as to issue a proclamation recommending the inhabitants of that province to abstain from molesting the goods and coasting vessels belonging to the people of the adjacent States, as long as they abstained from disturbing them.

But the depredations of American privateers in the Gulf of St. Lawrence and the Bay of Fundy soon provoked retaliation, and in August, 1812, the privateer *Fly*, of St. John's, Nfld., sent in an American brig and two schooners, and, shortly afterwards, the *Nonsuch*, of Halifax, a small schooner, mounting five guns, with a crew of thirty men, arrived with two valuable ships. The *General Smyth*, of St. John, N.B., also carried several prizes into that port, besides sending three, measuring 385 tons, into Halifax. But Admiral Sawyer, in command of the Halifax station, in