

east, distant 35 miles, the wind blowing moderately from the W.N.W., a large sail was discovered in the N.E. standing directly for the United States squadron—this was the British 18 pounder 36 gun Frigate *Belvidera*, Capt. R. Byron, who had been lying to for the purpose of intercepting the French Privateer Schooner *Marengo* from New London.

At half past six the *Belvidera* having arrived within six miles had made out the three largest ships to be Frigates, they and the Sloops by signal hauled to the wind on the starboard tack in chase. The British frigate immediately tacked from the strangers, and at 8h. 15m. a.m. finding the private signals not answered Capt. Byron made all sail keeping away N.E. by E. At 11 a.m. the wind began to decrease and drew to the Westward. At 11h. 30m. the *Belvidera* hoisted her colors, and immediately afterwards the American squadron did the same, the two Commodores displaying broad pendants. Having ascertained that the squadron belonged to the United States, Captain Byron would probably have shortened sail and allowed the van ship to close, but a New York pilot boat had been spoken a few days before and informed him of what was likely to happen; coupling this with the pursuing efforts of the American squadron to close, Capt. Byron no longer doubted the hostility of their intentions. The *Belvidera* had cleared for action, and had shifted to her stern ports two long 18 pounders on the main deck and two 32 pounder carronades on the quarter deck, although the cartridges of the guns were pricked the priming was not laid on—this was done by Capt. Byron's express orders to prevent the possibility of any such complication as occurred in the case of the *Little Belt*.

As the wind had gradually veered to the W.S.W. being nearly aft; at 2 p.m. it began to fail; this favored the ships astern, and at 4h. 20m. p.m., being the van ship of the squadron and distant about 600 yards astern or about half a point on the port and Western quarter, the President opened fire from her bow guns—the first three shots took effect in the *Belvidera*'s hull, one struck the rudder casing the others entered the counter and transom, but hurt no one the men being above at quarters—a fourth shot struck the muzzle of the larboard chase 18 pounder and breaking into several pieces killed one seaman, wounded mortally another, severely two others, and slightly a lieutenant and two seamen standing near him—in fire minutes after the President commenced her fire the *Belvidera* returned it from her stern chasers. At 4h. 30m. p.m. one of the President's 24 pounders burst, by which accident sixteen persons were killed and wounded, including among the latter the Commodore severely in the leg; and the main and fore-castle decks were so much shattered as to prevent the use for a considerable time of a chase gun on that side. After suspending the action for 10 minutes the President put her helm a starboard and discharged her star-

board main deck guns, the shot from which did considerable injury to the rigging and sails of the *Belvidera*, but scarcely touched her hull.

The most serious accident which now befell the *Belvidera* was the frequent breaking of the long bolts, breeching hooks and breechings of the long guns and carronades, but owing to the activity of the crew all damages were speedily repaired. The effective fire of the stern chasers annoyed the President and caused her serious damage. At 5 p.m. hoping to bring the contest to a close she put her helm a starboard and fired her main deck broadside at a distance of 400 yards into the British frigate, which caused the loss of several of her backstays, main shrouds and studding sail balliards shot away and her cross jack yard badly wounded, but the crew under the able direction of the sailing master, Mr. James Kerr, quickly repaired the one and fished the other, so that she lost little of her advantage in the chase. At 5h. 20 p.m. the President endeavored to free herself from the galling stern fire of her opponent (who from her cabin 18 pounder had discharged upwards of 300 round shot) by luffing up athwart the British frigate's stern and discharging two broadsides, neither of which produced much effect; at this time the latter yawed to starboard with the intention of exchanging broadsides, but the President answered her helm so quickly that this design was frustrated.

As the President had now got so near that she had it at her option to run alongside and bring on a close action which could not fail to be disastrous to the *Belvidera* as conqueror or conquered, she resolved at 6h. 25m to cut away one bower, one stern and two sheet anchors to improve her sailing trim, so that in five minutes she got so far ahead that the American ceased her fire. The Congress had come up at this time, and at 6h. 30m. opened fire, but finding it fall short desisted—the British frigate to get clear of this opponent started 14 tons of water and threw overboard her yawl, barge, gig and jolly boat, the good effect of which was soon visible, and the crew now devoted their attention to fishing the Frigate's main top mast which was badly wounded; by 8 p.m. the *Belvidera* was two miles ahead, and at 11 p.m. altered her course to E.S.E. and set her studding sails; at 11h. 26m. p.m. the President being three miles astern shortened sail and at midnight lay to in company with the Congress for the rest of the squadron.

The *Belvidera* measured 946 tons with a crew of 230 men and boys; her total loss was 2 killed and 22 wounded; she mounted 42 guns of which 14 were 32 pounder carronades and two long nines—the Congress measured 1170 tons mounting 50 guns, with a crew of 440 men.

It took the President a whole day to repair damages, and it lost the Commodore, the *Jamaica* fleet. At day light on 23rd when the chase began the United States squadron was in latitude 39° 26' North, 71° 10' West, and at noon on that day the fleet was in lat. 39° 35' North, 61° 38' West; the fight with the *Belvidera* carried him too far North.

Nothing but the bravery and resolution of the *Belvidera*'s officers and crew, coupled with the consummate skill and seamanship of her Captain prevented her capture—as it is a most remarkable action of 15 hours duration in which the smallest mistake must have been fatal, it is hard to tell what most to admire the gallantry or discipline which produced such splendid results. It is degrading to the justice of the British Admiralty that no recognition of the services ren-

dered on this occasion was accorded, and it must have produced a very peculiar feeling in the minds of officers capable of such deeds of arms. The *Belvidera* anchored at Halifax on the 27th June, bringing tangible evidence of the declaration of War.

The British iron clad *Prince Consort* is at the Pireus, where she has been ordered with a view of protecting British interests in case of war ensuing between Greece and Turkey. The King of Greece gave audience to Captain Armytage, her commander.

THE STRENGTH OF THE ROYAL NAVY.—By a return issued yesterday, it seems that the number of boys in her Majesty's naval service on the 1st April, 1868, was 7646; the number which left the service from all causes during the year 1867-68 amounting to 550. The number of *bona fide* seamen on the 1st of April last was 19,456; coastguardmen on shore, 3080; and the number of *bona fide* seamen who left from all causes in the year 1867-68 was 3558.

The *Hamilton Times* reviews a Fenian novel entitled "Ridgeway" in the following direct and graphic words:—

"A caricature of a novel, under the above title, has been laid on our table by Messrs. Lyght & Co. A glance over its pages has convinced us that it is one of the most wretched and abortive attempts at novel-writing that has ever yet been perpetrated. The subject is low enough, but the style, composition, and general plot of the thing is infinitely lower still. It is a disgrace to the shelves of any respectable book-seller, and the man who could have a stomach strong enough to read it through must have been well seasoned in the purlieus of the lowest slums of filth, wretchedness and crime. It is the last, lowest, and most contemptible attempt made to bolster up the Fenian cause, and every page reeks with the pestilential vapours which exhale from its decomposed carcass. This wretched abortion of feeble abilities, in the lowest state of moral and intellectual prostration, furnishes its own antidote. It has not literary merit enough to induce even the most morbid reader to peruse twenty consecutive pages of it; and half a dozen would be quite enough to excite the disgust of an inmate of the Penitentiary."

The Orangeville Infantry Company were entertained at a complimentary supper at Kelly's Hotel on Tuesday evening. About 70 persons were present, among whom were several members of the Whittington and Alton Volunteers. Mr. T. Davison presided and after justice had been done to the ample repast provided for the occasion, gave the usual loyal toasts, prefacing each with a few appropriate remarks. Capts. Parsons, Bowfield, and Brewster, and Lieutenant Dunbar, made very spirited and eloquent addresses in replying to the Volunteers of Canada, while Surgeon Riddall, in responding to the 36th Battalion, made a brilliant and impressive speech in support of the Volunteers, as the defenders of our country and our homes. Mr. J. Anderson was particularly happy in replying to the "Ladies." Mr. Foley responded to "Canada—Our Home," and Mr. Rains for "Our Guests." The Orangeville Band enlivened the entertainment with music, and toast and song varied the proceedings. The company did not break up till a late hour.—*Orangeville Sun*.