

two wounded, the greater part slight'y. According to the American official account, the President lost altogether, two midshipmen and one marine killed, the commodore, one lieutenant, one lieutenant of marines, three midshipmen, and twelve seamen wounded. This alone was a high price to pay for the day's amusement, but this was not all, as the homeward bound fleet, through Capt. Byron's judgment in leading the American squadron, so long a dance, arrived safely on the 23rd August, in the Downs, Com Rodgers only falling in with a fleet, not of ships, but, of coconuts, orange peel, &c. To complete his misfortunes, the scurvy broke out among the men, and thus conferred an additional value on the oranges and lemons that were known to be in such profusion in the much coveted vessels.

It had been intended that the frigate *Essex* should have formed part of Commodore Rodgers' squadron, but she could not be got ready in time; the complement of this vessel, as acknowledged by Capt. Porter, was three hundred and twenty-eight men. Another confession was also made by Capt. Porter, (one for which his government did not thank him), that, out of his three hundred and twenty-eight men, there were but eleven landmen. To those cognizant of the material from which the complement of a British ship is made up, this admission must appear most extraordinary, and establishes the very important fact that, no pains were spared by the Americans to send their vessels to sea equipped and manned in the most complete way. We will now show the importance that was attached to the retention of British seamen on board the American ships of war, and this should be held in remembrance by all who desire to judge fairly of those encounters between British and American ships, of which we are now about to begin the account.

We give, on the authority of Mr. James, the following statement which shows, if true, and we would hardly suppose that Mr. James would lightly advance so grave a charge; the barbarous means to which an American officer could resort, to punish a native of England for

refusing to become a traitor to his country:—
 "A New York newspaper, of June 27th, 1812, contains the following as the substance of the formal deposition of the victim of Capt. Porter's unmanly treatment. The deposition states, that John Erving was born in Newcastle-upon-Tyne, England; that he has resided within the United States, but has never been naturalized; that, on the 14th October, 1811, he entered on board the *Essex*, and joined her at Norfolk; that Captain Porter, on the 25th June, 1812, caused all hands to be piped on deck, to take the oath of allegiance to the United States, and gave them to understand, that any man who did not choose to do so should be discharged; that, when deponent heard his name called, he told the Captain that, being a British subject, he must refuse taking the oath; on which the captain spoke to the petty officers, and told them they must pass sentence upon him; that they then put him into the launch which lay alongside the frigate, and there poured a bucket of tar over him, and then laid on a quantity of feathers having first stripped him naked from the waist; that they then rowed him ashore, stern foremost, and landed him; that he wandered about, from street to street, in this condition, until a Mr. Ford took him into his shop, to save him from the crowd then beginning to gather; that he staid there until the police magistrate took him away, and put him into the city prison for protection, where he was cleansed and clothed. None of the citizens molested him or insulted him." He says he gave as an additional reason to the Captain why he did not choose to fight against his country, that, if he should be taken prisoner, he would certainly be hung. This, as we remarked above, if true, is a significant fact, and shows the importance attached to the retention of a good seaman. So much has been already written on the way in which British vessels are manned, that it is almost unnecessary to remark, that there was no great cause for wonder that, seduced by promises of high pay, good seamen should enter the American service, and fight desperately; especially with a noose dangling from the foreyard arm ever before their eye when in sight of a British man-of-war.

The first fatal consequence of the disregard