

Levant's stern and raked her with a second broadside. At 9h. 30m., finding that the Cyane had surrendered, she again put before the wind, but in the act of doing so received several raking broadsides, had her wheel shot away and her lower masts badly wounded. To fire her stern chasers and steer at the same time was impossible—ships of her class having their stern posts in such a position that it was necessary to jam the helm hard aport or starboard as the gun was run out. Seeing the Constitution ranging up on her larboard quarter the Levant, at 10h. 30m., struck her colours.

Out of a crew of 115 men and 16 boys the Levant had 6 men killed and 16 wounded; the Cyane, out of a crew of 145 men and 26 boys, had 6 men killed and 13 wounded. The Constitution, out of a crew of 477 men and 3 boys, had 6 men killed and 6 wounded. The captured crews were treated with great brutality, apparently for the purpose of making them enter the naval service of the United States, but like all coercive measures it utterly failed of effect, reflecting only disgrace on Captain Chas. Stewart and the officers of the Constitution.

On the 8th of March the Constitution, being in company with her two prizes and a merchant brig, of which she intended to make a cartel, anchored off the isle of Mayo, one of the Cape de Verdes, and on the next day got under way and anchored in the harbour of Porto Praya, Isle of St. Jago. While on the way to these islands Capt. Stewart caused the Cyane to be painted so as to resemble a 36-gun frigate. On the 11th at 15 minutes past noon, just as the cartel brig was about being brought under the stern of the Constitution, in order that the prisoners might be discharged into her, three strange ships were discovered through the haze, standing into the harbour; these were the 50-gun ships Leander and Newcastle, with the 18-pounder 40 gun frigate Acasta. This squadron was under command of Sir George Ralph Collier, K.C.B., who, it appears, was informed that the Constitution sailed for Boston, the Congress for Portsmouth, and the President was to join those ships from the Delaware—this erroneous information, confirmed by the capture of a prize brig belonging to the United States privateer Perry, who substituted the Macedonian for the Congress. When this squadron was first sighted it was standing close hauled on the starboard tack with a moderate breeze from the north-east by north. The ships in Porto Praya bore from the Leander, the leewardmost ship, north-east by north, distant seven miles. In less than ten minutes after the Constitution cut her cables and stood out of Porto Praya, on the larboard tack, followed by the Levant and Cyane. At 1 p. m., just as the Constitution got on the Leander's weather beam the three British ships tacked in chase. At this time the American squadron was about four miles in the wind's eye of the Acasta and she was one mile upon the weather quarter

of the Newcastle, the latter being two miles ahead of the Leander.

At 1h. 30m., p. m., the Constitution found that the ships on her lee quarter sailed about equal with her, but that the frigate (the Acasta), sailing better on a wind, was gaining her wake and gradually weathering on her. It was at the same time observed that the Cyane was dropping astern and to leeward, and would soon be overhauled by the Acasta at 1h. 40m., therefore the Constitution made the signal for the Cyane to tack, expecting that she would be enabled to anchor in Porto Praya before she could be seized, or if no ship chased she would be able to double the rear of the British squadron and escape before the wind. The Cyane, when bearing from the Leander north-north east, distant four miles, tacked accordingly, but no British ship tacked after her. She shortly afterwards bore away and was seen no more. At 1h. 45m. the Leander hoisted her colours, fired a gun to windward and telegraphed that in case of quitting company the isle of Mayo was to be the rendezvous. Both her consorts also hoisted their colours, and the Newcastle scaled her guns. At 2h. 30m., p. m., the Constitution, having dropped the Levant, the situation of the latter with respect to the Acasta became extremely critical, as she was fast overhauling her, the Constitution therefore made her a signal to tack, which was immediately obeyed. The instant this manœuvre was detected the Leander made the signal for the Acasta to tack in chase of the sloop, which was also obeyed, and in a minute or two afterwards the Leander and Newcastle successively hid the same. When the latter tacked the Constitution was five or six miles to windward of her, and in the prevailing haze nearly out of sight from the deck of the Leander, from whom the Newcastle bore south-east by east, and the Acasta north-east. At 2h. 50m. p. m. which was just 14 minutes after she had tacked, the Newcastle lost sight of the Constitution. The Levant, shortly after she tacked, bore away for Porto Praya roads, and at about 3h. 15m., p. m., received from the Leander in passing an ineffectual fire. At 4h. 30m. she anchored and was fired into by the Acasta, and at 4h. 56m. the Newcastle fired her larboard broadside. No fire was returned by the Levant, who hauled down her colours, and at 5h., p. m., was taken possession of by the Acasta.

Fruitful as this contest had been of blunders and folly of the most egregious description, not one out of it exhibited such thorough imbecility as the chase and escape of the Constitution. Another hour's persistence would have enabled the Acasta to bring her to action, the result of which could not be doubted. The Acasta was the leading ship,—both the Cyane and Levant could have been interrupted by either the Leander or Newcastle, while the fate of the Constitution would have been that of the President.

In less than a quarter of an hour after the Newcastle tacked from her the Constitution was becalmed. As soon as a breeze sprung up she steered towards the coast of Brazil and through the West Indies home, and early in the month of May "lucky old Iron sides," as she may justly be called, anchored in Boston harbour.

On the 20th January, six days after the President had escaped from New York the Peacock, Hornet, and store brig Tom Bowline, succeeded in getting to sea. On the 25th the Hornet parted company with her consorts and steered straight for Tristan d'Acunha, the first rendezvous of the squadron. On the 30th March she was informed of the peace by a neutral, and on 23rd, at 11 a. m., when about to anchor off the north end of the island she fell in with the British brig sloop Penguin of 16 six pounders. The Hornet mounted 18 carronades 32-pounders, and ten long 18-pounders her crew consisted of 165 men, while the Penguin's was manned by 105 men and 17 boys. When the Hornet was first discovered, in the north west by west, the Penguin was steering to the eastward with the wind from the south south-west. At 1h. 45w., p. m. Tristan d'Arcunha being south-west distant four miles. The Penguin hoisted her colours, St. George's ensign, and fired a gun to induce the stranger to shew hers. The Hornet immediately luffed upon the starboard tack, hoisted American colours and fired her broadside, while the Penguin, in rounding to on the same tack, fired hers in return. The action commenced within pistol shot distance,—the dismantling shot of the Hornet cutting her opponent's rigging to pieces, while the round and grape shot made a similar impression on her hull. At 2h. 15m. p. m., the Penguin drifted nearer while the Hornet bore away, unable to bear the fire any longer or return it, from the insecure mode in which her carronades were mounted. The Penguin's commanding officer (Captain Dickinson) bore up with an intention to board, but before the plan could be put into execution, he fell, mortally wounded. The officer next in command determined to carry out this design, and at 2h. 25m. ran the Penguin's bowsprit between the Hornet's main and mizzen rigging on the starboard side. The heavy swell lifting the ships ahead the brig's bowsprit, after carrying away the Hornet's mizzen shrouds, stem davits and spanker boom, broke in two, and the foremast falling on board at the same moment disabled the bow and breast guns on the larboard or engaged side, the after guns being rendered useless by the drawing of the breeching bolts. An attempt was made to get the vessel round but she was totally unmanageable, and at 2h. 55m., p. m., she surrendered. The loss of the Penguin was 10 killed, including the captain, and 28 wounded, or one third of her whole crew. The vessel was set on fire and destroyed on the morning of the 25th, as she could not be