

It may not be, perhaps, known to every one, that in the English merchant service a different style of painting their vessels prevailed at that time to what was adopted in the United States. In British vessels imitation port holes were painted, whilst in American, a plain white or red riband was painted from stem to stern. Captain Porter knew perfectly well when making his statement of his capture of twelve letters of marque, that he would not deceive sailors, especially as he admits that the vessels were employed in the spermaceti whale fishery.

To any one who has ever seen the decks of a vessel while on the fishing grounds and the state of her decks, the absurdity of Capt. Porter's representing vessels of one hundred and seventy-five tons as carrying ten guns, or being pierced for eighteen, is simply ridiculous. We have, however, shown on a previous occasions an attempt by would-be American Nelsons to swell the capture of West India droghers and other coasting vessels, into "gallant and successful carrying of H. M. S. armed vessel, of fifteen tons, twelve guns, and ninety men." Such, in sooth, is very much the spirit in which Capt. Porter dictated his report; the gallant commander forgot, however, in his estimate of the cost to the British Government of the capture of the Essex, to record the fact of the ultimate re-capture of many of the vessels, and of all of their cargoes.

dishonour to them. Had they brought their ships boldly into action with a force so very superior, and having the choice of position, they should either have captured or destroyed us in a fourth the time they were about it.

*During the action, our consul general, Mr. Poinsett, called on the governor of Valparaiso, and requested that the batteries might protect the Essex. This request was refused, but he promised that if she should succeed in fighting her way to the common anchorage he would send an officer to the British commander and request him to cease firing, but declined using force under any circumstances, and there is no doubt of a perfect understanding existing between them; this conduct added to the assistance given to the British, and their friendly reception after the action, and the strong bias of the faction which govern Chili in favour of the English, as well as their hostility to the Americans, induced Mr. Poinsett to leave that country. Under such circumstances, I did not conceive it would be proper for me to claim the restoration of my*

Captain Porter must have had a prodigious opinion of his own prowess, if we may judge by the number of vessels which he represents as having been equipped, manned, and despatched to various parts of the world, for no other purpose than that of capturing the redoubtable Captain David Porter—six millions of dollars spent in despatching fresh vessels to the Pacific, besides those already there, to the Chinese Seas, to Timor, to New Zealand, to New Holland, and as if one side of the continent might be insufficient to restrain Captain Porter's ardour, vessels to the Rio de la Plata were also found necessary.

A Russian squadron, at the present time supposed to be cruising somewhere in our Indian possessions, has not excited half the alarm, nor do we find that half the preparations have been made, which were deemed necessary to ensure the capture of our American frigate. Enough, however, of Captain David Porter and his ridiculous attempt at self-glorification.

The Americans, not yet satisfied that the chance of conquering Canada was hopeless, determined, early in 1814, to make another attempt. We find, accordingly, that, from the beginning of April to the end of June, General Brown, the American commander, was actively engaged in preparing his army of invasion. Towards the end of June, the Secretary at War, at

*Fifth Invasion of Canada by a United States army.*

ship, confident that the claim would be made by my government to more effect. Finding some difficulty in the sale of my prizes, I had taken the Hector and Catharine out to sea and burnt them with their cargoes.

I exchanged lieutenant M'Knight, Mr. Adams, and Mr. Lyman and eleven seamen for part of the crew of the Sir Andrew Hammond, and sailed from Valparaiso on the 27th April, where the enemy were still patching up their ships to put them in a state for proceeding to Rio de Janeiro previous to going to England.

Annexed is a list of the remains of my crew to be exchanged, as also a copy of the correspondence between commodore Hillyar and myself on that subject. I also send you a list of the prisoners I have taken during my cruise, amounting to 343.

I have the honor to be, &c. D. PORTER.

The honorable Secretary of the navy of the United States, Washington.