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MILES WALLINGFORD BY JAMES FENIMORE COOPER

CHAPMER XVIL-CONTINUED

About 11, or 11:30, the four frigates About 11, or 11:30, the four ingates were distant from each other rather more than a league, the Dawn being just then half a league from the two Frenchmen and rather more distant from the English. Had an action then commenced, we might have been a mile out of the line of fire. Curious to know the ther, and backed my topsail, to await the issue. I was influenced to take this the issue. I was innuenced to take this course from an expectation that either party, after a condict with an equal, would be less disposed to molest a neutral, and that I might possibly obtain assistance from the conqueror-fe oruisers being found at that day witho -few would be willing to give to a vessel in distress. As for the account I meant to give to the party to whom I intended to apply, it would depend on the spot, I lither French remained on the spot, I he French relation with the prize of Speedy : if the English, that of the could relate the huart with the Polisson. In neither case would an un-truth be told, though certain collateral facts might be, and probably would have

been, suppressed. The Frenchmen began to haul down their light sails, just as we hove to. This was done in a lubberly and irregular manner, as if little concert or order prevailed on board them. Marble growled out his remarks, deeming the whole proceeding a bad omen for the tricolor. It is certain that the French the other in 1803, was not a service to boast of. The English used to say that they seldom got a French ship without working for her; and this was probably true, as the nation is warlike, and little ng for her; and this was probably as the nation is warlike, and little sed to submit without an effort. France, at that day, could hardly was named La Désirée, and her consort Still, France, at that day, could hardly be said to be maritime; and the revolutions and changes she had undergone were not likely to favor the creation of a good corps of naval officers. Brave a good corps of navai oncers. Drave men were far more pleuty than skilful seamen; and then came the gabbling propensity, one of the worst of all human failings, to assist in producing a

disorderly ship. It was a pretty sight to see those four ships strip for the fight; although the ships strip for the fight; although the French canvas did not come exactly according to rule. The English, how-ever, were in no hurry; the two tricolor men being under their three topsails, spankers, and jibs, with the topgallant sails clewed up, before John Buil reduced even a royal. The latter, it will be remembered, were to leeward, and had to close with their adversaries. and had to close with their adversaries. In doing this, they made one stretch so far in our direction, in the hope of tack-ing in their enemies' wakes, that I saw they would probably speak us. I con-fess this was more than I had bargained for; but it was now too late to run, which would probably have led to our seizure. I determined, therefore, to await the result with dignity.

Just as the English ships were coming within musket shot of the Dawn, the French-then distant about a mile and French-then distant about a mile and a half to the eastward. and half a mile a half to the eastward. and half a mile south of us—wore ship, and came round with their heads to the westward or, in our direction. As this was coming nearer, instead of moving from them, the Englishmen began to start their tacks and sheets, in order to be ready. Their six royals were all flying at the same instant, as were flying-jibs; at the next, the canvas was rolled up, and out of sight. Then the yards themselves came down, and all the light sails about ae down, and all the light sails about came down, and all the light sails about the ships vanished as a bird sbuts its wings. After this the courses were hauled up snug, but the sails were not handed. By this time, the leading ship of these two frigates was within a cable's length of us, just luffing up sufficiently to give our weather-quarter the necessary harth.

e necessary berth. 'By George, Marble said, as he stood at my side, watching the movements of the stranger. "that second frigate is the Speedy ! I know her by the billet, and the distance of her bridle-nort from

certain whether to go or to remain. An officer was in her indicated that Monsieur Menneval in-tended to make a day of it. The first gun was fired, on this occa-sion, from the Désirée, the leading French ship. It was directed at the Biack Prince, and the shot probably told, as Sir Hotham Ward immediately kept away, evidently with a desire to escape being (raked. The French did the same to keep square with their ad-versaries, and the four vessels now ran on parallel lines, though going different ways, and a short cable's length asunder. La Désirée followed up her single gun officer was in her gangway examining us with a glass, and when the ship fell off so much as to bring us out of the range of with a glass, and when the ship fell off so much as to bring us out of the range of sight, he ran off and reappeared on the taffrail. This was the junior lieuten-int; I could plainly recognize him with my own glass. Others soon joined him, and among them was Lord Harry Der-mond himself. I fancied they even knew me, and that all their glasses were levelled directly at my face. What a moment of intense uncertainty was that! The ships were not a quarter of a mile apart, though the Dawn was increasing that distance fast, and by paying board off the Speedy would have me under her broad side. Where was her prize crew? Not in the Dawn, or certainly Sennit would have communicated with his com-mander, and if not in the ship they must be in the ocean ! Or, were they prisoners below, and kept purposely out of sight! All these thoughts must have passed through the minds of the La Désirée followed up her single gun with each division as it would bear, until her whole broadside was delivered. until her whole broadside was delivered. The Black Prince stood it all without answering, though I could see that she was suffering considerably, more espec-ially aloft. At length Sir Hotham Ward was heard in the affair. He let fly his whole broadside, almost simultan-eously; and a spiteful, threatening roar it was. The smoke now began to hide his ship, though La Désirée, by moving towards us, kept ahead of her own sul-phurous canopy.

passed through the minds of the English officers. I thought we were lost again, but The Speedy soon opened on the French commodore; then, by the roar astern, I knew Le Cert was at work in the smoke. All four ships shivered their topsails, to pass more slowly; and there was a minute during which, as it Providence once more saved us. All this time the leading English frigate and the two Frenchmen were fast ap-proaching each other. In a few minutes proaching each other. In a lew minutes they must engage, while the Speedy was left further and further astern of was left further and further astern of her consort. At this critical instant, one of the Frenchmen fired a gun of defi ance. That report seemed to arouse the Speedy as from a trance. Her head-yards came furiously round, all the officers vanished from her taffrail, and down went both fore and main tacks, and to the masthead arose all three of her topgallant-sails. Thus additionally im-pelled, the lively craft dashed ahead, and was soon in her allotted berth, or

and to the masthead arose all three of her topgallant-sails. Thus additionally im-pelled, the lively craft dashed ahead, and was soon in her allotted berth, or balf a cable's length astern of the Black Prince, as I alterwards heard was the been, with torn sails, crippled yards, and Le Cerf had her mizzen-top-mast actually hanging over to leeward. Just as I got a view of this calamity, I caught as I got a view of this catamity, I caught a glimpse of the Black Prince, close-hauled, lufting up athwart the wake of her enemies, and manifestly menacing to get the wind. The Speedy followed with the accuracy of clock-work, having rather closed with her leader, instead of Le Cerl. Monsieur Menneval was senior officer of the French and Sin Hotham Ward of the English. I never knew the name of the other Fren captain, or if I did have forgotten it.

My object had been, in bearing up, to get as far as possible from the Speedy, in order that she might not recognize us, in order that she might not recognize us, and especially that she might not read the name on our stern. But this running off so much to lee-ward, was not precisely the berth that one would wish to occupy when a sea fight is going on directly to windward, and within half gunshot. No sooner was my Lord Harry Dermond in motion again, there-fore then we hauled the Dawn np with The French stood on, after this first rude (sasy with their enemies, for sev-eral minutes, during which time we could see their people actively, but irregular-ly, employed, in clearing away the wrecks, stoppering rigging, and other-wise repairing damages. Le Cerf, in particular, was much troubled with the topmast that was dangling over her lee-quarter; and her people mode desperate and tolerably well-directed efforts to get rid of it. This they effected; and about ten minutes after the firing had ceased, the French ships put their helms up, and went off to the north-ward, dead before the wind, as if invit-ing their enemies to come on and fight fore, than we hauled the Dawn up with her head to the westward, with a view to get as soon as possible out of the probable range of the fire. It was true, the combatants might vary their manceuvres, so as to render all parts of the periphery of a certain circle around them anything but agreeable, but the

them anything but agreeable, but the chances were greatly in favor of the battle's beginning, with one party to windward of the other. Our ship behaved well on this occa-sion, getting out of the way with suffi-cient;rapidity. While this was in the course of execution, I had an opportun-ity to look after the corvette and the lugger. The last was still leading, having managed by means of a short tacks to work up considerably to wind-ward of the two French frigates. Here she had made a last tack to the eastdisposed farther. she had made a last tack to the ward, intending to run for the coast The sloop-of-war was still in her wake and was following on her heels at a rapid rate.

CHAP!	TER XVIII
You and I b	ave known, sir."
At sea, I th	
We have, sin	."
You have do	one well by water."
And you by	
	Antony and Cleaner

THE CATHOLIC RECORD

Our eyes had barely time to examine the Specify, ere the dark hull of Le Cerf made its appearance. This ship had been very roughly treated, nothing standing on board her, twenty feet from the deck, but her foremast; and the head of that was gone, neafly down to the top. The sea all round her was covered with wreck; and no less than covered with wreck; and no less than three of her boats were out, picking up men who were adrift on the spars. She lay about a cable's length from the Speedy, and appeared to be desirous of being still farther off, as she had no sooner got ther bosts up, than she dropped her foresail, and stood off dead elore it. It was in watching the movements of

Le Cerf, that we first got a glimpse of La Désirés. This ship reappeared al-most in a line with her consort; and, like her, steering off before the wind. Their common object seemed to be, to get within close supporting distance of each other, and to increase the space between them and their enemies. Both each other, and to increase the space between them and their enemies. Both these vessels had the tricolored flag flying at the stumps of their masts. As respects the last, however, La Désirée was a little better off than her consort —having her foremast and mainmast standing entire, though her mizzen-mation entire, though her mizzenmast was gone, close to the deck. What was a very bad affair for her, her fored had been shot away in slings, the two inner ends lying on yard the forecastle, while the yard arms were loosely sustained by the lifts. This ship kept off under her mainsail, and fore-staysail. The Black Prince was the last to get

The black Frince was the last to get clear of the smoke. She had everything in its place, from her topmast cross-trees down. The three topgallant-masts were gone, and the wrecks were already cleared; but all the topsailfalling farther behind. Presently, the Black Prince tacked; but, in so doing, yards were on the caps, and her rigging, yards were on the caps, and her rigging, spars, and tops were alive with men; as indeed were those of the Speedy. This was the secret of the cessation in the action; the two English frigates down came her main topgallant-mast, bringing with it the yard and sall, as a matter of course. This was a sign that Mr. Menneval had not been firing a having turned their hands up to secure salute. The French stood on, after this first

having turned their hands up to secure their spars, while the Frenchmen, by running off dead before the wind, were in positious not to bring a broadside gun to bear; and the cabin-chasers of a frigate were seldom of much use in that day, on account of the rake of the stern. It always appeared to me that the Spaniards built the best ships in this reiards built the best ships in this re-spect, the English and Americans in particular seeming never to calculate the chances of running away. I do not say this in reference to the Spanish ships however, under any idea that the Spanish nation wants courage—for a falser notion cannot exist—but merely to cate their superiority in one point to state their superiority in one point ing their enemies to come on and fight it out fairly in that manner, if they felt of naval architecture, at the very moment when, having built a fine ship, they did not know how to make use of any

farther. It was time something of this sort was done, for the delay had brought all four vessels so far to the westward, as to leave them within a mile of the Dawn; and I saw the necessity of again getting out of the way. We filled and stood of as fast as maxible. It was The first ten minutes after the four combatants were clear of the smoke, were actively employed in repairing damages; on the part of the French confusedly, and I make no doubt clam-orously; on that of the English with stood off, as fast as possible. It was time something of the sort was done, in another sense, also. When Monsieur great readiness and a perfect under-standing of their business. Notwith-standing this was the general charac-ter of the exertions of the respective stood on, as has not was done, in another sense, also. When Monsieur Menneval bore up, his antagonist were closing fast on his weather quarter, and unless he meant to fight to leeward, it parties, there were exceptions to the rule. On board Le Cerf, for instance, rule. On board Le Cerf, for instance, I observed a gang of men at work clear-ing the ship from the wreck of the mainmast, who proceeded with a degree of coolness, vigor, and method, which i showed what materials were thrown away in that service for want of a good system, land chiefly, as I shall always think, because the officers did not understand the immense importance of preserving silece on board a crowded was incumbent on him to get out of the way, in his turn. Sir Hotham Ward. however, was too skilful a seaman to neglect the advan-tage Monsieur Menneval had given him. The instant the French kept mile and a half from the English frigates, a distance that was a little increased by the advance of the last towards their enemies, we sgain backed our topsails, for I had an ungovernable desire to be a spectator of what was to follow. This feeling was common to all four of us, it being next to impossible to get either Neb or Diogeness to pull a rope, for gazand thoughtfulness, in grave emer-gencies; we are noisy, garrulous, and Sputtering, only in our politics. Perceiving that the storm was likely to pass to leeward, we remained station-ary a little time to watch the closing scene. I was surprised at the manner in which the Black Prince held aloo in which the Black Fince held aloof after the Speedy had bore up and was running down in the track of her enemies, sheering first upon one quarter of Le Cerf and then on the other, pour-ing in a close and evidently a destruct-ive fire. At length Sir Hotham Ward here we and went off hefore the wind bore up, and went off before the wind bore up, and went on before the wind also, moving three feet to the Speedy's two, in consequence of being able to carry all three of her topsails. It would seem that Monsieur Menneval was not satisfied_with the manner in which his consort was treated; for instead of waiting to be assailed in the same way, he put his helm to port and came by the he put his heim to port and canned by the wind, delivering a broadside as his ship luffed, that seen explained the reason of the Black Prince's delay. That ship had been getting up preventers to save her masts, and something important must have been cut by this discharge must have been cut by this discharge from La Désinée as her mainmast went immediately after she received the fire, dragging down with it her mizzen-top mast. The English ship showed stuff, however, under circumstances so criti-cal. Everything on the foremost still drew, and she continued on, heading direct for her enemy, nor did she attempt to luff until within two hundred varies of to luff until within two hundred yards o to luff until within two hundred yards of her, when she came by the wind slowly and heavily, a manceuvre that was materially aided by the fore-topmast's following the spars aft, just as her helm tollowing the spars att, just as her helm must have been put to port. Le Cerf finding the battle was again to be sta-tionary, also come by the wind, and then all four of the ships went at it again, as ardently as if the affair had just commenced It would not be easy to relate all the incidents of this second combat. For two hours the four ships lay within a cable's length of each other, keeping up as animated a contest as circumstances would allow. I was particularly struck with the noble behaviour of the Black Prince, which ship was compelled to fre

fore, just below the cross trees; and the two others near the lower caps. Her main yard had lost one yard arm, and her lower rigging and sides were covered with wreck. She had her fore-sail, mizzen, and fore-staysail, and spanker set, which, was nearly all the canvas she could show. Our eyes had barely time to examine the Speedy, ere the dark hull of Le he had the most need of it. Encumbered by so much wreck, of which it was im-possible to get rid while exposed to so heavy a fire, the Black Prince, however, was finally dropped by her adversary, La Désirée drawing gradually ahead, until neither of those two vessels could bring a gun to bear. The English now turned to to clear away wreck argin. turned to, to clear away wreck again, while the Frenchman bent a new fore course and a new spanker, those that had

been standing being reduced to rags. The Speedy and Cerf had not been idle the while. The French vess played her part manfully, nor was there much to choose between them, when the latter wore round and followed her consort, exchanging a fire with the Black

Prince in passing her. Had not the real superiority of the English over the French on the ocean, now come to play, this combat would have been a drawn battle, though acnave been a drawn battle, though ac-companied by the usual characteristics of such struggles, at the close of the last and the beginning of the present cen-tury; or the latter considering an es-cape a sort of victory. But both parties cape a sort of victory. But both parties were reduced to the necessity of repair-ing damages, and this was the work to prove true nautical skill. Any man may load and fire a gun, but it needs a trained seaman to meet the professional emergencies of warfare. A clod hopper might knock a mast out of a vessel, but a sailor must replace it. From the be-ginning of this affair, all of us in the Dawn had been struck with the order. Dawn had been struck with the order, regularity, and dispatch with which the Black Prince and Speedy had made and shortened sail, and the quickness and resource with which they had done all that seamanship required in securing wour ded spars and torn sails ; while there had been no end to Marble's sneers and comments on the bungling confusion of the French. This difference now be-came doubly apparent, when there was no smoke nor any cannonading to divert the attention of the respective crews. In half as hour the Black Prince was clear of the wreck, and she had bent several new sails, while the difficulties on board her antagonist appeared just then to be at their height. This same

difference existed between the two other vessels, though, on the whole Le Cerl got out of distress sooner and more skil-fully than her consort. As to the Speedy, I must do my old acquaintance, Lord Harry Dermond, the justice to say, that he both fought his ship and repaired his damages in a highly seaman-like manner. I'll answer for it, the Hon. Lieutenant Powlett had not much to do with either. He had much better have been in his moth r's drawing-room that day, and permitted a more fitting man

day, and permitted a more fitting man to fill his place. Sennit was then on his way to Barbadoes, however, nor do I be-lieve your master of a press gang ever does much before an enemy. Fully two hours passed, during which the combatants were busy in repairing damages. At the end of this time, La Désirée and Le Cerf had drawn more than a mile to the eastward of the Eng-lish abins : the latter following them, as lish ships ; the latter following them, as soon as clear of the wrecks, but under diminished sail. The Black Prince had actually got up three spare topmasts, in the interval, and was now ready to set their sails. The Speedy was less active, or less skilful, though she, too, had not been idle. Then the English drove fast been ldie. Then the Laginsh drove last toward their enemies. Monsieur Men-newal bore up in good season, this time, edging away, and opening the fire of both ships on his adversaries, when they were about half a mile distant. The were about half a mile distant. The effect of this early movement was soon

bent for the occasion, and a top gallant-sail was set to a light spar that had been rigged against the stump of the main-mast-the stick that rose highest from As the battle, like the gust in the

As the battle, like the gust in the heavens, was passing to leeward, Marble and I determined to fill, and follow the combatants down, the course being pre-cisely that we wished to steer. With a view, however, to keep out of the range of shot, we hauled the Dawn up to the eastward. first, intending to keep her in eastward, first, intending to keep her in the wage of the Black Prince. Of course we were in no hurry, it now being in our power to go six feet to that ship's

one. In executing our purpose, we passed close to the wreck of the English fri-gate's spar. There they were rolling about on the itroubled water, and we actually saw the body of a man caught actually saw the bdy of a man caught in some of the rigging, as the sea occa-sionally tossed it to the surface. The poor fellow had probably gone over with the mast and been drowned before assistance could be rendered. With an enemy escaping, man-of war's men are not very particular about picking up the balls of their dead

I did not very particular about picking up the bodies of their dead. I did not venture to run the Dawn directly down in the Englishman's wake, but we kept her off and on, rather, tak-ing good care not to go within a mile of her. All this time the Speedy was blaving upon the Corfe curves the her, All this time the Speedy was playing upon the Cerf's quarter, the latter ship becoming too crippled to luff while Monsieur Menneval was travelling off to leeward, unmolested, having obtained an advantage in the way of

speed, that he was unwilling to put in any jeopardy by coming again under fire. This officer did not want for spirit, but the French had got to be so accus tomed to defeat, in their naval encount ers with the English, that, like several other nations on the land, they had be-gun to look upon victory as hopeless. The Cerf was very nobly fought. Not-withstanding the disadvantages under which she labored, that ship held out nutil the Black Prince had actually given her a close broadside on her lar-board quarter; the Speedy being kept the whole time on her starboard with great skill, pouring in a nearly unre sisted fire. The Cerf struck only as she found that the battle was to be two to

found that the battle was to be two to one, and under so many other disadvant-ages, in the bargain. This closed the affair, so far as the fighting was concerned, La Désirée standing on unmolested, though, as I afterwards learned, she was picked up next morning by a homeward-bound English two-deeker, hauling down her

colors without any resistance. The reader may feel some curiosity to know how we felt on board the Dawn. during the five hours that elapsed be-tween the firing of the first and the last guns, on this occasion; what was said among us, and how we proceeded as soon as the victory was decided. The last he as the victory was decided. The last he will learn in the regular course of the narrative; as for the first, it is soon told. It was not easy to find four men who were more impartial, as between the combatants, than those in the Dawn. My early preferences had certainly been in favor of England, as was very gener-ally the case among all the better-edu-cated Americans of my period, at least as low down as the war of 1812. But go-

as low down as the war of 1812. But go ing beyond the scene of internal politi ing beyond the scene of internal politi-cal discussion, and substituting observa-tion for the eulogies and sophisms of the newspapers, had wrought divers changes in my opinion. England was then no more to me than any other nation; I was not of the French school of politics, however, and kept myself as much aloof from one of these foreign schools of polfrom one of these foreign schools of pol-itical logicians as from the other. I may be said to have been born a federal-ist; but this change of sentiment had prevented my ever giving a federal vote

since attaining my majority. Marble had entertained a strong dis-like for England ever since the Revolution. But at the same time he had in-herited the vulgar contempt of his class for Frenchmen; and I must own that he had a fierce pleasure in seeing the com**APRIL 13 1912**

in which it had been so long enveloped. This was no sooner done, that she let fall a sail from her spritsail-yard, one fellow creature's agony, and although these curious personages often have sentimental quaims during the revolting spectacle itself, they never turn away their eyes, until satisfied with all that there is to be seen of the terrible

A word must be added concerning an acquaintance, Monsieur Gallois. Just as the Black Prince's masts went, I saw him, a long way to windward, stretching in toward the coast, and carrying sail as hard as his lugger would bear. The corvette was still close at his heels, and

corvette was still close at his heels, and Marble soon after drew my attention toward him to observe the smoke that was rising above the sloop-of-war. The distance was so great and the guns so light that we heard no reports, but the smoke continued to rise until both vessels went out of sight, in the southvessels went out of sight, in the south-western board. I subsequently learned that the lugger escaped, after all. She was very hard pressed, and would have been captured, had not the English ship carried away her main topgal'ant-mast, in her esgerness to get alongside. To that accident alone did Monsieur Gal-lols owe his escape. I trust he and Monsieur Le Gros had a happy meeting. TO BE CONTINUED

NE TEMERE DECREE

Extracts from the Catholic Herald of India of overnber 22nd, 29th, December 6th, 1911. I

"Ne Temere iniretur; clandestina "Ne Temere injectri ciandestina coningia,"-lest clandestine marriages be rashly contracted-thus begins the "Degree on Betrothal and Marriage issued by the Sacred Congregation of the Council by Order and with the Author-ity of His Holiness Pius X.," and from the first two words in the Latin text is the descent called the "No. Temere" the document called the "Ne Temere" Decree. It was issued on August 2nd 1907 and came into force on Easter Sunday, April 19th, 1908, without of course any retrospective effect. It has therefore been before the public for more than four years and it has taken all this time for some people to find out that the decree is a new menace to our civil and religious liberty." How far it is a new law may religious ged from the introduction itself be judged from to the decree:

In order to prevent the rash contracting of those clandestine marriage which, for most just reasons, the Church of God has always detested and prohibited. the Council of Trent (Ch. 1 sess. xxiv on the Reformation of Marriage) wisely provided when it decreed:—"If any one attempts to contract marriage other-wise than in the presence of the parish priest, or of some other priest author-ised by the said parish priest or the Ordinary, the Holy Synod renders such as one wholly incapable of thus con-tracting, and declares such contract null and void."

As the Council of Trent began in December 1545, and this is the very December 1343, and this is the very decree against which the Protestant citizens of London and England were the other day urged to record their protest, it can hardly be called "a new menace," if menace there be. The "Ne Temere" Decree, however, is new in this that it renders the application of the Tridentine regulation uniform, and does away with the uncertainties and inconveniences of the old discipline. inconveniences of the old discipline. The Council of Trent ordered that its decree be published in every parish and have force only in the places where it had been published. There were coun-tries in which the promulgation was made and others in which it could not be made. Hence uncertainty and con-fusion in an important matter, in which uniformity is highly desirable and recognised so necessary that even in the Times we have been able to read, not so long ago, an appeal for a uniform marri-age law, the writer saying: 'It is not very creditable that we are in these days of enlightenment in a condition of greater confusion in regard to the fundamental social institution than was The end the world five centuries ago. lessly diverse marriage laws of the States of America the variety to h found on the Continent, and even in the same country, the differences which exist in the United Kingdom and in our Colonies-these divisions are a reproach to our time; whether they indicate ethical anarchy, or perplexity, or indif-ference in matters than which none are of more consequence." It is uniformity that the Catholic Church has introduced into her World Empire by "Ne Temere" Decree, even though for the time Germany, as far as mixed marriages are concerned, is left outside the area to which the Decree applies. the area to which the Decree spplies. The exception is well defined and can-not lead to any confusion. We may as well mention here what justifies this special treatment. Only the year before, the Bull "Provida" had treated the question of mixed marriages for Germany, and it must have seem There are, beside, in Germany, if we have been well informed, special circular cumstances which occur nowhere else The fact that Germany had been provided with a special regulation when the "Ne Temere" decree was published.

her head. You never saw such a space for anchors before! Then you may see she is a six-and-thirty, with white ham mock-cloths. Whoever saw that twice at sea?

Marble was right! There came the Marble was right! There came the Speedy sure enough; and doubtless the eyes of Lord Harry Dermond and his officers would be on us, in a very few more minutes—the distance between the two frigates being less than two cables' lengths. In the meantime, I had to attend to the headmost vessel. "Can you tell me anything of the two

"Can you tell me anything of the two ships to the southward of us?" de-manded the stranger, through his trum-pet without any preamble. "Nothing but what you see, sir. I suppose them to be French; and see that they are coming after you." "After us!" exclaimed the English captain, in a voice loud enough, and now near enough, to be heard without the aid of the trumpet. "After us, in-deed! Ready about-helms a-lee-main-topsail haul, there! Haul of all --"

These orders came out at brief inter-vals, and in a voice of thunder producing prompt obedience. The consequence was that this ship tacked directly on was that this ship tacked directly on our weather bean, and so near us that one might have thrown a biscuit aboard her. But she went round beautifully, scarce losing her way at all, and away she started again, looking her enemies

she started again, looking her enemies directly in the face. "Now's our time to fill, Miles, and draw ahead. The Speedy will think we've been spoken, and all's right. She must come here to tack into her consort's wake, and a blind man could not avoid reading our name, she weuld be so close. Man the lee-braces, and right the helm, Neb." Fill we did, and what is more we

Fill we did, and what is more, we

Fill we did, and what is more, we put our helm up so much as to leave quite a cable's length between us and the Speedy, when that ship got far enough ahead to tack, or at the point which we had just left. I believe we were recognized! Indeed it is not easy to imagine otherwise, as the commonest glass would enable the dull-est eyes to read our name, were other means of recognition wanting. But a salior knows a ship by too many signe to be easily deceived. quite a cable's length between us and the Speedy, when that ship got far enough ahead to tack, or at the point which we had just left. I believe we easy to imagine otherwise, as the commonest glass would enable the dull-est eyes to read our name, were othe means of recognition wanting. But a sailor knows aship by too many signe to be easily deceived. The Speedy was in stays when we saw the proofs of our being known. Her head-yards were not swung, but there she lay, like one who lingers, un-

Monsieur Menneval, finding this a los-ing game, hauled up, firing as his guns bore and Le Cerf did the same, with her head the other way, destroying everything like concert in their move-Neb or Diogenes to pull a rope, for gaz-ing at the frigates. As for steering, it would have been out of the question, I really believe, as no one among us could keep his eyes long enough from the com-batants to look after our own ship. ments. The English closed, and, in a

ments. The English closed, and, in a minute, all four of the ships were ea-veloped in a common cloud of white smoke. All we could now see were the white masts, from the trucks down, sometimes as low as the tops, but batants to look after our own ship. Some persons may think it was foolish not to make the most of our time in endeavoring to get as far as possible from the Speedy. Perhaps it was; but, two miles distant, there was really less to apprehend than might at first apoftener not lower than the topsail-yards. The reports of the guns were quite rapid for a quarter of an hour, after pear. It was not probable the English would abandon the French vessels as which they became much less frequent, though a hundred pieces of ordinance were still at work behind that cloudy

long as they could stick by them, or until they were captured; and I was not so completly ignorant of my trade as screen. Several shot flew in our direction ; not so completly ignorant of my trade as to imagine that vessels like those of La Grande Nation, which were in sight, were to be taken without doing their adversaries a good deal of harm. Then, the prizes themselves would require looking after, and there were many other chances of our now going scot-free, while there was really very small and two actually passed between, our wasts. Notwithstanding, so keen was the interest we continued to feel, that the topsail was again backed, and there we lay, lookers-on, as indifferent to the rieks we ran, as if we had been ashore. Minute passed after minute, until a con-siderable period had been consumed; yet neither of the combatants became fairly visible to us. Occasionally a part of a bull pushed itself out of the smoke, or the wind blew the latter aside; but at no time was the curtain ufficiently drawn to enable us to tell sufficiently drawn to enable us to tell to which nation the vessel belonged

tain the Dawn would have moved, had we been disposed to make her. With these brief explanations, then, we will turn our attention exclusively to the

frigates. By the time we had got the Dawn ished her to be, the just where we wished her to be, the combatants were drawing quite near to each other. The Speedy had carried sail so long, as to be a little to windward

sumeiently drawn to enable us to ten to which nation the vessel belonged. The masts had disappeared—not one re-maining above the smoke, which had greatly enlarged its circle, however. In this manner passed an hour. It was one of the most intensely interest-ing of my whole life; and to me it seemed a day, so eager was I to ascer-tain some result. I had been several times in action, as the reader knows; but then, the minutes flew; whereas, now, this combat appeared drawn out to an interminable length. I have said an hour passed before we could even guess at the probable result. At the end of that time the firing entirely seemed. It had been growing slacker and slacker for the last half hour, but it now stopped altogether. The smoke, of her consort's wake, though half a cable's length astern of her. The

to pursue the affair

Ing any little advantage in tactics. On the present occasion, we could see the fire of the French taking effect on

the fire of the French taking effect on the Black Prime's spars, as soon as they opened her batteries. As' the matter was subsequently explained in the offi-cial account, the ship's lower masts were badly wounded before she sent up the new top-masts; and, receiving some further injuries, stick began to come down after stick, until nothing was left of all her harmer but three stumps of of all her hamper, but three stumps of lower masts, the highest less than twenty feet above the deck. Sir Hotham Ward was now in the worst plight he had been in that day, his ship been un able to advance a foot, her drift excepted, until everything was cut away. To the landsman it may appear a small job to cut ropes with axes, and thus liberate a vessel from the encumbrance and dan-ger of falling spars; but the seaman knows it is often a most delicate and laborious piece of duty. The ocean is never quiet ; and a vessel that is not

steadied by the pressure of her sails, frequently rolls in a way to render it no slight task even to maintain one's footing on her decks; frigates and ships of the line frequently proving more incon-venient than smaller vessels, under such ironmstances.

There was one fortunate occurrence to the British, connected with this disas-ter. The French had been so thorough-ly bent on dismasting the Black Prince that they paid little attention to the Speedy ; that ship actually passing a short distance to windward of her con-sort, unnoticed and unharmed. As the French were going to leeward the whole time, it e nabled the Speedy to get out of the range of their guns, before she bore up. As soon as this was effected, she followed her enemies, under twice as much canvas as they carried themselves. much canvas as they carried themselves. Of course, in less than half an hour, she was enabled to close with Le Cerf, com-

was enabled to close with Le Cerf, com-ing up on one of her quarters, and open-ing a heavy fire close aboard her. All this time, the Black Prince remained like a log upon the water, trying to get clear of her wreck, the combat driving slowly away from her to leeward. Her men worked like ants, and we actually heard the cheers they raised, as the hull of their ship forged itself clear of the maze of masts, yards, sails, and rigging,

batants destroy h other. been near enough to witness the per-sonal suffering inflicted by the terrible wounds of a naval combat, I make no doubt his feelings would have been dif-ferent; but as things were, he only saw French and English ships tearing each

bloody lugger could only be brought into the scrape, Miles, my mind would be contented. I should glory in seeing the corvette and the Polisson scratching outeach other's eyes, like two fishwomen whose dictionaries have given out."

Neb and Diogenes regarded the whole thing very much as I suppose the Cæsars used to look upon the arena when the gladiators were the most bloodthirsty. The negroes would laugh, cry " Golly !" or shake their heads with delight, when half a dozen guns went off together; re-ceiving the reports as a sort of evidence that crashing work was going on, on board the vessels. But I overheard a dialogue between these two children of Africa, that may best explain their feel-

ings : "Which you t'ink whip, Neb ?' Dio-

"Which you tink whip, Neb?' Dio-genes asked, with a grin that showed every ivory tooth in his head. "I tink 'em bot' get it smartly," an-swered my fellow "You see how a Speedy make quick work, eh?" "I wish'em go a lectle nearer, Neb. Some shot nebber hit, at all." "Dat always so, cook, in battle. Derel dat a smasher for John Bull !" "He won't want to press more men

"What dat to us, Neb? 'Spose he eat one anoder, don't hurt ns ! Here the two spectators broke out into a loud fit of laughter, clapping their hands and swinging their bodies about as if the whole thing were capital fun. Diogenes was so much delighted when all the Black Prince's spars went, that he actually began to dance, Neb regard-ing his antics with a sort of good-natured sympathy. There is no ques-tion that man, at the bottom, has a good deal of the wild beast in him, and that he can be brought to look moon any

deal of the wild beast in him, and that he can be brought to look upon any spectacle, however fierce and sanguinary as a source of interest and entertain-ment. If a criminal is to be executed, we

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