

people armed and manned a brig and two schooners to attempt her capture, but with no further result than to drive the audacious intruder to sea.

However, on the 10th June, when returning to her favorite station, after having taken several prizes, she encountered the privateer "Thomas," of Portsmouth, N.H., a much larger vessel, mounting twelve guns and manned with a crew of one hundred men. After a chase of five hours and a short action at close quarters, the "Liverpool Packet," which at the time had only thirty-three men on board, was finally carried by boarding. Captain Barss was retained in close confinement for several months and all of his crew were treated with great severity by their captors, some of whom were heard to express regret that they had not been put to death at once.

The captured vessel was immediately commissioned as a privateer by the name of the "Portsmouth Packet," but her career under the American flag was brief and inglorious, as in the course of her first cruise she was taken by the brig-of-war "Fantome," and carried into Halifax where she was purchased by her former owner, and resumed her old name under a new commander who seems to have been scarcely less enterprising and successful than Captain Barss. On the 18th December she made her appearance off Newport, R. I., and during the next four days captured vessels valued with their cargoes at \$100,000 and manned so many of them that when she took her last prize, the sloop "Traveller," she had only five men remaining on board.

By the close of the year 1813 the principal ports of the United States were in a state of close blockade, and even the coasting trade had been almost annihilated by British cruisers. Colonial privateers still continued, however, to hover off the coast but the record of their captures henceforth becomes less frequent. Yet a Boston newspaper prints a list of eight schooners and sloops taken or burnt by the "Liverpool Packet" in May, 1814, and seven others in