

Carronades—21 pounders	15 in Number.	
do. 18 do.	1 do.	
do. 12 do.	12 do.	
		28 Total 63 guns.
Half of the guns not on Pivots,		29
Pivot guns,		5
		34
Weight of Broadside,		439 lbs
AMERICAN.		
Long guns—32 pounders, all on pivots,	3 in No.	
do. 24 do.	do.	3
do. 12 do.	do.	8
		15
Carronades—32 pounders, 2 on pivots,	34	
do. 21 do.	do.	1
		51
Half of guns not on pivot,		26
Pivot guns,		14
		40
Broadside guns,		34
Weight of broadside,		928 lbs.

On the 10th September soon after daylight the American squadron was discovered at anchor in Put-in-bay, the British squadron immediately bore up with the wind from the South-west to bring the enemy to action. Captain Perry thereupon got under way to meet the British who at 10 a.m. by a sudden shift of wind to the South-east were thrown to leeward of their opponents. Capt. Barclay who carried his broad pendant on board the Detroit, so stationed his vessels that those who were the nearest to an equality of force in the two squadrons might be opposed to each other. The line was thus formed:

Schooner	Chippewa.
Ship	Detroit.
Ship	Queen Charlotte.
Brig	Hunter.
Schooner	Lady Prevost.
Sloop	Little Belt.

At 11 h. 45 m. the Detroit commenced the action with the Lawrence carrying Captain Perry's broad pendant and supported by the schooners Ariel and Scorpion, and altho' the matches and tubes were so defective that pistols were obliged to be fired at the touch holes of the guns as before stated, yet so well were they fought by the Canadian militia soldiers and seamen, that after an engagement of two hours the Lawrence was knocked almost to pieces. Commodore Perry being obliged to leave her, she struck her colors but could not be taken possession of as the Detroit having sailed with only one boat had that knocked to pieces by a round shot and the American brig as soon as she dropped out of gun shot re hoisted her colors.

Captain Perry repaired on board the Niagara which was then warily engaged with the Queen Charlotte using his long guns being supported by two heavy schooners, she inflicted severe loss on that vessel killing her captain and disabling his lieutenant, she was fought for some time by the officer next in command, provincial Lieutenant Irvine, but she could not succeed in getting the American vessels within range of her 24 pounder carronades and after suffering heavy loss was obliged to strike her colors.

The Detroit had been disabled by the severe action with the Lawrence, the Niagara was now laid athwart her bows while some of the schooners lay on her quarters, a fierce contest ensued which continued till Captain Barclay was most dangerously wounded, his lieutenant and eight out of the ten seamen on board killed, her colors were then struck; the Hunter and Lady Prevost surrendered at the same time as did the Chippewa and Little Belt soon afterwards.

In this well contested action the British lost 3 officers and 38 men killed, 9 officers and 55 men wounded, total 41 killed and 94 wounded. On the American side there were 27 men killed and 96 wounded, of

which 22 was killed and 61 wounded on board the Lawrence alone.

Captain Barclay with his surviving officers and seamen was tried in 1814 for the loss of the squadron and most honorably acquitted with a very flattering testimonial to his gallantry and professional skill, but although this brave officer had lost his right arm many years before and his left rendered useless by a wound in the action on Lake Erie, he was not promoted to Post rank till 1824.

There can be very little doubt that the loss of the weather gauge decided the fate of this action, badly found as the British squadron undoubtedly was, it had decidedly the best of the engagement up to the time when Captain Perry took command of the Niagara which he prudently kept out of the range of the 24 pounder carronades of the Queen Charlotte.

The immediate result of the action was the disgraceful retreat of Proctor from Amherstburgh, his dilatory proceedings and final rout at Moraviantown with the surrender of nearly the whole of the 41st regiment, the death of Tecumseth, and the last great battle of the Indians with their white foes.

On the 3rd of June 1813 two American armed sloops appeared in sight of the British garrison at Isle aux Noix, in the river Richelieu the affluent of Lake Champlain. As the river is very narrow and it was impossible to manoeuvre it is hard to conceive their object in thus tempting fate. Three gun boats got under way to attack them, and the crews of ten row boats and two batteaux were landed to annoy them in the rear. After a contest of two hours and a half the two sloops surrendered, they proved to be the Growler and Eagle sloop of 11 guns and 50 men each. The British had three men wounded, the Americans one killed and eight severely wounded. This capture was accomplished by a detachment of the 100th Regiment and some of the Royal Artillery under the command of Major Taylor.

On the 1st of August, some officers and seamen having arrived from Quebec an expedition was fitted out consisting of the two sloops, three gunboats and several batteaux containing about 1000 troops under the command of Colonel Murray, the flotilla commanded by Capt. Thos. Everard, late of the 18 gun brig—Sloop Wasp.

His little armament entered the American port at Plattsburg, where the soldiers were landed, the American Militia driven away, all the arsenals, block-houses, barracks and stores of every description, together with the extensive barracks at Saranac were destroyed. They then proceeded off Burlington and Swinton in Vermont where they seized and destroyed several sloops laden with provisions and did considerable injury. All this time the United States troops 4,000 strong lay at Burlington, only 24 miles distant, under the command of Major General Hampton.

The American naval force on the Lake at this time consisted of the President of 12 guns, the Commodore Preble and Montgomery of 11 guns each, the Francis of 6 guns, two gun boats of one 18 pounder each, and six scows of one 12 pounder each.

It is evident that the British could not lay claim to all the imbecility which characterized the conduct of nearly all the principal officers engaged in this contest rendered memorable by its blunders.

While the action on Lake Erie laid the western frontier open to invasion, and Proctor's defeat at Moraviantown removed the only obstacle between the invaders and Burling-

ton heights, the indomitable spirit of the Canadian Militia not only prevented them reaping any advantage from this circumstance, but actually inflicted a severe defeat upon a detachment of over 400 men entrenched at a place called Battle Creek, six miles east of Wardsville, in the County of Middlesex, and within 21 miles of Proctor's defeat ten months after.

The circumstances which contributed to Barclay's defeat have been narrated, the principal being the loss of the weather gauge, the others more aggravated that accident: in those days of steam it may seem strange to say that a shift of wind should be attended with such momentous consequences, but when it alone was the only motive power, the great business of a seaman's life was the study of the laws by which it is governed and its application to the purposes he had in view, this involved a practical knowledge of natural philosophy and mechanical science unknown at the time outside the profession, and no doubt had its effect in shaping the peculiar character of the mariner's of Old England.

Taught from early boyhood to confront danger without fear to deal with the most subtle of all elements, to controul and render it obedient, to be prompt and self reliant in action, the extraordinary deeds of daring and enterprise which the history of this war unfolds will lose much of its marvellous character if the cause by which such efforts were produced is closely studied.

Barclay has been blamed for going into action with an ill found squadron the command of which had been refused by another officer, but it is evident he simply did his duty as a seaman by refusing no task assigned in the service of his Country however desperate, and although Capt. Mulcaster may have saved his professional reputation whatever that might be yet it was done at the expense of his Country's interest.

If victory had crowned Barclay's action the case of the formers reputation would not have saved him from the imputation of less respectable motives, and would have amply illustrated the axiom "that the path of duty is the path of honor and safety." Had the wind continued in the south-east for 20 minutes after the action commenced so as to enable the Queen Charlotte to close with the Niagara the American Squadron would have been anchored at Amherstburg as prizes before nightfall.

By way of celebrating the tenth anniversary of his birthdly in a manner befitting his rank, "Prince Friedrich Wilhelm Victor Albert of Prussia" (the son of the Princess Royal of England) "has been appointed second lieutenant in the 1st Regiment of Foot Guards, and been placed à la suite of the 1st battalion (the Berlin battalion) of the 2nd Regiment of Landwehr Guards." On the morning of the eventful day his Royal grandfather and Commander-in-Chief presented the young Prince, who is a fine boy for his age, with his first uniform and the insignia of the Order of the Black Eagle. The Prince, having duly equipped himself with the appurtenances of his new dignity, in accordance with military etiquette reported himself to the King, who was graciously pleased to express his satisfaction with the military bearing of the new officer. A child's party at the Crown Prince's Palace concluded the day.

The new iron clad "Hercules" has joined the channel fleet at Lisbon. She has on board all her 600 pounder Armstrong guns.