

proaching schooner was recognized at a distance as the *Simcoe*: it was a vessel owned and commanded, at the moment, by Dr. Richardson's father, Captain James Richardson. Mr. Richardson accordingly speedily put off in a boat from the *Moira*, to learn the news. He was first startled at the crowded appearance of the *Simcoe's* deck, and at the unwonted guise of his father, who came to the gangway conspicuously girt with a sword. 'A great battle had been fought' he was told, 'on Queenston Heights. The enemy had been beaten. The *Simcoe* was full of prisoners of war, to be transferred instantaneously to the *Moira* for conveyance to Kingston. General Brock was killed!'—Elated with the first portion of the news, Dr. Richardson spoke of the thrill of dismay which followed the closing announcement as something indescribable and never to be forgotten.

Among the prisoners on board the *Simcoe* was Winfield Scott, an artillery officer, afterwards the distinguished General Scott. He was not taken to Kingston, but, with others, released on parole.

The year following (1813), York Harbour was visited by the United States fleet, consisting of sixteen vessels. The result other pages will tell. It has been again and again implied in these papers. The government vessel named the *Prince Regent*, narrowly escaped capture. She had left the port only a few days before the arrival of the enemy. The frames of two ships on the stocks were destroyed, but not by the Americans. At the command of General Sheaffe they were fired by the royal troops when beginning the retreat in the direction of Kingston. A schooner, the *Governor Hunter*, belonging to Joseph Kendrick, was caught in the harbour and destroyed; but as we have understood, the American commander paid a sum of money to the owner by way of compensation.—At the taking of York, Captain Sanders, whom we have seen in command of the *Bella Gore*, was killed. He was put in charge of the dockyardmen who were organized as a part of the small force to be opposed to the invaders.

We can imagine a confused state of things at York in 1813. Nevertheless the law asserts its supremacy. The magistrates in sessions fine a pilot £2 15s. for refusing to fulfil his engagement with Mr. McIntosh. "On the 19th

October, 1813, a complaint was made by Angus McIntosh, Esq., late of Sandwich, now of York, merchant, against Jonathan Jordan, formerly of the city of Montreal, a steersman in one of Angus McIntosh's boats, for refusing to proceed with the said boat, and thereby endangering the safety of the said boat. He is fined £2 15s. currency, to be deducted from wages due by Angus McIntosh."

It was in May the following year (1814), that Mr. Richardson, while Acting Master on board the *Montreal* (previously the *Wolfe*), lost his left arm in Sir James Yeo's expedition against Oswego.—The place was carried by storm. After describing the mode of attack and the gallantry of the men, Sir James Yeo in his official despatch thus speaks in particular of the *Montreal*. "Captain Popham of the *Montreal*" he says, "anchored his ship in a most gallant style; sustaining the whole fire until we gained the shore. She was set on fire three times by red hot shot, and much cut up in her hull, masts and rigging. Captain Popham," he then proceeds to say, "received a severe wound in his right hand; and speaks in high terms of Mr. Richardson, the Master, who from a severe wound in the left arm, was obliged to undergo amputation at the shoulder joint."

The grievous mutilation thus suffered did not cause Mr. Richardson to retire from active service. Immediately on his recovery he was, at his own desire, appointed to a post of professional duty in the fleet. In October, when the great hundred-gun-ship, the *St. Lawrence*, was launched at Kingston, he was made by Sir James Yeo Sailing Master of that vessel, his familiarity with the coasts of the Lake rendering his services in that capacity of great value.

In the record of disbursements made by the Loyal and Patriotic Society of Upper Canada in 1815, we have the sum of One Hundred Pounds allotted on the 22nd of April to "Mr. James Richardson, of the Midland District," with the following note appended: "This gentleman was first in the Provincial Navy, and behaved well: he then became Principal Pilot of the Royal Fleet, and by his modesty and uncommon good conduct, gained the esteem of all the officers of the Navy. He lost his arm at the taking of Oswego, and as he was not a commissioned officer, there was no allowance