

constant employment during the past three months transporting goods from Boston to Providence, where there had only been two before the war. The insurance on property shipped from the former port to New Orleans by way of the ocean had risen to thirty per cent., and so great were the perils of the voyage that merchandise was sent overland in waggons to Pittsburg and thence down the Ohio and Mississippi in preference.

Having been thoroughly re-fitted during the winter, the "Liverpool Packet" sailed in company with another small schooner-privateer, the "Retaliation," of Liverpool, in the beginning of March, 1813, and within a week after their arrival in Massachusetts Bay twelve prizes were taken and manned. A second cruise was attended with equal success, and on the 21st she returned to Liverpool accompanied by seven captured vessels. The harbour was crowded with her prizes, and her signal success induced the equipment of many other privateers. A large number of American letters-of-marque had been captured by British cruisers during the preceding autumn, and carried into Halifax. Several of these were purchased by Nova Scotian merchants and commissioned under the British flag. Accordingly in April, 1813, quite a fleet of private-armed vessels sailed from Liverpool to prey upon the commerce of the United States. Boston was blockaded by the British frigates "Shannon" and "Tenedos" during the months of April and May, and several other vessels patrolled the New England coast, yet the "Liverpool Packet" continued to cruise off Cape Cod with undiminished success, paying an occasional visit to Massachusetts Bay, where she was once detected inside Half-way Rock. Boston newspapers record the names of a ship, two brigs, four schooners and two sloops taken by the redoubtable privateer in April, several of them being captured in sight of the coast. Early in May, she took a schooner and a sloop off Gloucester, Mass., and blockaded that port for two entire days. The towns-