

ing of the San Domingo, flagship, and Mail-borough, both 74 gun ships Maidstone and Statira frigates with the Fantom and Mohawk brig-sloops, on arriving abreast of the Rappahannock on their way up the Chesapeake, four large armed schooners were discovered and immediately chased into the river by the smaller vessels; it having fallen calm the boats of the squadron and 105 officers and men were detached in pursuit; after a pull of 15 miles (Lieut. Polkinghorne of the San Domingo being in command) the four schooners were found drawn up in line ahead prepared to give them a warm reception.

They were the Arab of 7 guns, 45 men; Lynx, 6 guns, 40 men; Racer, 6 guns, 36 men; and Dolphin of 12 guns, 98 men—total 31 guns and 219 men. The schooners were fine vessels measuring 200 to 225 tons.

No time was lost, with a cheer the British sailors dashed at them, boarded and carried the Arab and Racer—the Lynx hauled down her colors—the guns of the Racer was turned on the Dolphin which latter was boarded and carried by the Statira's cutter and Maidstone's launch. The whole affair occupied only a few minutes, and the loss incurred amounted to one man killed and 11 officers and men wounded; the Americans lost 6 men killed and 10 wounded.

Rear Admiral Cockburn was detached with a squadron of small vessels to penetrate the rivers at the head of the bay, and endeavor to cut off the enemy's supplies as well as to destroy foundries, stores, and public works, ascertained to be at a place called Frenchtown, situated a considerable distance up the Elk river, with a force of 150 seamen and marines, and 5 artillerymen. The Rear Admiral proceeded to execute his orders, but from want of a sufficient knowledge of the topography the boats of the expedition entered the Bohemia instead of keeping in the Elk river, and did not reach their destination till late in the morning, thus enabling the inhabitants of Frenchtown to organise a system of defence. As soon as the boats approached a heavy fire was opened from a six gun battery, but the marines having landed the American militia did not await the issue of a conflict but at once fled from the battery to the adjoining woods; the town was not injured, but the public stores with five vessels lying near the place were burned, the guns of the battery were disabled and the boats returned with one seaman wounded; while the loss of the Americans was one man killed.

Being desirous of vitualling the squadron and understanding that cattle and provisions in considerable quantity were at Specucie Island, the Rear Admiral with the brigs and tenders proceeded to that place; in proceeding thither the squadron passed in sight of Havre de Grace and were fired at from a six gun battery. Having anchored off Specucie Island and accomplished the object of the expedition, the Rear Admiral

bent his course to Havre de Grace; the shallowness of the water admitting the passage of boats only, 150 seamen and marines, with five artillerymen, embarked at midnight on the 2nd May and passed up the river. By daylight the boats were opposite the Battery which mounted six guns, 6 and 12 pdrs. and had opened a smart fire on the British; the marines landed and the Americans evacuated the battery, the guns of which were turned upon the town through which its defenders were driven which was plundered and destroyed; a cannon foundry, a depot of four and five large vessels in the Susquehanna was also destroyed.

On the 5th May the same party of seamen and artillerymen now proceeded up the Sarsafra towards the village of Georgetown and Frederickton, when they were fired upon by some 300 or 400 militia and a field piece who fled as usual after wounding five of the British—four vessels with a variety of stores were destroyed.

On the 12th June the boats of the 18 pdr. 32 gun frigate Narcissus, containing about 40 men, were detached up York River in the Chesapeake to cut out the United States schooner Surveyor mounting six 12 pdrs. carronades, commanded by Capt. S. Travis, who had furnished each of his men with two muskets, and they reserved their fire until the British were within pistol shot, but the boats pushed on and after a severe contest carried the vessel by boarding with a loss of three killed and six wounded; five men belonging to the schooner whose crew numbered 50 men of whom 16 were wounded.

Admiral Warren, who had quitted the Chesapeake for Bermuda, returned early in June, bringing with him a detachment of marines 1800 strong, 300 of the 102nd regt., 250 of the independent foreigners or Canadian chasseurs, and 300 of the royal marine artillery—total 2650 men.

On the 8th of June, the frigate Junon anchored in Hampton Roads, her boats were despatched to capture any vessel that might be found at the entrance of James River. The American naval commanding officer at Norfolk observing this, directed the 15 gun boats at that station to be manned with an additional number of seamen and marines from the Constellation frigate, then moored at the Navy Yard, and with 50 infantry from Crown Island to attempt the capture or destruction of the Junon. At 4 p.m. on the 20th, this formidable flotilla armed with upwards of 30 guns half of which were long 32 and 24 pounders and manned with 500 men, commenced its attack on the frigate then lying becalmed. The fire was warmly returned with the long 18 pounders, hoping they would soon venture to approach within reach of the carronades, but this the gun boats carefully avoided, and between them and the frigate a distant cannonade, very slightly injurious to either party, was maintained for about three quarters of an hour—

a breeze then springing up and the Junon getting under way, and being joined by the Barossa and Laurestina, the gunboats beat a hasty retreat.

This demonstration in Hampton Roads soon brought to Norfolk and its vicinity as many as 10,000 militia, and the works recently constructed there were all readily manned ready for defending this important post. At Hampton also a militia force had assembled and batteries were erecting in case that town should be attacked.

On the 20th June, 13 sail of British ships consisting of three 74s., a 64 armed *en flûte*, five frigates, five sloops, with transports and tenders, lay at anchor, the nearest within seven, the furthest within 13 miles of Cranberry Island. After days of parade and bustle, which gave the American commanding officer ample time to make all necessary arrangements to receive them; on the morning of the 22nd about 800 men were embarked, but owing to blunders in the organization and ignorance of the objective point of its destination, it landed and re-embarked without striking a blow.

A second division of boats containing 500 soldiers and 200 seamen arrived at 11 a.m. off Craney Island in front of a line of batteries manned by the seamen of the American frigate Constitution. A consultation amongst the officers was decided by the superior in command Capt. Pecheu declaring in favor of an attempt at landing. Having gallantly pulled in under a dreadful fire their boats grounded in mud about 100 yds from the batteries; here several boats were destroyed and three men killed, 16 wounded and 62 missing; and thus concluded this absurd attempt. It is a very difficult matter to understand the strategical reasons for attacking Craney Island at all. Norfolk could be got at without that measure, simply by passing it at high water. The only excuse for the course adopted is to be found in the utter ignorance of the British officers of the topography of the country or the hydrographical features of the different channels, but even that does not cover the stupidity that exposed the division of boats in broad daylight to certain destruction.

On the 25th June, the town of Hampton was captured after a trifling resistance with a loss of 5 killed, 13 wounded and 10 missing—this capture was signalised by disgraceful plundering.

On the 11th July, the town of Ocracoke on the coast of North Carolina was taken possession of without resistance; an armed brig and schooner were captured at the same time. On the same day the two United States schooners Scorpion and Asp got under way from Yeocomico River, but were chased back by the British brig sloops Content and Mohawk; as one of the schooners was considerably in rear of her consort it was determined to cut her out, the cutter of each brig was accordingly despatched in pursuit, and at about four miles from the entrance