

the whole of his crew, except seven men, having been placed on board the captured vessels, Captain Barss was compelled to return to port to obtain a fresh crew. Nineteen of the prizes taken in these three cruises, that were carried into Halifax, measured in the aggregate, 1,803 tons, and the values of their cargoes alone was estimated at \$300,000. During the first week in December, Barss again left Halifax, and upon the 16th fell in with the Vineyard fleet off Cape Cod. A brig and eight schooners loaded with corn and flour were taken on that and the following day. More could easily have been captured, but the crew were scarcely sufficiently numerous to man the ships already in his possession, and after giving up the brig and a schooner to release the prisoners, he returned to Nova Scotia with the others.

The astonishing activity and success of the privateer spread dismay among the shipmasters of New England and the intimate acquaintance with their coast and the skill displayed by her commander in evading pursuit induced the conjecture that he was actually a native of the Cape Cod peninsula. The Boston and Salem newspapers teemed with reports of his depredations and inveighed against the Federal Government for its impotence to prevent them. "That an insignificant fishing schooner, of only thirty-five tons burden," said the *Boston Messenger*, "should have captured and carried home eight or nine sail valued at from \$70,000 to \$90,000, within twenty days of the time she left Liverpool, N. S., is shameful. A few weeks ago she had captured, within ten miles of Cape Cod, vessels with cargoes worth \$50,000." Writing to a United States senator on the 9th January, 1813, the Collector of Boston, Mr. H. A. Dearborn, declared that the property captured by the "Liverpool Packet" in two cruises off Cape Cod would have been more than sufficient to have paid for the construction of a canal across the peninsula from Buzzard's Bay to Barnstable. Two hundred waggons, he added, had been in