

longer stay in port. I therefore determined to put to sea the first opportunity which should offer; and I was the more strongly induced to do so, as I had gained certain intelligence that the Tagus, rated 38, and two other frigates, had sailed for that sea in pursuit of me, and I had reason to expect the arrival of the *Racoon* from the N. W. coast of America, where she had been sent for the purpose of destroying our fur establishment on the *Columbia*. A rendezvous was appointed for the *Essex Junior*, and every arrangement made for sailing, and I intended to let them chase me off, to give the *Essex Junior* an opportunity of escaping. On the 28th March, the day after this determination was formed, the wind came on to blow fresh from the southward, when I parted my larboard cable and dragged my starboard anchor directly out to sea. Not a movement was to be lost in getting sail on the ship. The enemy were close in with pointing forming the west side of the bay; but on opening them, I saw a prospect of passing to windward, when I took in my top-gallant sails, which were set over single reefed top-sails, and braced up for this purpose; but on rounding the point a heavy squall struck the ship and carried away her main-top-mast, precipitating the men who were aloft into the sea, who were drowned. Both ships now gave chase to me, and I endeavored, in my disabled state, to regain the port; but finding I could not recover the common anchorage, I ran close in a small bay, about three-quarters of a mile to leeward of the battery, on the east side of the harbor, I let go my anchor within pistol shot of the shore, where I intended to repair my damages as soon as possible. The enemy continued to approach, and shewed evident intention of attacking, regardless of the neutrality of the place where I was anchored; and the caution observed in their approach to the attack of the *Essex* was truly ridiculous, as was their display of their motto flags, and the number of Jacks at all their mast-heads. I with as much expedition as circumstances would admit got my ship ready for action, and endeavored to get a spring on my cable, but had not succeeded when the enemy, at 54 minutes after 3 P. M. made his attack, the *Phoebe* placing her self under my stern, and the *Cherub* on my starboard bow; but the *Cherub* soon finding her situation a hot one, bore up and ran under my stern also, where both ships kept up a hot raking fire. I had got three long twelve pounders out of the stern ports, which were worked with so much bravery and skill that in half an hour we so disabled both as to compel them to haul off to repair damages. In the course of this firing I had by the great exertions of Mr. Edward Barnewell, the acting sailing master, assisted by Mr. Linscott, the boatswain, succeeded in getting springs on our cable three different times; but the fire of the enemy was so excessive that before we could get our broadside to bear they were shot; and thus rendered useless to us. My ship had received many injuries, and several had been killed and wounded; but my brave officers and men, notwithstanding the unfavorable circumstances and the powerful force opposed us, were no ways discouraged—all appeared to be determined to defend their ship to the last extremity, and to die in preference to a shameful surrender. Our gaff, with the ensign and the motto flag at the mizen, had been shot away, but Free Trade and Sailors' Rights continued to fly at the fore. Our ensign was replaced by another, and to guard against a similar event, an ensign was made fast in the mizen rigging, and several Jacks were hoisted in the different parts of the ship. The enemy soon repaired his for a fresh attack; he now placed himself, with both his ships, on my starboard quarter, out of the reach of my carronades, and where my stern guns could not be brought to bear; he there kept up a most galling fire, which it was out of my power to return, when I saw no prospect of injuring him without getting under way and becoming the assailant. My top-sail sheets and hal-

liards were all shot away, as well as the jib and-foretop-mast-stay-sail-halliards. The only rope not cut was the flying-jib-halliards; and that being the only sail I could set, I caused it to be hoisted, my cable to be cut, and ran down on both ships, with an intention of laying the *Phoebe* on board. The firing on both sides were now tremendous; I had let fall my fore-top-sail and fore-sail, but the want of tacks and sheets rendered them almost useless to us—yet we were enabled, for a short time, to close with the enemy; and although our deck were now strewn with dead, and our cockpit filled with wounded—although our ship had been several times on fire, and was rendered a perfect wreck, we were still encouraged to hope to save her, from the circumstance of the *Cherub*, from her crippled state being compelled to haul off. She did not return to close action again, although she apparently had it in her power to do so, but kept a distant firing with her long guns. The *Phoebe*, from our disabled state, was enabled however, by edging off, to chase the distance which best suited her long guns, and kept up a tremendous fire on us, which mowed down my brave companions by the dozen. Many of my guns had been rendered useless by the enemy's shot, and many of them had had their whole crews destroyed. We manned them again from those which were disabled, and one gun, in particular, was three times manned—fifteen men were slain at it in the course of the action! but, strange as it may appear, the captain of it escaped with only a slight wound.

Finding that the enemy had it in his power to choose his distance, I now gave up all hopes of closing with him, and as the wind, for the moment seemed to favor the design, I determined to endeavor to run her on shore, land my men and destroy her. Every thing seemed to favor my wishes. We had approached the shore within musket shot, and I had no doubt of succeeding, when, in an instant the wind shifted from the land (as is very common in this port in the latter part of the day) and played our head down on the *Phoebe*, where we were again exposed to a dreadful raking fire. My ship was now totally unmanageable; yet, as her head was towards the enemy, and he to leeward of me, I still hoped to be able to board him. At this moment lieutenant Commandant Downes came on board to receive my orders, under the impression that I should soon be a prisoner. He could be of no use to me in the then wretched state of the *Essex*; and finding (from the enemy's putting his helm up) that my last attempt at boarding would not succeed, I directed him after he had been about ten minutes on board, to return to his own ship, to be prepared for defending or destroying her in case of attack. He took with him several of my wounded, leaving three of his boat's crew on board to make room for them.—The *Cherub* had now an opportunity of distinguishing herself, by keeping up a hot fire on him during his return. The slaughter on board my ship had now become horrible, and the enemy continuing to rake us, and we unable to bring a gun to bear. I therefore directed a hawser to be bent to the sheet anchor, and the anchor to be cut from the bows to bring her head round; this succeeded, we again got our broadside to bear, and as the enemy was much crippled and unable to hold his own, I have no doubt he would have drifted out of gun shot before he discovered we had anchored, had not the hawser unfortunately parted. My ship had taken fire several times during the action, but alarmingly so forward and aft at this moment, the flames were bursting up each hatchway, and no hopes were entertained of saving her; our distance from the shore did not exceed three quarters of a mile, and I hoped many of my brave crew would be able to save themselves should the ship blow up, as I was informed the fire was near the magazine, and the explosion of a large quantity of powder below served to increase the horrors of our situation—our boats were destroyed by the enemy's shot; I therefore directed those who could swim to jump overboard, and endeavor to gain the shore. Some reached it—some were taken by the enemy, and some perished in the attempt; but most preferred sharing with me the fate of the ship. We, who remained, returned our attention wholly to extinguish the flames; and when we had succeeded went again to the guns, where the firing was kept up for some minutes, but the crew having by this time become so weakened, that they declared to me the impossibility of making further resistance, and intreated me to surrender my ship to save the wounded, as all further attempt to opposition must prove ineffectual, almost every gun being disabled by the destruction of their crews.

I now sent for the officers of divisions to consult them; but what was my surprise to find only acting lieutenant Stephen Decatur M. Knight remaining, (who confirmed the report respecting the condition of the guns on the gun deck—those on the spar deck were not in a better state. Lt. Wilmer, after fighting most gallantly throughout the action, had been knocked overboard by a splinter while getting the sheet anchor from the bows, and was drowned. Acting lieutenant John G. Cowell had lost a leg; Mr. Edward Barnewell, acting sailing master, had been carried below after receiving two severe wounds one in the breast and one in the face; and acting lieutenant William H. Odenheimer had been knocked overboard from the quarter an instant before, and did not regain the ship till after the surrender. I was informed that the cockpit, the sternage, the wardroom and the birth deck could contain no more wounded; that the wounded were killed while the surgeons were dressing them, and that unless something was speedily done to prevent it, the ship would sink from the number of shot holes in her bottom. And on sending for a carpenter, he informed me that all his crew had been killed or wounded, and that he had once been over the side to stop the leaks, when his slings had been shot away, and it was with difficulty he was saved from drowning. The enemy from the smoothness of the water, and the impossibility of our reaching him with our carronades, and the little apprehension that we excited by our fire, which had now become much slackened, was enabled to take aim at us as a target; his shot never missed our hull, and my ship was cut up in a manner which was perhaps never witnessed—in fine, I saw no hopes of saving her, and at 20 minutes after 6 P. M. gave the painful order to strike the colors. Seventy five men, including officers were all that remained of my whole crew, after the action, capable of doing duty and many of them severely wounded, some of whom have since died. The enemy still continued his fire, and my brave, but unfortunate companions were still falling about me. I directed an opposite gun to be fired, to shew them we intended no further resistance; but they did not resist; four men were killed at my side, and others in different parts of the ship. I now believed he intended to show us no quarter, and that it would be as well to die with my flag flying as struck, and was on the point of again hoisting it when about ten minutes after hauling the colors down he ceased firing.

TO BE CONTINUED.

#### THE AMERICAN PATRIOT.

BELLEFOUR, JULY 30, 1814.

To speak his thoughts—  
Is every Freeman's right.

The General Assembly of the Presbyterian Church, have recommended to all the churches under their care, to observe the **THIRD THURSDAY** of **AUGUST** next, as a day of Fasting, Humiliation and Prayer.

[The proclamation of the General Assembly of this Church, for want of proper room, has reluctantly been omitted in this week's paper: agreeably to request it shall be published in our next.]

Extract of a letter from a Merchant at Portsmouth, N. H. to another in Boston, dated, July 15.

"From various sources information is received here that our affairs are in a prosperous train of adjustment with England; nay many believe that an armistice is already concluded. I am not satisfied as yet that the latter opinion is correct; but of the former I entertain no doubt. British goods to a very great amount are coming by water and over land conveyances, via Eastport, to Boston. We know of 1500 packages already considerably advanced in the U. S. towards Boston."

From the *Portsmouth Oracle* of Saturday last.

#### NEWS EXPECTED.

Extract of a letter from a Merchant in Eastport to a gentleman in this town.

Eastport, July 7.

"The report this morning is that a Frigate arrived at Halifax on Friday last, with despatches from England of a very important nature, and that a messenger, who arrived in her, sat off for Quebec in two hours after her arrival, with these despatches, to governor Prevost. An inhabitant of Halifax arrived here last evening with this intelligence; he had conversed with the cap-

tain of the frigate, who assured him that he might rely on it, that a speedy termination to the war with Great Britain, would take place. The frigate came out with no other object than to bring these despatches.

The Express for Canada had passed through St. Johns; where the messenger repeated that his news was pacific, and his belief that a treaty of peace had been signed by that time.

Transports had arrived at Halifax from France, with about 12,000 troops of Wellington's army; but this was not considered decisive proof of an intention to preserve in the war, as it was understood Great Britain intended to keep a large peace establishment in her colonies.

#### COMMERCIAL ADVERTISER OFFICE,

New York Saturday evening, July 16.

We have been favored with the following extract of a letter, received by this evening's northern mail.

UTICA, (N. Y.) July 13.

"I have Just received a letter from the army in Canada. Major general Brown pursued the enemy to Queenstown Heights, where he was on the 10th instant, and would await the arrival of baggage, &c. The enemy have retreated to Burlington Heights, and arrangements have been made to cut him off.

"If the fleet (which was to sail last Monday,) co-operate, the British army must surrender; If not, they may be enabled to effect there escape by water."

APPOINTMENT.—We understand that Tobias Lear, Esq. is appointed Accountant of the War Department, vice Wm. Simons dismissed.

Washington City Gaz.

#### FROM THE ALBANY ARGUS JULY 19

From Sachett's Harbor, our accounts are to Thursday evening, the 14th. The fleet were in port, nor was it known when they would go out. Its co-operation is undoubtedly expected at the head of Ontario. We are, however, disposed to think it has sailed ere this.

We have received information that our forces have advanced to Fort George, the enemy retreating to Niagara, and have encamped in rear of that place.

We learn from western papers, that the Pa. Volunteers acquitted themselves at the late battle at Chippaway, with great credit; and further, that the British after contending for some time with the army under gen. Brown, at Chippaway, retreated to Fort George whither they were pursued by the American army, who captured that place on the 11th instant.

The court instituted to enquire into the conduct of Col Campbell, have reported unfavourably of his conduct in the late expedition to Long Point.

P. MER.

The British have again entered the Patuxent. Ten ships, besides smaller vessels, were in that neighborhood. They were ascending the river, and had burnt the Huntingdon tobacco ware house. The enemy's force in the Potomac consists of one 74, two frigates, and ten sloops and schooners, besides a number of barges.

The British have landed 1500 men at Nottingham (Md.) 20 miles from Washington.

The actual number of the enemy, killed wounded and taken prisoners, at the battle of Chippewa is 298, including 6 captains and 4 subalterns. Many of the killed and wounded were taken off the ground before the termination of the battle. The aggregate of the killed wounded and missing on the side of Gen. Brown, is 328.

Twenty regiments of Lord Wellington's army it is said have arrived at Quebec.

Eastport (Mass.) has been captured by the British. The fort mounted six 24 pounders and was garrisoned by 70 or 80 men