

squadron off the Chesapeake—was chased and fired at 1st instant by a frigate under American colors, between White Island and Owl's Head—frigate afterwards hoisted English colors.

We are sorry to learn by the schooner Martha, just arrived from Prince Edward Island, that, on Tuesday week a frigate, supposed to be the Minerva, struck in a thick fog, on a rock called the Jerseyman, near Arichat; she got off again, but not without sustaining considerable damage, making four feet water in an hour; and will return here for repairs.—The convoy passed south side of P. E. Island on the 1st instant.

A Cadiz paper of the 11th April, received by H. M. S. La Hogue on Tuesday, states, under the Alicant head of April 6, that the French Toulon squadron had passed within 6 leagues of that place, and that the British squadron had also passed in pursuit of it. The master of the vessel from which La Hogue obtained the paper, stated that the Toulon fleet passed the Straits the 9th April.

H. M. S. Sceptre arrived here on Saturday last, fell in with the wreck of a sch. in the latitude of Bermuda, both masts gone and full of water. They sent a boat on board who opened the hatches and got up several barrels of salmon, alewives, &c. and by the brands they supposed she belonged to St. Johns, N. B. They also, hooked up through the sky light a shirt, marked either Paine, or Payne.

JUNE 9.

Friday arrived H. M. brig Manly, from Newfoundland, 14 days.

Sunday, H. M. Ship Shannon from Boston Bay, with the American frigate Chesapeake, late Capt. Lawrence, her prize; also, His Majesty's ship Minerva, from Canso.

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It is with pleasure we congratulate our readers on the capture of the American Frigate Chesapeake, commanded by Capt. Lawrence, by His Majesty's ship Shannon Capt. Broke, after an action of eleven minutes.

The following particulars of this pleasing event we have collected from conversations with some of the officers of the Shannon, and have reason to think them materially correct.

On the 25th May, His Majesty's Ship Tenedos, which had, for nearly three months, been cruising in Boston Bay, with the Shannon, separated from her and Capt. Parker was instructed, by Capt. Broke, not to rejoin him until about the 14th June—this was done in the hope and expectation, that the Chesapeake frigate, finding the Shannon was cruising alone off Boston, would come out, and give her battle—nor were our Tars disappointed—early in the morning of the 1st inst. the Shannon stood in close to Boston Light House, and observed the Chesapeake lying at anchor, with royal yards across, and apparently ready for sea—the British colours were then hoisted on board the Shannon, and she hove to, near the land, at 9 a. m. the enemy frigate was observed to loosen her sails, and fire a gun—at half past twelve she weighed anchor, and stood out of the harbour, when the Shannon fitted, and, under easy sail, edged off the land, followed by the Chesapeake; at 4 shortened sail, at 5, hove to, with the topsails aback for fear the enemy would not bring her to action before dark—in twenty minutes after the Chesapeake cheered within musquet shot of the Shannon, still standing towards

her in such away as left our Tars in uncertainty which side of their ship she intended to engage—at half past 5, however, she luffed up on the Shannon's weather-quarter, and on her foremast coming in a line with the Shannon's mizen, the latter fired the after gun, and her others, successively, until the enemy came directly along-side; when the Chesapeake fired her whole broadside, which the Shannon immediately returned; and here, broadside to broadside, the action commenced—in five minutes the Chesapeake fell along-side the Shannon, and was boarded in her tops, as well as on her decks, by our gallant countrymen, and in eleven minutes from the commencement of the action, her three ensigns were hauled down, and soon afterwards replaced with the English flag over them—her decks cleared of the dead, the wounded taken below, a great proportion of the prisoners removed out of her—and accompanied by the Shannon, she was steered for this port.

On board the Shannon the 1st Lieut. Mr. Watt; the Purser, Mr. Aldham; Captain's Clerk, Mr. Dunn; and 23 seamen were killed—and Capt. BROKE, a Midshipman, and 56 Seamen wounded.

On board the Chesapeake, Mr. Bollard, 4th Lieut.; Mr. Brown, Lieut. of Marines; Mr. White, the Master and several Petty Officers, and about 70 men, were killed.—Capt. LAWRENCE, (since dead); Mr. Ludlow, the first Lieut. severely; Lt. Budd, 2d Lt. do.; Lt. Cox, 3d Lt. slightly; Midshipmen—Weaver, Abbott, and Nicholls, severely, and Berry, slightly; Mr. Livermore, the Chaplain, severely, and near 100 seamen, wounded.

Capt. BROKE, we understand, nobly led the boarders from the quarter-deck, and was, we are sorry to state, severely wounded, in the moment of victory, by a sabre, on the head, while exerting himself to save two Americans from the fury of his men; he is, however, we rejoice to learn, in a fair way of recovery, and we hope will soon be able to return to that station, which he filled with so much benefit to his country, and with such imperishable honor to himself.

Lieut. WATT was killed after boarding the Chesapeake—he was an excellent officer.

On Capt. BROKE being wounded, the command of the Shannon devolved on the 2d Lieut. Mr. Wallis, son of Mr. Wallis, of the Navy Yard, who conducted himself in a very brave manner.

Great merit is due to Capt. Broke, on this occasion, not only for the perseverance with which he has so long sought a contest with an American frigate, but for the promptitude and skill with which he has decided the question of superiority, and put an end to all the vapouring, with which the American papers have of late been filled.—In point of size and number of guns, the two ships were as nearly equal as could be wished. Whatever advantage there was, was in favor of the Chesapeake, both as to size and number of men.

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The respect due to a brave enemy was yesterday shewn to the remains of Capt. LAWRENCE.—The Corpse was landed from the Chesapeake under a discharge of minute guns, and at two o'clock reached the King's wharf—the American Ensign was spread as a Pall over the Coffin, on which was placed the sword of the deceased—six Captains of the Navy officiated as Pall Bearers—six companies of the 64th, Regiment,

commanded by Sir JOHN WARDLOW, preceded the corpse—the Officers of the Chesapeake followed it as mourners—the Officers of the Navy generally attended—Sir THOMAS SAUMAREZ, the Staff, and Officers of the Garrison, and the procession was closed by a number of respectable Inhabitants—The funeral service was performed by the Reverend Rector of St. Paul's, and 3 volleys discharged by the troops over the grave.

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His Majesty's Ship Minerva sailed from hence with the last fleet for Quebec, but unfortunately on Sunday the 23th ult. struck on Cranberry Reef, near Chedebucto Bay, at the entrance of the St. Lawrence, and so injured her bottom, that, until the Tuesday following, when they succeeded in getting a sail under it, she made six feet water in an hour; she was consequently compelled to return to this port—She left the Nympe and Armide, with the Transports, all well, on the 27th ult. near Ship Harbour.

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The Ann Packet, from Falmouth bound to Jamaica, has arrived at Portland, a prize to the Teazer—she had before been captured by an American privateer, but was recaptured by H. M. S. La Hogue.

The brig William, from hence bound to Jamaica, was captured by an American Privateer, and on the 31st ult. recaptured by H. M. S. Shannon, and ordered for this port.

LOSS OF THE CROWN, PRIVATEER.

Extract of a letter from Capt. Jennings, late of the private armed schooner Crown, to his owners in this town, dated Wiscasset, April 30th, 1813.

"GENTLEMEN,—It is with extreme regret, I announce, to you the loss of your vessel (the Crown) lately under my command. On the 30th day of April last, while standing for Pinquid Point discovered a sail running to the Eastward; as I thought she might be loaded with supplies for Eastport, I attempted to cut her off; keeping all my men below, except two; with my jib-boom rigged in, square-sail yard on deck, and gun housed, to decoy her, when I got within musquet shot, finding I was too near shore, tacked and stood off; she being then about 4 points on my weather quarter, heading us very fast, not altering her course. I was then obliged to haul my wind close, to weather a ledge on my lee bow, after doing which, I shortened sail to let her come up, seeing she was a large deep waisted sloop with only three men on deck, until half musquet shot, when I attempted to speak her, but what was my surprise when in an instant I saw her deck crowded with men, who had been lying down to their quarters, and their deep waist covered them. I then ordered all hands on deck, to make sail, and clear away the carronade; by this time they fired, I answered them and hoisted English colors, but the halyards were soon cut away out of Mr. Selby's hand, who immediately bent them again. By this time I got my carronade agoing, and remainder of my people employed in making sail, except three or four with musquets and two to haul powder and guard five prisoners; but in spite of all my exertions their showers of musquetry cut away my small ropes so fast that I could neither set my flying-jib or square-sail. I remained in this situation for nearly half an hour, when they attempted to board me. Shortly