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FROM THE LONDON STAR.

In order to enable the country to appreciate the heroism with which our officers and seamen have defended themselves in the recent actions with our Trans-Atlantic descendants, we insert the following Table of the comparative dimension of British and American ships, as well as a few observations on these engagements:—

Name.	Rate.	Length on gun deck.	Breadth tonnage.	Tons.
President	44	Fr. 180	Fr. 10	1630
Constitution	44	154	40	1127
U. States	40	141	39	948
Acacia*	38	154	41	1115
Arethusa	50	160	44	1415
Tigre†	64	159	44	1383
Africa†	64	178	48	1798
Average of 12	74	171	47	1628
Dragon†	71	177	50	1950
Average of 12	98	177	50	1928
Atlas	98	178	52	2091
Average of 12	110			
Britannia	110			

By this table it will be seen, that these American frigates are longer even than English first rate, that they are longer and of nearly equal tonnage with our modern large seventy-fours, and of greater tonnage than our old seventy-fours; that they are longer, broader, and of greater tonnage than any of our sixty-fours, and that they exceed in tonnage our fifties, in the proportion of nearly three to two; and our 38 gun frigates in the proportion of seven to four. Is not the term frigate most violently perverted, when applied to such vessels? As well might we call the Ville de Paris a 50, or the Caledonia 64; or as well might we call the one a jolly boat and the other a yawl.—These frigates carry long 24-pounders on the main deck, when even the largest first rates in our service carry on their main deck only long eighteens. Their quarter deck and fore-castle guns are 44's. carronades; and no vessel of any description in our navy carry on either of these decks a heavier gun than a 32.

* This is the largest frigate we have on the American station.

† Admiral Sawyer.

† This is an extraordinary large 74 built by Sir W. Rule, 1793.

BOSTON, APRIL 17. SHIPPING MEMORANDA.

The British frigates Tenedos and Shannon have continued to cruise in our bay, since our last.

The British succeeded in getting out of the Julia, from France, (driven ashore on Long-Branch) 105 gold watches and chains, a bale of silk goods, &c.

From New-Bedford, April 16—"Narrow Escape!"

Last evening arrived at this port, ship Harmony, Brown, of Philadelphia 105 days from Calcutta. Yesterday in the Vineyard Sound, was chased by a British frigate, which kept up a running fire, and 9 shot passed through her sails—Capt. Brown despairing of escaping was about running his ship ashore, when he was boarded by a Vineyard Pilot, by whose timely and active interference she escaped the frigate, which fired a broadside, and gave up the chase. On Bermuda, spoke an American privateer, who informed of the war, and of the blockade of the Delaware. The Harmony is a large ship, and has on board a very valuable cargo of silks, &c.

Also, arrived (13th) ship Ariadne, Ludlam, of Philadelphia 34 days from Cadiz. On the night of 11th inst.—in sight of Gay Head light-house, was taken by the privateer brig Sir John Sherbrooke, Freeman, who put a prize crew on board and ordered her for Halifax—the privateer keeping company—gave the ship's crew the choice of going on board the privateer, or to take the long boat and proceed to land; the two mates, 6 men and a boy preferred the latter. After the ship had proceeded S. E. between 80 and 100 miles, finding Capt. Ludlam would not ransom her, he was ordered on board his ship, and shortly after the Lieutenant of the privateer came on board to take out the prize crew; and about 3 o'clock in the afternoon of the 12th, Capt. L. was informed he might proceed with his ship; leaving him with only two men of his former crew and a Swedish boy, whom they had taken from a Rhode-Island ship. The privateersmen took and detained Capt. L.'s sea-letter, log-book, manifests, and several letters; and also, several boxes of raisins and bags of almonds, and otherwise treated him very abusively. The men in the long boat arrived at Newport on Monday evening.

We understand the cargo of the Volunteer, sent into Portsmouth, by the U. S. frigate Chesapeake, has been sold for 182,000 dollars,—and the ship, which was bought by government for 10,000 dollars.

A schooner from Eastport for New-York, with plaster, was chased into Newport on Tuesday afternoon, by a British frigate. The ship passed by the Light-House, firing at the schooner and went so near the rocks that it was supposed, at first, she had struck.

The United States brig Argus, passed New-London on Tuesday, bound Eastward. She is commanded by Lieut. Allen, of Providence, late of the frigate United States, who took charge and brought in the Macedonian, after her surrender. He is a brave and experienced officer. We understand the Argus has a full complement of men.

Arrived at Cadiz, February 27, Spanish ship San Miguel, alias El Comercio de Lima, with a valuable cargo of produce, and 1,007,237 dollars, in gold and silver, 180 days from Lima.

Extract of a letter from Capt. Guy R. Champlin of the private armed schooner General Armstrong, of New-York, dated "CHARLESTON, APRIL 5, 1813.

"I arrived here last evening, after an unfortunate cruise of 8 weeks; during which time, on the 7th of March, we had an engagement with a British sloop-of-war, on the coast of Surinam. We exchanged 6 or 7 broadsides, in order to ascertain whether she was a vessel of war or not. We were satisfied, however, and hauled off without injury. On the 11th, we made a sail at 7 in the morning, laying in-shore of us at anchor, about 5 leagues N. E. of Surinam river. We bore down on her, and soon discovered her to be a ship. We approached within gun shot. She got under way in a very lubberly manner, run up English colors, and fired 3 guns from her gun deck. We gave her Long Tom, and showed American colors. She then commenced a fire from 7 guns on her main deck, and 1 from her fore-castle, which led me to believe she was a Liverpool letter-of-marque, as they have several frigate built ships from that port, and it was the general opinion on board that she was a letter-of-marque. We accordingly concluded to run down close on board of her, and gave her our starboard broad-side, and board her every man. However, as she looked war like, and was pierced for 28 guns on her gun deck I thought it most prudent, for the salvation of the vessel, and a punctual discharge of duty on our part, in case of any deception, to hoist the bloody flag, which we did being then in perfect readiness for the worst event. We bore down on him within half pistol shot; when to our mortification, we too late found her to be a frigate.—However, there was no alternative; we must fight the enemy to disenable him, to enable us to crawl off.—We exchanged two broadsides, and cut away his ties, halyards, stays, braces, &c. and our marines picked his men from their posts as fast as they shewed themselves. We gave 3 or 4 broadsides in passing them the first time by which we brought his colors down. We immediately wore round, and gave three cheers. His fire ceased. We accordingly held our fire, and thinking he had struck; by which we lost two raking fires on him. The moment he brought his broadsides to bear on us to rake us, he opened his whole battery on us, and dealt destruction to our sails and rigging. We immediately luffed to, and recommenced the action.—His wads were very destructive to us. He poured in his grape, canister, &c. in great quantities. However we saw them throw over many of their killed. We had 7 killed and 6 wounded. I received a shot from the maintop, which went through my collar bone and out at my back. We had but one shroud, no stay, halyards or sheets standing, when we hauled off.—We have several shot betwixt wind and water, 4 or 5 shot through our bowsprit, and foremast one third cut off by a 32 pound shot, and we have several 32 and 18 pound shot on board. However, we got safe away.—Thank Heaven and the General, we got out of the scrape. On the 19th, on our way to a port in the U. States to repair our damages we fell in with the British ship William, from St. Johns, of 246 tons, new ship, with a cargo of fish, valued at 25,000 dollars and captured her. The frigate mounted 28 guns on her gun deck, 6 or 8 on her quarter deck, and 4 on the fore-castle. We could not learn her name."

LONDON, JANUARY 30. ARMIDE FRIGATE.

The Armide frigate has arrived at Plymouth, with several feet water in her hold, having been on shore at Port Jacques, Quiberon Bay, on the evening of the 16th inst. On striking, every one on board gave himself up for lost, the ship being within the reach of two heavy batteries. Being questioned from the shore what ship she was, and from whence?—The Captain answered—"The President, from America."—Assis-

tance was offered from the shore, but declined, of course.—The frigate was at this time in a most perilous and distressing situation, the tide ebbing left her nearly dry; but having lightened her considerably, on the return of the tide, she floated off; and the French too late discovered the ruse de guerre; a firing commenced immediately, but without effect, and the Armide pursued her voyage to Plymouth.

FEBRUARY 2.

Commissioner Cunningham of Deptford Dock Yard, with the Russian Admirals Tait, Brown, and Koropka, will open a commission this day at Portsmouth, to examine into the state of the Russian ships which capitulated in the Tagus; and which by the conditions of the Convention of Cintra, are to be restored.

HALIFAX, APRIL 26.

ARRIVED:

Tuesday last, American sloop Packet, from Savannah bound to Boston, prize to H. M. S. La Hogue.

Thursday, American sloop Consolation, from New-York bound to Nantucket, prize to the privateer Liverpool Packet.

Saturday, sloop General Hodgson, from Martinique, 25 days.

Yesterday the brig Vivid, of and from Boston bound to San Domingo, prize to La Hogue and Nympe.

This morning, an American schooner from the States, prize to the Orpheus.

There is an American ship at anchor near Mauger's Beach, from Wiscasset bound to St. Bartholomews—prize to La Hogue and Nympe.

The Vivid left Boston on Monday last—passed, at same distance, the Shannon and Tenedos, in the Bay, that evening; and, early the following morning, was captured. She brought no Boston Papers later than the 14th inst.

The ship William, Cunningham, of and from St. John, N. B. bound to Barbadoes, was captured by the privateer schooner General Armstrong, on the morning of the 20th February last, within six miles of that Island—her crew, with the exception of Captain Cunningham, second mate and cabin boy, were taken on board the privateer, and the ship ordered to New-York—the Capt. mate and boy were landed on the 22d on the Diamond Rock, from whence they proceeded to Martinique. Capt. C. arrived here in the General Hodgson.

Boston and New-York papers were received in town on Friday last; the former to the 15th and the latter to the 17th inst. from which we have made a variety of interesting extracts.

A gentleman at Lisbon writes to his friend in Philadelphia, under the late date of March 22, that letters from London of the 9th of that month had been received there, stating that "Peace had been concluded between England and Denmark, and that the latter Power, with Prussia, had declared War against France!—That Dantzic, with its garrison of 30,000 men, had fallen into the power of the Russians.—That the Congress had actually refused to march; and that the Portuguese papers stated that Soult had left Madrid, with from 10 to 20,000 men, for France."

LIVERPOOL, N. S.

April 20, Arrived, an American Sloop, prize to the Liverpool Packet, laden with Flour, &c.

Also, American Schooner Patty, from Saco for New-port, laden with Lumber—prize to the Retaliation.

Also, Schooner Portland-Packet, from Carolina for Boston—prize to the Retaliation—laden with Naval Stores. On the 19th inst. she was chased by a Privateer, fired at, and ran ashore near Port-Mutton—the Privateer, however, proved to be the Crown, of Halifax. Part of the schooner's deck-load was soon afterwards thrown overboard, and she floated off with the high tide.

The Retaliation fell in with a Privateer Sloop of 6 guns, exchanged a few broadsides with her, and parted, without having received any damage.

April 20, Arrived, at Port-Helbert, a Brig, laden with 230 barrels of Flour—prize to the Retaliation, which she left off Chatham—a Ship and Sloop then in sight.

It is with regret we announce the death of LADY WENTWORTH, Consort of Sir John Wentworth, Bart. who departed this life at Sunning Hill, in Berkshire, the 14th February, in the 68th year of her age, after a short illness.—Her Ladyship's cheerful manners justly endeared her to the circle in which she moved, in this Community; and the blessings of the Poor, to whom she was a kind and liberal patroness, cannot fail to embalm her memory.

MILITIA PROTECTORS For Sale at this Office.