The War of 1812 & How it relates to Elk Landing

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Overview of War of 1812 and its Origins

Ever since our country was founded, there have been two truths about America: it has been a capitalist country and it has had a two party political system. In 1812, the two parties in the United States were the Federalists who were concentrated in New England and believed in a large centralized government; and the Democratic-Republicans who believed in states rights and were concentrated in the south.

In New England, the Federalists enjoyed a heavy exporting business with Great Britain. They relied heavily on the trading with the former mother country and in exchange, became quite wealthy. In the Mid Atlantic region, the Democratic-Republicans felt differently about the British. The President at the time was James Madison, a Virginian, and a Republican.

Great Britain was at war with France and,[2] to impede American trade with France, imposed a series of restrictions that the U.S. contested as illegal under international law.[3] The Americans declared war on Britain on June 18, 1812 for a combination of reasons, including: outrage at the impressment (conscription) of thousands of American sailors into the British navy; frustration at British restraints on neutral trade; anger at alleged British military support for American Indians defending their tribal lands from encroaching American settlers;[4] and a desire for territorial expansion of the Republic.

Impressment was one of the major reasons for the declaration of war. In the late 1700s and early 1800s, particularly after the American Revolution and French Revolution, the Royal Navy aggressively reclaimed British deserters on board ships of other nations, both by halting and searching merchant ships, and in many cases, by searching American port cities. The Royal Navy did not recognize naturalized American citizenship, treating anyone born a British subject as "British" — as a result, the Royal Navy impressed over 6,000 sailors during the early 1800s who were claimed as American citizens as well as British subjects. This led to the seafaring people of Baltimore who were mostly Republicans to find a new way to make their fortunes on the seas. A "new" profession started and was encouraged by the American government-privateering. This form of legal piracy started as a way to get back Americans who were impressed by the British Navy and led to plundering, burning, and taking of British Merchant ships as well as military vessels. The British, knowing all too well that many of these privateers were coming out of Baltimore, knew they had to do something about the problem.

Overview of Chesapeake Campaign of 1813

The British were fully aware that the majority of the privateering was coming out of the city of Baltimore. In addition, America's young capital was in reach via the Chesapeake. The capture of Washington was not of paramount concern to the British in relation to the capture of Baltimore. Great Britain's strategy at the beginning of the War was to blockade America's ports (except in New England where exclusive trade was good for both sides). This would effectively cut off trade with other countries, France in particular, thus stopping the imports to assist France's war effort and part of its life line.

Britain's war strategy in going in to the Chesapeake Bay and not just cutting it off was two fold. First, they wanted to choke out the privateers in Baltimore and put an end to the problem they were having by occupying or at least destroying the city's fleet and armory. Second, England was having a more difficult time than they imagined with the battles in Canada and upstate New York so they wanted to create a diversion so that Madison would commit troops from the Canadian campaign back down to the Chesapeake to defend the region and the Capital. By sending raiding missions to attack small towns and settlements all over the Chesapeake it would create public outcries for protection.

"In the War of 1812 it was one of the prime objects of the British to bring the Republican government into such disrepute and scorn that it would have to make peace on British terms, or by the rules of war and of political strategy, the Chesapeake expedition in itself was wise and proper, though some of its incidents cannot be justified on any grounds." (9).

On December 26, 1812, the English government issued a proclamation declaring a blockade of the Chesapeake and Delaware Bays. It wasn't until February 4, 1813 that British ships entered the Chesapeake with a fleet consisting of four ships of the line, six frigates, and several smaller vessels. Sir John Warren was ultimately in charge of the fleet. His second in command, and the officer in charge of all the attacks and hatred for decades to follow was Rear Admiral Sir George Cockburn (pronounced Co'burn).   The conduct of his Chesapeake expeditions made him the most hated British officer engaged in the war.

Typically, Cockburn would send a group on foot in to towns and settlements and warn them that as long as they didn't resist with arms, the British would pay them fair market value (which was about 20 cents on the dollar) for any goods that they took. If a town resisted, they would burn the town to

the ground. Any armaments and sailing vessels would be seized or destroyed. If it was not for these proclamations, a vast majority of the citizens who lived near the Bay would never have known that a War was going on. Notable towns and cities that were spared the rath of the British were Charlestown in Cecil County and Annapolis, the state capital because they chose to cooperate with the enemy instead of have their town burned and plundered.

On April 28, 1813, Admiral Cockburn's fleet anchored just off of Turkey Point—almost exactly where the British fleet anchored in 1777 when they landed in Cecil County on their way to Brandywine and subsequently the occupation of Philadelphia for the Winter.

British Military Vessels in the Upper Bay April 28, 1813

On December 26, 1812, the British government issued a proclamation declaring a blockade of the Delaware and Chesapeake Bays. On February 4, 1813 a hostile fleet arrived in the Chesapeake to enforce the proclamation. Admiral Sir George Cockburn was in command of the fleet which included four ships of the line, six frigates and several smaller vessels. It entered the Chesapeake and cast anchor in Hampton Roads.

The fleet was made up of the following ships: The Marlborough 74 which was captained by Charles Bayne Hodgson Ross and was Admiral Cockburn's flagship; The Dragon 74, with Captain Berry; Poictiers 74, captained by Commodore Beresford; Victorious 74, by Captain Talbot; Acasta 44, by Captain Kerr; Junon 38, Captain Sanders; Statira 38, by Captain Stackpool; Maidstone 36, Captain Burdett; Belvidera 36, Captain Byron; Narcissus 32, Aylmer; Lauristinus 21, captained by Gordon; and Tartarus 20, captained by Paseo.

While Admiral Cockburn was essentially in charge of this fleet and was the person responsible for reeking havoc on the Upper Chesapeake, the actual fleet was technically commanded by Sir John Borlase Warren. He arrived in March of 1813 on the San-Domingo 74, Captained by Charles Gill.

In early April Cockburn was sent up to the top of the Chesapeake where he sent his tenders and barges in to most of the navigable inlets blundering and burning as he went. On April 29th, the Marlborough anchored off of Turkey Point. It was captained by Lieutenant Westphal and he was also in charge of thirteen barges manned by four hundred armed men. The boats he took to Frenchtown and subsequently to Elk Landing were the brigs Fantom and Mohawk and the tenders Dolphin, Racer, and Highflyer. Some of these tenders including the Highflyer, were captured from the Americans.

EVENTS OF APRIL 28-29, 1813
AT FRENCHTOWN, WHITE HALL AND ELK LANDING

On the 28th of April, Admiral Cockburn brought his fleet up to the Upper Chesapeake.. The first group came with his flagship and two of the fleet's schooners and anchored just a little below Havre de Grace on Spesutia Island. There the flagship and the schooners were joined by a squadron of twelve barges, manned with about four hundred British volunteers (soldiers). After procuring supplies on the island and at nearby Turkey Point, the fleet anchored off of Turkey Point almost at the same exact spot that they anchored in 1777 when 15,000 British soldiers invaded Cecil County on their way to Brandywine and ultimately Philadelphia.

Admiral Cockburn gave the orders the night of April 28th to head up the Elk River and attack entrenchments and forts along the way and take out Frenchtown. A fleet of 12 barges made their way up the Elk, but by mistake they went up the Bohemia River thus delaying the action until 11:00am on the 29th.

As the British proceeded up the Elk River, they met no resistance until they got to Welsh Point where Major William Boulden was stationed with a small squad of militia. Having no artillery, the American militia was no match for the British marines and they moved right past them and on to Frenchtown. Frenchtown had a substantial wharf as well as a depot of military stores and storehouses. At Frenchtown, a small militia had formed at the small log structure fort which was mounted with three four-pounder cannons. Not only was the militia there to protect the fort, but also several stage drivers and other townsmen. There were two boats at the wharf, one of which was the Annon Ruth which was a schooner which just came back from Baltimore full of flour. The militia quickly figured out that they were no match for the British marines and quickly fled to Elkton to defend Elk Landing and the 30 sailing vessels that fled up to the top of the River just beyond Elk Landing to try and be out of harms way.

As the British were in site, the group at Frenchtown attacked the marines and put up a valiant fight, but with an insufficient weapon supply, they quickly succumbed to the more powerful marines. The marines split in to two groups. The ones on sea burned the Frenchtown wharf and burned the Annon Ruth. They also took away the Morning Star which was built in North East.

(It later showed up in Baltimore after the British turned her in to a Schooner and then hailed from Halifax, Nova Scotia). 150 marines or so made the journey by land after landing at Frenchtown's wharf to the actual town of Frenchtown which was a mile inland. They burned all of the storehouses and military storehouses and plundered what they could carry. They spared all of the private dwellings though. In the meantime, the British rowed up the river in several small gunboats and a schooner.

As the British approached Elk Landing by sea, they were met by a garrison at Fort Defiance about a half mile from Elk Landing. They were fired upon with cannonballs and grapeshot. In addition, they found a Chevaux-de-frise- an iron chain that was stretched across the River from Fort Defiance to another smaller fort across the creek. Realizing that Elkton was well defended by the militia and the contour of the land, they retreated down the River. Having been driven back by the militia at Fort Defiance, they landed at White Hall which was owned by Frisby Henderson and they tried to induce him to show them the road to Elkton. When he refused, one of his slave girls volunteered to be their guide. Instead of leading them to Elkton, the slave led them to Cedar Point which was just opposite Fort Hollingsworth at Elk Landing. Captain Henry Bennett who was the commander of the militia at Fort Hollingsworth ordered instructions to fire on the British. The British who were not up for a good fight, hastily retreated back to the waiting barges and rowed back to their waiting schooner which retreated back to the rest of the fleet near Turkey Point. Only a few rounds were fired at the British with little to no return fire. Elkton had been spared due to the bravery and well placed plan of the local militia. No Americans were killed in the skirmishes at Frenchtown and Elk Landing. One British marine lost his life at Frenchtown in an explosion. Other towns would not be so lucky. Just days later, the British burned Principio Furnace and then Havre de Grace.

On July 11, 1814, the British once again returned to try and destroy Elkton, but the American military was ready for them as attested by John Rodgers, the secretary of the Navy in a note which was published in John Brannon's *Official Letters of the Military and Naval Officers of the United States during the War with Great Britain,* p. 377

"*July 14th 184, Sir: In consequence of information received from General Foreman, at a late hour on the 11th instant, that four of the enemy's barges had been repulsed by a party of militia*

at Elkton, but that they were expected to return the seceding night in greater force. I was induced to order Lieutenant Morgan of the Navy, to march 250 of the officers and seamen attached to the flotilla , to his assistance, foe the defense of that place and the surrounding country. The above officers and sailors embarked in a few minutes, and you will not think inactive when I inform you that in three hours and 47 minutes, the whole detachment, completely armed reached the courthouse at Elkton, with two heavy pieces of travel ling artillery, notwithstanding the roads were excessively bad, and the night very dark and rainy."

The British attacked with 3 barges, but again were repulsed by the Elkton militia. Due to the difficulty of navigating to Elkton and the positioning of the forts as well as the militia itself, the British were never able to attack Elkton nor burn it.

British Account of Attack on Frenchtown and Elkton

The following excerpt is from William James' book entitled, Naval History of Great Britain which details the British account of the War from the time Admiral Cockburn was instructed to go up to the head of the Bay and reake havoc on the towns and settlements along the Bay especially those which made armaments or stored weapons such as Frenchtown.

*Rear-admiral Cockburn was now directed, with a squadron of small vessels, to penetrate the rivers at the head of the bay, and endeavour to cut off the enemy's supplies, as well as to destroy his foundries, stores, and public works ; particularly a depot of flour, military and other stores, ascertained, by the information of some Americans, to be at a place called Frenchtown, situated a considerable distance up the river Elk. Accordingly on the evening of the 28th of April, taking with him the brigs **Fantome** and **Mohawk**, and the **Dolphin**, **Racer**, and **Highflyer** tenders, the rear-admiral moved towards the river. Having anchored the brigs and schooners as far within the entrance as could be effected after dark, the rear-admiral took with him in the boats of his little squadron, commanded by Lieutenant George Augustus Westphal, first of the **Marlborough**, 150 marines, under Captains Marmaduke Wybourn and Thomas Carter, and five artillerymen, under Lieutenant Robertson, of that corps, and proceeded to execute his orders.*

Having, owing to ignorance of the way, entered the Bohemia, instead of keeping in the Elk river, the boats did not reach the destined place till late on the following morning. This delay enabled the inhabitants of Frenchtown, to make arrangements for the defence of the stores and town ; for the security of which a six-gun battery had lately been erected. As soon as the boats approached within gun-shot of it, a heavy fire was opened upon them. Disregarding. this, however, the marines quickly landed; and the American militia fled from the battery to the adjoining woods. The inhabitants of the town, which was situated at about a mile distant, having, as far as could be ascertained, taken no part in the contest, were not in the slightest degree molested ; but a considerable quantity of flour, of army-clothing, saddles, bridles, and other equipments for cavalry ; also various articles of merchandise, and the two stores in which they had been contained, together with five vessels lying near the place, were entirely consumed. The guns of the battery, being too heavy to be carried away, were disabled ; and the boats departed, with no other loss than one seaman wounded in the arm by a grape-shot. The Americans lost one man killed by a rocket, but none wounded.

The rear-admiral's system, and which he had taken care to impart to all the Americans captured by, or voluntarily coming on board, the squadron, was to land without offering molestation to the unopposing inhabitants, either in their persons or properties ; to capture or destroy all articles of merchandise and

munitions of war; to be allowed to take off, upon paying the full market price, all such cattle and supplies as the British squadron might require ; but, should resistance be offered, or menaces held out, to consider the town as a fortified post, and the male inhabitants as soldiers ; the one to be destroyed, the other, with their cattle and stock, to be captured.

In James account, there is no mention of the battles at Fort Defiance nor at Fort Hollingsworth. This can be interpreted that it was so inconsequential to the British or it can be looked at that since it was a sound defeat, the British did not want to mention it in their accounts. The real story falls somewhere in between.

Full British Story in Regards to Upper Bay Attacks

The Fate of Frenchtown, Havre de Grace, Charlestown, et al

Unfortunately, the capture of frigate after frigate by the Americans could not persuade the British government, that the United States were in earnest about going to war. Hence, instead of one of the 10 or 12 dashing flag-officers, whose names have recently figured in these pages, being sent out to fight the Americans into compliance, a superannuated admiral, whose services, such as they were, bore a very old date, arrived, early in March, 1813, in Chesapeake bay, to try the effect of diplomacy and procrastination. Had not Sir John Warren's second in command, Rear-admiral Cockburn, been of a more active turn, the inhabitants of that very exposed part of the American sea-frontier, the coast around the bay in which the two admirals had cast anchor, would scarcely have known, except by hearsay, that war existed. But, before we proceed to give an account of the proceedings of Rear-admiral Cockburn in the rivers at the head of the Chesapeake, we have to relate a boat-attack that took place a few weeks previous to his arrival on the American coast.

On the 8th of February, at 9 a.m., while a British squadron, consisting of the 18-pounder 36-gun frigates **Maidstone** and **Belvidera**, Captains George Burdett and Richard Byron, and 38-gun frigates **Junon** and **Statira**, Captains James Sanders and Hassard Stackpoole, was at anchor in Lynhaven bay, a schooner was observed in the north-west, standing down Chesapeake bay. Immediately the boats of the **Belvidera** and **Statira** were detached in chase. Shortly afterwards, on Captain Byron's making the signal, that the chase was superior to the boats, a fresh force of boats was sent, making nine in all, under the command of Lieutenant Kelly Nazer.

On seeing the boats approaching her, the schooner, which was the *Lottery*, of six 12-pounder carronades and 28 men, Captain John Southcomb, from Baltimore bound to Bordeaux, made all sail to escape ; but soon found herself becalmed. At 1 p.m. she opened from her stern-chasers a well-directed fire upon the headmost boats, or those first detached. These rested on their oars until their comrades came up ; when the whole rushed forward, and, through a very animated fire of round and grape, boarded the schooner, but did not carry her until after a most obstinate resistance, in which Captain Southcomb was mortally wounded, and 18 of his men also wounded, many of them dangerously. The British sustained a loss comparatively slight, having had only one man killed and five wounded.

This was a very gallant resistance on the part of the *Lottery*; and Captain Southcomb, until he died, was treated with the greatest attention by Captain Byron, on board of whose frigate he had been brought. Captain Byron then sent the body of the *Lottery's* late commander on shore, with every mark of respect due to the memory of a brave officer; and he afterwards received a letter of thanks from Captain Charles Stewart of the American 18-pounder 36-gun frigate *Constellation*, at an anchor in St.-James river leading to Norfolk, watching an opportunity to put to sea. The *Lottery* was a fine schooner of 225 tons, pierced for 16 guns, and afterwards became the **Canso** in the British service.

Just as Sir John Warren, with the 74-gun ships **San-Domingo**, bearing his flag, Captain Charles Gill, and **Marlborough**, bearing Rear-admiral Cockburn's flag, Captain Charles Bayne Hodgson Ross, accompanied by the **Maidstone** and **Statira** frigates and **Fantome** and **Mohawk** brig-sloops, had arrived abreast of the river Rappahannock, in their way up the Chesapeake, five large armed schooners were discovered, and were immediately chased into the river by the frigates and smaller vessels. It now falling calm, the boats of the two line-of-battle ships and frigates, consisting of the **San-Domingo's** pinnace, with 23 officers and men and a 12-pounder carronade, under Lieutenant " James Polkinghorne and midshipman Robert Amyett Newman, **Maidstone's** launch, with 21 officers and men and a 12-pounder carronade, under Lieutenant Matthew Liddon, **Marlborough's** barge and cutter, with 40 officers and men, under Lieutenant George Constantine Urmston and James Scott, and **Statira's** cutter with 21 officers and men, under Lieutenant George Bishop, total 105 officers and men were immediately detached in pursuit.

After rowing 15 miles, Lieutenant Polkinghorne found the four schooners, which were the *Arab*, of seven guns and 45 men, *Lynx*, of six guns and 40 men, *Racer*, of six guns and 36 men, and *Dolphin*, of 12 guns and 98 men, drawn up in line ahead, and fully prepared to give him a warm reception. He, notwithstanding, dashed at them. The *Arab* was boarded and carried by the **Marlborough's** two boats; the *Lynx* hauled down her colours just as the **San-Domingo's** pinnace arrived alongside ; and the *Racer* was carried by Lieutenant Polkinghorne, after a sharp resistance. The guns of the *Racer* were then turned upon the *Dolphin* ; and the latter was gallantly boarded and carried by the **Statira's** cutter and **Maidstone's** launch.

The loss sustained by the British in this very gallant boat attack amounted to one seaman and one marine killed, Lieutenant Polkinghorne, another lieutenant (William Alexander Brand), one lieutenant of marines (William Richard Flint), one midshipman (John Sleigh), and seven seamen and marines wounded. The loss sustained by the Americans was six men killed and 10 wounded. The captured schooners were very fine vessels and of large dimensions for schooners, each measuring from 200 to 225 tons. The *Racer* and *Lynx*, under the names of **Shelburne** and **Musquedobit**, were afterwards 14-gun schooners in the British service. Because, probably, these four formidable schooners were only privateers, the gallantry of Lieutenant Polkinghorne in capturing them with a force so decidedly inferior, did not obtain him a commander's rank until upwards of 14 months afterwards.

Rear-admiral Cockburn was now directed, with a squadron of small vessels, to penetrate the rivers at the head of the bay, and endeavour to cut off the enemy's supplies, as well as to destroy his foundries, stores, and public works ; particularly a depot of flour, military and other stores, ascertained, by the information of some Americans, to be at a place called Frenchtown, situated a considerable distance up the river Elk. Accordingly on the evening of the 28th of April, taking with him the brigs **Fantome** and **Mohawk**, and the **Dolphin**, **Racer**, and **Highflyer** tenders, the rear-admiral moved towards the river. Having anchored the brigs and schooners as far within the entrance as could be effected after dark, the rear-admiral took with him in the boats of his little squadron, commanded by Lieutenant George Augustus Westphal, first of the **Marlborough**, 150 marines, under Captains Marmaduke Wybourn and Thomas Carter, and five artillerymen, under Lieutenant Robertson, of that corps, and proceeded to execute his orders.

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As the boats in their way down the Elk, were rounding Turkey point, they came in sight of a large estate, surrounded by cattle. The rear-admiral landed ; and, directing the bailiff ; or overseer, to pick out as many oxen, sheep, or other stock, as were deemed sufficient for the present use of the squadron, paid for them to the full amount of what the bailiff alleged was the market price. Not the slightest injury was done ; or, doubtless one of the industrious American historians would have recorded the fact. Having learnt that cattle and provisions, in considerable quantity, were at Specucie Island, the rear-admiral, with the brigs and tenders, proceeded to that place. In his way thither, it became necessary to pass in sight of Havre de Grace, a village of about 60 houses, situated on the west side of the Susquehanna, a short distance above the confluence of that river with the Chesapeake. Although the British were a long way out of gun-shot, the Americans at Havre de Grace, as if inspired by the heroism of their townsman, Commodore Rodgers, fired at them from a six-gun battery, and displayed to their view, as a further mark of defiance, a large American ensign. This determined the rear-admiral to make that battery and town the next object of attack. In the mean while, he anchored off Specucie Island. Here a part of the boats landed, and obtained cattle upon the same terms as before. A complaint having been made, that some of the subordinate officers had destroyed a number of turkeys, the rear-admiral paid the value of them out of his own pocket. The Americans as they were driving the cattle to the boats, jeered the men, saying, " Why do you come here ? Why don't you go to Havre de Grace ? There you'll have something to do." About this time a deserter gave the people at Havre de Grace, who had already been preparing, notice of the intended attack.

After quitting Specucie Island, the rear-admiral bent his course towards Havre de Grace ; but the shallowness of the water admitting the passage of boats only, the 150 marines and the five

artillerymen embarked at midnight on the 2d of May, and proceeded up the river. The **Dolphin** and **Highflyer** tenders attempted to follow in support of the boats, but shoal water compelled them to anchor at the distance of six miles from the point of attack. By daylight, the boats succeeded in getting opposite to the battery ; which mounted six guns, 12 and 6 pounders, and opened a smart fire upon the British. The marines instantly landed to the left ; which was a signal to the Americans to withdraw from their battery. Lieutenant Westphal, having in the mean time stationed his rocket-boat close to the battery, now landed with his boat's crew, turned the guns upon the American militia, and drove them to the extremity of the town. The inhabitants still keeping up a fire from behind the houses, walls, and trees, Lieutenant Westphal, by the admiral's orders, held out a flag of truce, and called upon them to desist. Instead of so doing, these " unoffending citizens " fired at the British lieutenant, and actually shot him through the very hand that was bearing the flag of truce. After this, who could wonder if the British seamen and marines turned to the right and to the left, and demolished every thing in their way ? The townspeople themselves had constructed the battery ; and yet not a house in which an inhabitant remained was injured. Several of the inhabitants, principally women, who had fled at first, came again into the town, and got back such articles as had been taken. Some of the women actually proceeded to the boats : and, upon identifying their property, obtained its restoration.

Many of the inhabitants who had remained peaceably in their houses, as a proof that they were well informed of the principle upon which Sir George Cockburn acted, frequently exclaimed to him: " Ah, sir, I told them what would be the consequence of their conduct. It is a great pity so many should suffer for a headstrong few. Those who were the most determined to fire upon you the other day, saying it was impossible you could take the place, were now the first to run away." Several of the houses that were not burnt did, in truth, belong to the chief agents in those violent measures which had caused such severity on the part of the British ; and the very townspeople themselves pointed out the houses. Lieutenant Westphal, with his remaining hand, pursued and took prisoner an American captain of militia ; and others of the party brought in an ensign and several privates, including an old Irishman, named O'Neill. After embarking the six guns from the battery, and taking or destroying about 130 stands of small-arms, the British departed from Havre de Grace.

One division of boats, headed by the rear-admiral, then proceeded to the northward, in search of a cannon-foundry, of which some of the inhabitants of Havre de Grace had given information. This was found, and quickly destroyed ; together with five long 24-pounders, stationed in a battery for its protection; 28 long 32-pounders, ready for sending away ; and eight long guns, and four carronades, in the boring house and foundry. Another division of boats was sent up the Susquehanna ; and returned, after destroying five vessels and a large store of flour.

On the night of the 5th of May, the same party of British marines and artillerymen again embarked in the boats, and proceeded up the river Sassafras, separating the counties of Kent and Cecil, towards the villages of George-town and Frederick-town, situated on opposite sides of the river, nearly facing each other. Having intercepted a small boat with two of the inhabitants, Rear-admiral Cockburn halted the detachment, about two miles from the town ; and then sent forward the two Americans in their boat, to warn their countrymen against acting in the same rash manner as the people of Havre de Grace had done ; assuring them that, if they did, their towns would inevitably experience a similar fate ; but that, on the contrary, if they did not attempt

resistance, no injury should be done to them or their town ; that vessels and public property only ; would be seized ; that the strictest discipline would be maintained ; and that whatever provision, or other property of individuals, the rear-admiral might require for the use of the squadron, would be instantly paid for in its fullest value. The two Americans agreed in the propriety of this ; said there was no battery at either of the towns ; that they would willingly deliver the message, and had no doubt the inhabitants would be peaceably disposed.

After waiting a considerable time, the rear-admiral advanced higher up ; and, when within about a mile from the towns, and between two projecting points of land which compelled the boats to proceed in close order, a heavy fire was opened upon them from one field-piece, and, as conjectured, 300 or 400 militia, divided and intrenched on the opposite sides of the river. The fire was promptly returned, and the rear-admiral pushed on shore with the marines ; but, the instant the American militia observed them fix their bayonets, they fled to the woods, and were neither seen nor heard of afterwards. All the houses, excepting those whose owners had continued peaceably in them, and taken no part in the attack, were forthwith destroyed ; as were four vessels lying in the river, together with some stores of sugar, of lumber, of leather, and other merchandise. On this occasion, five of the British were wounded. One of the Americans, who entreated to have his property saved, wore military gaiters; and had, no doubt, assisted at the firing upon the British. Agreeably to his request, however, his property was left untouched.

On his way down the river, the rear-admiral visited a town situated on a branch of it. Here a part of the inhabitants actually pulled off to him ; and, requesting to shake hands, declared he should experience no opposition whatever. The rear-admiral accordingly landed, with the officers, and, chiefly out of respect to his rank, a small personal guard. Among those that came to greet him on his landing, were observed two inhabitants of George-town. These men, as well as an inhabitant of the place who had been to George-town to see what was going on, had succeeded in persuading the people to adopt, as their best security, a peaceable demeanour. Having ascertained that there were no warlike stores nor public property, and obtained, upon payment of the full value, such articles as were wanted, the rear-admiral and his party re-embarked. Soon afterwards a deputation was sent from Charles-town, on the north-east river, to assure the rear-admiral, that the place was considered as at his mercy ; and, similar assurances coming from other places in the upper part of the Chesapeake, the rear-admiral and his light squadron retired from that quarter.

Persons in England may find it difficult to consider, as soldiers, men neither imbodied nor dressed in regimentals. That circumstance has not escaped the keen discernment of the American government. Hence the British are so often charged, in proclamations and other state-papers, with attacking the " inoffensive citizens of the republic. " The fact is, every man in the United States, under 45 years of age, is a militiaman ; and, during the war, attended in his turn, to be drilled or trained. He had always in his possession either a musket or a rifled-barrel piece ; knew its use from his infancy ; and with it, therefore, could do as much execution in a smock frock or plain coat, as if he wore the most splendid uniform. These soldiers in citizens' dresses were the men whom Rear-admiral Cockburn so frequently attacked and routed ; and who, when they had really acted up to the character of non-combatants, were invariably spared, both in their persons and properties. The rear-admiral wished them, for their own sakes only, to remain neutral ; but General Hull, in his famous proclamation, prepared with so much care at Washington, invited the

Canadian people to become open traitors to their country ; and visited, upon the heads of those that refused, all " the horrors and calamities of war. "

On the 12th of June the boats of the 18-pounder 32-gun frigate **Narcissus**, Captain John Richard Lumley, containing about 40 men, under the command of Lieutenant John Cririe, first of that ship, and of Lieutenant of marines Patrick Savage, were despatched up York river, in the Chesapeake, to cut out the United States schooner *Surveyor*, mounting six 12-pounder carronades. Captain Samuel Travis, the American commander; had furnished each of his men with two muskets ; and they held their fire until the British were within pistol-shot. The Americans then opened ; but the boats pushed on, and finally carried the vessel by boarding, with the loss of three men killed, and six wounded. Captain Travis had five men wounded. His crew amounted to only 16 ; and so gallant was their conduct, as well as that of their commander, in the opinion of Lieutenant Cririe, that that officer returned Captain Travis his sword, accompanied by a letter, not less complimentary to him, than creditable to the writer.

Admiral Warren, who had quitted the Chesapeake for Bermuda, returned to his command early in June, bringing with him, according to newspaper-account, a detachment of battalion-marines, 1800 strong, 300 of the 102d regiment, 250 of the Independent Foreigners, or Canadian chasseurs, and 300 of the royal marine-artillery ; total 2650 men. On the 18th of June the **Junon** frigate anchored in Hampton roads, and Captain Sanders despatched his boats to capture or destroy any vessels that might be found at the entrance of James river. Commodore John Cassin, the 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, also with 50 infantry from Craney Island, and despatched them under the command of Captain Tarbell, to attempt the capture or destruction of the **Junon.**

Appendix- Elkton Militia Muster Roll

When the British blockaded the Chesapeake in the Winter of 1813, many of the county's militia left to go defend the city of Baltimore. What few were left spread out from Bull's Mountain to Elkton. A company of cavalry was there to watch the British and give notice of their approach by ways of military posts set up all along the way. Because there were not enough militia left, it was fruitless to engage the British at the mouth of the rivers so the locals set up forts all along the rivers at Fredericktown, Frenchtown, Charlestown, Elk Landing, and on the Elk River about a mile down from Elk Landing. The Fort at Elk Landing was called Fort Hollingsworth and was a small earth-work or redoubt mounted with a few pieces of small cannon and stood a few yards southeast of the old stone house now standing near the wharf. The fort one mile down the Elk River was called Fort Defiance. The commander of this militia district was General Thomas M. Foreman from Kent County. He was a Revolutionary War veteran and representative of Cecil County in the General Assembly in 1790 and 1800 . Although he was in charge of the district, he was never there to lead the local militia as he was engaged in Baltimore instead. This left leadership up to the locals which did the best they could. Colonel William Garrett was in command of Fort Defiance during the time it saw action on April 29, 1813. Below is a list of the men who were stationed at Fort Defiance and how many days they were there from April 29 to May 24, 1813:

John Davidson, Captain	8	Samuel Cowden, Leftent of Capt. Davidson's Co	18
John Garrett, Left	16	Joseph Steel, Ensign	14
Samuel Williamson, Capt	10	John Short, Left.	22
Samuel Thompson, Sargt- Mjr	26	Weston George, Sargt & Gunr.	26
John Jones, Sargt.	26	John Scott (Blacksmith) Sargaent	19
William Mackey, Sargt.	26	Jason Phillips, Commissary	22
James Clifton, Gunner	26	Aron Stout, Gunner	18
Samuel Drennen, Artilerist	26	Samuel Work	23
Samuel Lowery	25	Robert Hemphill	26
James Perry	26	Hugh McNelly	26
Hugh Rogers	26	James Ditoway	19
John Foster	21	Thomas Bayland	26
Zebulin McDonald	25	George McDonald	26
John Maloney	26	John Lowery	13
Thomas Garrett, Sr.	2	John Hays	19

Thomas Furguson	9	Nicholas Price	13
Simon Hutton	18	Thomas Davis	18
John Maxfield	14	Michael McNamee	7
William Thornton	7	Jacob Tyson, Jr.	18
John Wirt	7	Benjamin Bowen	18
James Scott	18	Christopher McAlister	2
Samuel Short	2	Samuel Smith	14
Abraham Boreland	10	Blaney Edmunson	16
Edward Graves	10	Constant Trivit	16
George Enos	4	John Payne	3
Barney Graves	17	George Holmes	10
Peter Founce	10	John Ginn	2
Ephriam Morrison	2	Moses Scott	11
Andrew P. Armstrong	13	Samuel Taylor	19
Samuel Hayes	12	James Worth	25
Charles Conley	20	James McGregor	18
Robert Orr	24	Williams Mansfield	3
Thomas Whitesides	5	James Crawford	11
John Ricketts	3	Jacob Pluck	13
Thomas Wilson	24	Elijah Davis	10
Samuel Wilson	4	Archibald Wood	10
Samuel Francis	4	Miles Standish (*)	14
John Stephens	17	James Hutcheson	3
Thomas McIntire	12	William Dysart	15
James McDonald	7	William Wilson	26
James Walker	4	James Smith	4
David Mackey	8	Thomas Conn	3
James Cummings	20	Alexander Alexander	6
Joseph Wolleston	6	Samuel Johnston	5
Thomas Russel	19	James Patton	10
William Kerr	16	John Borelin	7
William Lowery	2	Thomas Wallace	19
Elijah Hill	13	Joseph Alexander	20
Robert Christy	15	William Osmond	13

Hugh Gray	11	Robert Watson	10
Thomas Garrett, Jr.	20	Williams Crosson	15
John Scott (Shoemaker)	5	Samuel Shaw	7
Charles Pierson	5	Arthur Morrison	5
James McAuley	13	Joseph Robeson	3
Jonathan Osmond	6	Archibald Dysart	2
Levi Dysart	3	Eli Derixon	8
Bailey Boiles	4	George Jameson	3
John Clark	4	William Johnston	12
Campbell Burk	15	Robert McCrey	20
Williams Shields	18	Edmund Burk	4
Augustine Stoops	5	David Short	24
William Pennington	5	George Foster	1
Frederick Slagle	20	Joseph Lorrett	4
William Mainley	6	James Currier	5
John Williamson	3	Elijah Janney	21
Daniel McAuley	21	Nathan Owens	9
Sampson Lumb	6	Jonathan Short	5
Thomas Wingate	12	Joseph Holt	1
Jesse Foster	8	Nathan Foster	1
James Porter	3	John McAuley	3
Andrew Riggs	5	John Johnston	3
Nicholas Hyland	4	James Young	10
Gilbert Smith	7	Ebenezer Alden (Cook) (**)	26
Isaac Philips	24		

*= A lineal descendant of Captain Miles Standish of New England

**= A lineal descendant of John Alden, who came over with the Pilgrims in the Mayflower.

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