

FORM of the LICENCE directed by the above Order.

By the Commissioners for managing and causing to be levied and collected His Majesty's Customs, Subsidies, and other Duties in [where]

WHEREAS [name of the person] one of His Majesty's subjects, residing at [place where] hath given notice to us the Commissioners of His Majesty's Customs [in Great Britain, or Revenue in Ireland] that he intends to lade at [some port of the United States of America] and import into [some port of Newfoundland] in the [ship's name] being a British-built ship [describing the tonnage and what sort of vessel] navigated according to law, whereof [master's name] is master; bound to [where]; and it appearing by the register of the said ship the [ship's name] whereof [master's name] is master, that the said ship the [ship's name] was built at [place where] and owned by [owner's name] residing at [place where] all His Majesty's British subjects; and that no foreigner, directly or indirectly, hath any share, part, or interest therein.

Now be it known, that the said [person's name] hath a licence to lade on board the said ship, [ship's name] at and from any port or place belonging to the United States of America, bread, flour, pease, Indian corn, and live stock, and also pitch, tar, and turpentine; the produce of the said United States, and no other article whatsoever; and to carry the said bread, flour, pease, Indian corn, and live stock, pitch, tar, and turpentine, to some port or place in the Island of Newfoundland; and on the arrival of the said ship at any port, harbour, or place of discharge in Newfoundland, the master or person having the charge or command of the said ship, is required and enjoined to deliver up the said licence to the Collector or other proper Officer of His Majesty's Customs there, and to indorse on the back thereof the marks, numbers, and contents of each package of bread, flour, pease, Indian corn, pitch, tar, and turpentine, and the number of live stock, and shall thereupon receive a certificate thereof from the said Collector or other proper Officer of the Customs.

This licence to continue in force for calendar months from the date hereof.

Signed by us the _____ at the _____ this _____ day of _____ one thousand eight hundred and _____

Licence to import bread, flour, pease, Indian corn, live stock, pitch, tar, and turpentine, into the Island of Newfoundland. J. B.

Admiralty-Office, July 7, 1812.

Copy of a Letter from Lieutenant Simmonds, commanding His Majesty's Gun-Vessel Attack, addressed to Rear-Admiral Foley, and transmitted to John Wilson Croker, Esq.

His Majesty's Gun-Brig Attack, Dover-Roads, July 5, 1812.

SIR,

IT is with much satisfaction I have the honour to inform you, that in executing your orders, to cruise in His Majesty's brig under my command,

for the protection of trade and the annoyance of the enemy, at six P.M. yesterday evening, Calais Cliff bearing S. by E. four miles, I observed a transport galliot, a sloop, and a privateer, coming out of Calais Harbour, and endeavouring to run along shore: perceiving this to be their intention, and knowing that the shewing a disposition to make an immediate attack would cause them all to put back, or run their vessels on shore, I made sail to windward, in the hope of decoying them so far from their own shore as to be able to cut them off. Judging this to be the proper opportunity for such an attempt, I immediately made all sail in shore, and at half past eight, manned and sent the gig away, with six men, under the direction of Mr. Couney, the Second Master, still keeping His Majesty's brig towards the enemy. At twelve, there being light airs, and within half gun-shot of the enemy's shore, the Second Master discovered the galliot in tow of the privateer.

Mr. Couney, undaunted by such an unequal force, and under the galling fire of their musketry, immediately boarded the transport, while on the other side she was boarded by the privateer's men; but on the Second Master's having killed one of their men in boarding, they thought it prudent to desist and sheer off, leaving the boat's crew in possession of their prize. She proves to be the transport galliot No. 637, of two hundred and fifty-six tons burthen, manned with sixteen men, and armed with muskets; the privateer was armed with a six-pounder, swivels, cohorns, and musketry, and a complement of thirty men, commanded by Lieutenant de Vaisseau Gröhe.

It is with great pleasure I have to state, that it has pleased God to spare the lives of the little crew of His Majesty's brig engaged in this contest, who have escaped, to a man, unhurt.

The gallantry displayed by Mr. Couney and the men employed with him, merits any approbation that can be bestowed on them, for, independent of the fire of the enemy's musketry, the vessel was exposed to the batteries, which kept up a fire of round and grape upon them. From His Majesty's brig being becalmed from the time the boat shoved off, I was unable to close with them; my anxiety was great for the fate of the people, but from my knowledge of Mr. Couney's conduct, since he has been with me, I had great confidence in him.

I cannot conclude without mentioning the steady conduct of my officers and men throughout the whole of the affair; and had we been so fortunate as to have had a breeze, we, no doubt, should have captured the whole.

I have the honour to be, &c.

R. W. SIMMONDS, Lieut. and Commander,
Rear-Admiral Foley, Commander in Chief,
&c. &c. &c. Downs.

Whitehall, July 7, 1812.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of His Majesty, to appoint John Wauchope, Esq. to be Clerk and Keeper of the General Register of Hornings, in Scotland, in the room of James Newbiggin, Esq. deceased.