

The judicious plan for the attack, and the persevering bravery displayed by all concerned in its execution, notwithstanding the disadvantage some of the vessels were under in not being able to attain their assigned positions, owing to the wind failing, and a strong adverse current of three knots, and the landing of the little band of seamen and royal marines, in the face of so large a force, will, I am persuaded, call forth their Lordships' admiration of the skill that directed, and the undaunted courage that achieved, this brilliant exploit. Captain Hotham's letter brings the merits of the contest so fully to the mind, that I feel it now only remains for me to express to their Lordships the high sense I entertain of the gallantry, zeal, and ability which animates that excellent officer, who has, on every occasion, given me perfect satisfaction in the performance of his various duties; and I beg to recommend his services most strongly to their Lordships' favourable consideration, as also those officers serving in command under his orders on this occasion, which, I conceive, reflects so much honour and credit on themselves and the service.

I am convinced their Lordships will experience as much pleasure as I do, in learning from Captain Hotham that he had great reason to be satisfied with the good conduct of all the officers, seamen, and royal marines engaged on this service; and I trust I may be permitted to call their attention to the circumstance of Captain Hope's cutting the barrier chain, and to the merits of the officers and men; Captain Hotham has specially brought to my notice (particularly Commander Sullivan and Lieutenant Levinge), as also the case of Mr. Andrews' family, who have lost, in him, their main support.

I sincerely regret this gallant achievement has been attended with such a loss of life; but, considering the strength of the enemy's position, and the obstinacy with which it was defended, we have reason to be thankful to Divine Providence that it was not greater. Among the killed is to be lamented, Lieutenant C. Brickdale, an officer of great promise.

It is very gratifying to me to add, that a perfect unanimity and cordial co-operation has subsisted throughout between Captains Hotham and Tréhouart, and the vessels under their orders; and their Lordships will perceive that the gallant bearing of the latter has called forth unqualified admiration from Captain Hotham. I also beg to remark the full confidence Captain Hotham felt in the support of his French Allies. The official report of Captain Tréhouart to Admiral Lainé gives a long list of killed and wounded (seventeen of the former and sixty of the latter), sufficiently proving the share the French division took in the contest, and which must have essentially contributed to the success of the day.

I enclose a copy of the return of the killed and wounded, and an account of the damages sustained by the vessels engaged, so far as can be obtained from the logs and demands I have received. A more detailed report I will transmit to their Lordships when it reaches me.

Nothing positive is known as to the exact loss of the enemy, but it must have been very great, from the number found dead in the batteries, estimated at several hundreds.

I have the honour to be, &c.

S. H. INGLEFIELD,

Rear Admiral and Commander in Chief.

To the Right Honourable H. T. L. Corry,

M. P. Secretary of the Admiralty.

*H.M. ship Gorgon,
Obligado, 23rd Nov., 1845.*

SIR,—I HAVE the honour to inform you that the combined English and French force, under the command of Captain Tréhouart and myself, anchored on the 18th instant, at the distance of 3 miles from the batteries of Punta Obligado, in the river Paraná. At daylight the following morning we reconnoitred the position of the enemy, and soon discovered that great military skill had been evinced, both in the ground chosen and the plan of defence pursued. Four batteries had been erected, —two on heights 60 feet from the water-lieu, and two in the intervening valley; the whole mounting 22 pieces of ordnance, 32, 28, 24, 18, and 12-pounders, and, with the exception of a small open space, were backed by thick woods; three heavy chains, supported by 24 vessels, were extended across from the main land to an island; astern of these lay 10 fire-vessels, and the west end of the chains was defended by an Argentine schooner-of-war, carrying 6 guns. The river at this point is 800 yards wide, and the current runs 3 miles per hour.

From various sources we learnt that 3500 men, cavalry, infantry, and artillery, were assembled; in short, everything indicated a determined resistance. The reconnaissance being completed, my colleague and myself resolved on the following plan of attack:

To form the ships into two divisions, the north, under the direction of Captain Tréhouart, to be composed of, San Martin, Captain Tréhouart; Comus, Acting Commander Inglefield; Pandour, Lieutenant Du Paie; Dolphin, Lieutenant R. Levinge.

The south, under the direction of Commander Sullivan, to be composed of,—Philomel, Commander B. Sullivan; Expeditive, Lieutenant de Miniac; Fanny (hired armed), Lieutenant Key; Procida, Lieutenant Maria de la Riviere.

These divisions to be anchored on the north and south shores, at a distance of 700 yards from No. 1 battery.

The steamers, Gorgon, Captain Charles Hotham; Fulton, Lieutenant Mazeret; Firebrand, Captain James Hope, to anchor at a distance of 1500 yards from the farthest battery; the morning of the 20th was foggy, but about 8 A.M., the weather cleared, and a southerly breeze sprung up. At 8h. 45m., the southern division weighed, and were afterwards followed by San Martin and Comus, Dolphin and Pandour having previously anchored on the north shore.

About 9h. 50m. A.M., the batteries opened fire on the Philomel and southern division, on which