

ATTEMPT TO BURN THE BRITISH FLEET AT CAPSINGMOON.

The delay in the issue of the *Register* gives us the opportunity of publishing the following account of another abortive attempt to burn the British shipping at Capsingmoon, made early on Tuesday morning:—

The first alarm was given about 2 A.M. on Tuesday. A noise was heard from amongst the small Chinese boats inshore. It appeared on subsequent inquiry that some Mandaria boats had got in amongst them, for the purpose of making captures. They attacked the cutter *Devil*, and wounded the *Lascars* on board. Immediately after distant lights appeared in the direction of the passage of the Capsingmoon, called the Flood Gates; and the commanding officer of the Danish King fired a gun and hoisted the signal previously ordered by the senior officer of her Majesty's ships for fire rafts; and instantly almost the fire burst forth from at least fifteen fire-boats. The appearance was very beautiful; the wind and tide were then favourable for their course. As they approached they blew up like some beautiful works, what in English pyrotechnical science would be called a flower-pot. The beauties of the sight, however, did not dissipate the alarm felt by those on board the ships, who were also fearful there might be other crafty schemes in progress, and that they might be attacked from other quarters; consequently, most of the ships slipped their cables and moved out of danger, each more anxious than his neighbour to get into the rear. The scene and danger caused great excitement; the night was very dark, the wind slackened, and so many vessels being under weigh at once in a small space caused great confusion, and many consequently came in contact, but we have not heard of any serious damage.

The boats of the squadron were actively employed towing the rafts clear of the shipping, and anchoring others.

The junks were first turned adrift chained together two and two; nine of these rafts were counted, which gives eighteen boats. But it was ascertained that some had not ignited, and some had exploded, the wrecks being seen floating about the bay the next morning.

On examination, the fire rafts were found to be constructed of what had been very old outside fishing boats; what remains of them will supply the fleet with firewood for a month. They were full of dross, the remains of the combustible matter.

An anecdote of the gallantry and humanity of one of the officers of the *Mavis* deserves recording.

The Mandarins had seized two Chinese, who were in the habit of attending the shipping, and were conveying them over the hills, no doubt for punishment, probably death. The officer of the *Mavis*, with a party of Malay sailors, landed and pursued them; their muskets missed fire, but they charged the Chinese barrel in hand, beat them back right and left with the butt-ends, and put them to flight, released the two prisoners, and brought them safely down to the beach. The interest of the scene was greatly heightened by the arrival of her Majesty's ship *Alligator*; the light of the flaming rafts guided her to the anchorage. This apropos arrival will rather damp the future enterprises of the subordinate Chinese naval officers.

Our correspondent suggests that the men of war should be stationed at the different entrances of the Capsingmoon, instead of being all anchored near each other.

The arrival of the *Brigand* at Calcutta has put us in possession of advices from China to the 3d of July. Admiral Elliot arrived in the *Melville* on the 28th of June, and sailed again for the northward on the 30th, accompanied by Captain Elliot, who is to act as Plenipotentiary.

INDIA.