

The Naval War of 1812: A Documentary History

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further supply and in your route round Cape Horn, when you reach the length of the Plata, you will dispatch the *Cherub* and *Raccoon* to Rio de Janeiro, unless you previously gain intelligence, in the Ports of the Western Coast of sufficient importance to render it necessary, that those Ships should cruize for a longer period for the protection of the Whalers.

When on their return, you will direct them to put into Lima for Water and refreshments. On your arrival at the Spanish Ports, you are to use every endeavour to cultivate the most friendly understanding between the two Nations, and if you should find, any reprisals to have been made of British Vessels or their Cargoes by Spanish Privateers or Guarda Costas, or by the authorities of their Ports (relative to which the accompanying intelligence speaks positively) You are to inquire the cause thereof and to do your utmost by conciliation, to leave them restored, according to the Laws subsisting between the two Nations, and if there should be any refusal to what you may consider a just demand made by you relative to British Commerce, you are to have the case drawn up, in the best manner you are able for the Information of the Lords Commissioners of the Admiralty, taking every possible care yourself and recommending the same to the Captains and Officers of the respective Ships, to take up no cause of Politics between Spain and her Colonies, but to act with the most perfect neutrality towards them both.

Finally you are to consider these additional Orders as auxiliary to the due execution of their Lordships' Most Secret Orders, having no intention whatever to interfere further than using every means in my power, to enable you to execute with honor and success, the Service, they expect you to perform on the N.W. Coast of America. I am Sir, your most obedient and humble Servant

Manley Dixon

LS, UKLPR, Adm. 1/21, pp. 330-31.

COMMANDER WILLIAM BLACK, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

Copy No. 1

Raccoon. Columbia River
15th December 1813

Sir

Agreeable to order from Captn. Hillyar, I succeeded entering Columbia River, in Majestys Sloop *Raccoon*. Novr. 30th 1813 found party of North west Company here, who had made arrangements with the American party before my arrival.

Country and Fort I have taken possession of in name and for British Majesty latter I have named Fort George and left in possession and charge North west Company.

Enemies party quite broke up, they have no settlement whatever on this River or Coast.

Enemies Vessels said on Coast and about Islands, while Provisions last, shall endeavour to destroy them; Weather here set in very bad.

Left *Phoebe*, and *Cherub* Longitude 82°20'W. Latitude 4°33'S well Consort parted from Squadron before reaching Cape Horn, not yet arrived. Natives appear well disposed towards English. Sir Your Obedt. Servt.

(signed) W Black

Copy, Adm. 1/21, p. 464.

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Certain aspects of the treatment of persons and vessels in this index supplement annotation in the volume.

PERSONS: The rank of military personnel is the highest rank attained by the individual during 1813 when it could be ascertained. When all references to an individual lie outside that span, the rank is the highest applicable to the person at the times to which the text refers. Civilian masters of vessels are identified simply as "Capt." Vessels that civilians and naval personnel commanded during 1813 are noted in parentheses at the end of the man's entry.

VESSELS: In most cases, vessels are identified according to their use and rig—such as *Columbia*, US frigate; *Columbia*, American merchant schooner; *Columbia*, HM sloop of war—according to the best information available. Since the use and rig of a vessel could vary, nomenclature used to identify vessels refers to the year 1813. When all references to a vessel lie outside that year, the nomenclature is that applicable to the vessel at the time to which the text refers. The names of commanders of warships for 1813, including privateers but not most gunboats, are noted in parentheses at the end of the vessel's entry. The names of masters of commercial vessels are so listed when they could be ascertained.

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